PLANNING COMMISSION REGULAR SESSION AGENDA
Monday, October 27, 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 Regular Session Meeting Minutes of October 13, 2025.
Draft PC Reg Session Minutes 10-13-2025
10-13-25 PC Work 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. Public Hearings

4.A (Continuation) 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 - Applicant's Traffic Impact Analysis and Site Plan
Attachment D - Combined Public Comments
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
Patty Stanifer Public Comment - 10-13-2025
Alan Rankin Public Comment - 10-13-2025
Gary & Linda Hurley Testimony - 10-13-2025
Elaine Lynch Testimony - 10-13-2025
Michael Cappelli Additional Testimony - 10-13-2025

4.B File 1-AX-22 / 8-Z-22: South Beach Island Annexation.

Staff Report
Exhibit A - Annexation Area Legal Description
Exhibit B - Annexation Graphic Map
Exhibit C - Proposed Zoning Legal Descriptions
Exhibit D - Proposed Zoning Maps
Exhibit E - DLCD 35-Day Notice
Exhibit F - Individual Property Owner Hearing Notices
Exhibit G - General Mail Notice with Exhibits
Exhibit H - Legal Notice For Public Hearing
Exhibit I - Intent of Zone Districts
Exhibit J - Permitted Use Lists
Exhibit K - ORS 222.750
Exhibit L - ORS 222.524
Exhibit M - OAR 660-012-0060
Exhibit N - Annexation Map with Aerial Image
Exhibit O - Comprehensive Plan Map Designations

5. Director Comments

6. Adjournment

City of Newport
Draft Planning Commission Regular Session Minutes
October 13, 2025

LOCATION: CITY COUNCIL CHAMBERS, NEWPORT CITY HALL 169 SW COAST HIGHWAY NEWPORT
Time Start: 7:00 P.M. **Time End:** 8:45 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 (absent, excused)	
Commissioner Gary East (absent, excused)	
Commissioner Braulio Escobar	
Commissioner John Updike (by video)	
Commissioner Robert Bare	
PUBLIC	
David Petersen (by video)	Patty Stanifer
Ane McIntyre (by video)	Mark Stanifer
Todd Woodley	Laurel Cockrum
Tod Mobley	Barbra Turrill
Elaine Lynch	Sandra Amsden
Marlowe Hodge	CeCe Kelly

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 September 22, 2025. b. Meeting minutes of Regular Session Meeting on September 22, 2025.	Motion by Berman, seconded by Bare, to approve the work session meeting minutes of September 22, 2025 as written MOTION carried unanimously with Branigan, Berman, Escobar, Updike, and Bare all voting in favor. Motion by Berman, seconded by Bare, to approve the regular session meeting minutes of September 22, 2025 as written. MOTION carried unanimously with Branigan, Berman, Hanselman, East, Escobar, Updike, and Bare all voting in favor.

CITIZEN/PUBLIC COMMENT	None.
ACTION ITEMS **File No. 2-CUP-25: Final Order and Findings of Fact for a Conditional Use Permit for Toyota of Newport.**	Motion was made by Berman, seconded by Updike, to approve File 2-CUP-25 Final Order and Findings of Fact with conditions. MOTION carried with Branigan, Berman, Updike, and Bare all voting in favor. Escobar abstained.
PUBLIC HEARINGS **File No. 1-TIA-25-A1 & A2: Appeal of Wyndhaven Phase 3 Traffic Impact Analysis Approval (File No. I-TIA-25)** a. PUBLIC HEARING OPEN b. STAFF REPORT – DERRICK TOKOS c. PUBLIC COMMENT	7:10 p.m. Mr. Tokos reviewed the staff report. The Commission inquired whether the applicant would be requesting any variances; Tokos confirmed they would not. Todd Woodley (Wyndhaven Ridge LLC), Tod Mobley (Traffic Engineer), and David Petersen (Land Use Consultant, Tonkon Torp LLP) addressed the Commission. Woodley stated that all submitted materials were included in the record and noted that the update provided was a revised Traffic Impact Analysis (TIA) by Mobley, which responded to concerns raised in public comments. Petersen outlined the TIA process and explained that the thresholds for intersection improvements were not met. He affirmed that the TIA met approval criteria and addressed public concerns submitted in opposition. Mobley explained that the intersection of 31st and 32nd Streets was excluded from the scoping exercise because it is a private street intersection, not a public one. In response to Escobar's question about limiting Phase 3 traffic from using 31st or 32nd Streets, Mobley stated there was no practical method to do so. When asked about outreach to Pacific Beach Club residents, Mobley reported that no outreach was required and none was conducted as part of the TIA. Berman asked about construction traffic. Mobley clarified that the TIA only analyzed post-construction traffic and did not include construction traffic in its approval criteria. Berman asked whether construction vehicles could be

	restricted to 36th Street; Tokos responded that such a condition could be implemented through right-of-way permits and confirmed there would be no through traffic into Pacific Homes Beach Club from the project site. Elaine Lynch, Newport, spoke on behalf of appellant Michael Capelli and reviewed Capelli's submitted comments and requests regarding the TIA. A hardcopy was entered into the record. Lynch then testified on her own behalf in opposition to the TIA, reading her statement into the record and requesting a new TIA be conducted. Berman asked whether any accidents at the intersection had been reported to police; Lynch was unaware. Escobar asked when the community learned of the Phase 3 TIA approval; Lynch replied that four residents received notifications. Bare asked whether police enforcement had been requested; Lynch said the idea had been considered but dismissed as a temporary solution. She emphasized the need for permanent intersection improvements. The Commission asked whether the second appellant, George Dwyer, was present. Lynch reported that Dwyer chose not to attend. Patty Stanifer, Newport, testified in opposition to the TIA, reporting increased traffic in the neighborhood and frequent violations of the stop sign. Laurel Cockrum, Newport, also spoke in opposition, describing how traffic worsened with each phase of Wyndhaven construction and citing safety concerns at the intersection. Barbra Turrill, Newport, shared an incident where a nearby property owner was nearly hit by a vehicle running the stop sign. She noted that while a line had been painted, brush near the sign still obstructed visibility. Turrill reported frequent near-misses and raised concerns about emergency vehicle access in the elderly community, which she felt was not addressed in the TIA. Sandra Amsden, Newport, reported three incidents at the intersection and requested improved visibility for the stop sign at 31st and 32nd Streets. Cochran added that she had reported the issue to police and received follow-up. Mark Stanifer, Newport, questioned the legality of the stop at the end of 31st Street and suggested removing it to create a through street. He recommended installing a speed hump and crosswalk due to safety concerns.

	Marlowe Hodge, Newport, described her difficulty crossing at 31st and 32nd Streets earlier that day. She invited Commissioners to walk the area with her and reported repeated instances of drivers running the stop sign. She emphasized that while the TIA met technical criteria, firsthand observation was necessary. Bare asked whether she had shared her video with police; Hodge said it had just occurred and had not yet been submitted. Berman acknowledged the public's concerns but clarified that the Commission's role was limited to evaluating the TIA against established criteria. He recommended that residents bring their concerns to the City Council, which has the authority to address them. Hodge raised concerns about evacuation routes and increased traffic volume, questioning whether these were considered in the TIA. Lynch asked whether the 2023 TIA remained valid. Branigan confirmed that a supplemental analysis had reaffirmed the 2023 findings. Tokos explained that the TIA process began with a pre-application meeting with the City Engineer, during which five intersections were identified for analysis. All five were addressed in the TIA and included vehicle trips from the applicant's project. Background traffic from Pacific Homes Beach Club, Lakewood Hills, and other areas was also incorporated. CeCe Kelly, Newport, questioned how the city determined which streets were included in the TIA. She advocated for a crosswalk and flashing lights to slow traffic. Branigan reiterated that concerns should be directed to the City Council. David Petersen responded to public comments about traffic violations, agreeing that enforcement issues should be addressed by the City Council, not through the TIA process. He noted that the 31st Street intersection at US 101 was analyzed and found not to trigger queuing, even with background traffic. He explained that an additional stop sign westbound on 31st Street would act as a meter, enhancing safety. Petersen stated that no arguments presented would prevent Commission approval of the TIA. Woodley stated that the applicant could restrict construction traffic from using 31st or 32nd Streets. He expressed willingness to develop a traffic control plan, improve stop sign visibility, and invest in flashing signage or other reasonable mitigation measures, while noting that broader solutions were the city's responsibility. Woodley emphasized their intent to be good neighbors and offered to remind residents to follow traffic laws and participate in short-term enforcement efforts.

	Tokos reported a request to continue the hearing to the next meeting on October 27th, allowing for additional testimony. The Commission agreed to continue the hearing. Motion was made by Berman, seconded by Bare, continue the hearing to the next meeting on October 27, 2025 meeting. MOTION carried unanimously with Branigan, Berman, Escobar, Updike, and Bare all voting in favor.
File 4-Z-25: City Center Design Review District Form Based Code Amendments. a. PUBLIC HEARING OPEN b. STAFF REPORT – DERRICK TOKOS c. PUBLIC COMMENT d. PUBLIC HEARING CLOSED e. COMMISSION DECISION	8:31 p.m. Mr. Tokos reviewed the staff report and noted a minor change to the draft. The Commission discussed the prohibition of food carts in the City Center area and asked where this restriction was located in the code. Tokos explained that food carts in the City Center would be treated the same as those on the Bayfront, with the geographic boundary tied to the traditional downtown area. He added that the relevant map was included in the Comprehensive Plan. None. 8:35 p.m. Motion was made by Berman, seconded by Bare, to approve a favorable recommendation to the City Council for File 4-Z-25. MOTION carried unanimously with Branigan, Berman, Escobar, Updike, and Bare all voting in favor.
NEW BUSINESS **2025-27 Department of Land Conservation and Development Policy Agenda (Carry Over From September 22, 2025 Work Session Meeting).**	Tokos provided a brief overview of the provisions the Commission would need to monitor. Berman asked whether the Wyndhaven property was located within a wetland; Tokos clarified that the wetlands were situated further south of the property. Tokos continued his review and announced that the City had been awarded a housing-related grant through the Department of Land Conservation and Development (DLCD). The grant would support the creation of a toolkit for small and medium-sized cities interested in establishing rental housing maintenance programs.

	Bare inquired about bus stops in the Wyndhaven area. Branigan responded that he didn't believe there was one near the Pacific Homes Beach Club. Berman added that there was a stop along the 36th Street apartment development. Tokos mentioned ongoing discussions about potential future locations.
DIRECTORS COMMENTS	None.

Submitted by: _____

Sherri Marineau, Executive Assistant

DRAFT

10-13-2025 - Planning Commission Work Session Meeting Video Link:

https://thecityofnewport.granicus.com/player/clip/1509?view_id=2&redirect=true

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
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.

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.

lancaster mobley

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
Ken Kim, PE

Executive Summary 3

Project Description 4
- Introduction 4
- Location Description 4

Site Trips 8
- Trip Generation 8
- Trip Distribution 8

Traffic Volumes 10
- Existing Conditions 10
- Background Conditions 10
- Buildout Conditions 10

Safety Analysis 14
- Crash History Review 14
- Sight Distance Evaluation 15
- Warrant Analysis 16

Operational Analysis 17
- Intersection Capacity Analysis 17
- Queuing Analysis 18

Structural Conditions 20

Conclusions 22

List of Appendices

Appendix A – Site Information
Appendix B – Volumes
Appendix C - Safety
Appendix D - Operations
Appendix E – Structral Conditions
Appendix F – Scoping Meeting

List of Figures

Figure 1: Project Location (Lincoln County GIS) 4
Figure 2: Lane Configuration & Traffic Control 7
Figure 3: Trip Distribution & Assignment 9
Figure 4: 2023 Existing Conditions - Traffic Volumes 11
Figure 5: 2025 Background Conditions - Traffic Volumes 12
Figure 6: 2025 Buildout Conditions - Traffic Volumes 13
Figure 7: Visual Inspection Summary (Image from Google Earth) 21

List of Tables

Table 1: Vicinity Roadway Descriptions 5
Table 2: Study Intersection Descriptions 5
Table 3: Transit Line Description 6
Table 4: Trip Generation 8
Table 5: Collision Type Summary 14
Table 6: Crash Severity and Rate Summary 15
Table 7: Capacity Analysis Summary 18
Table 8: 95th Percentile Queueing Analysis Summary 19

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.

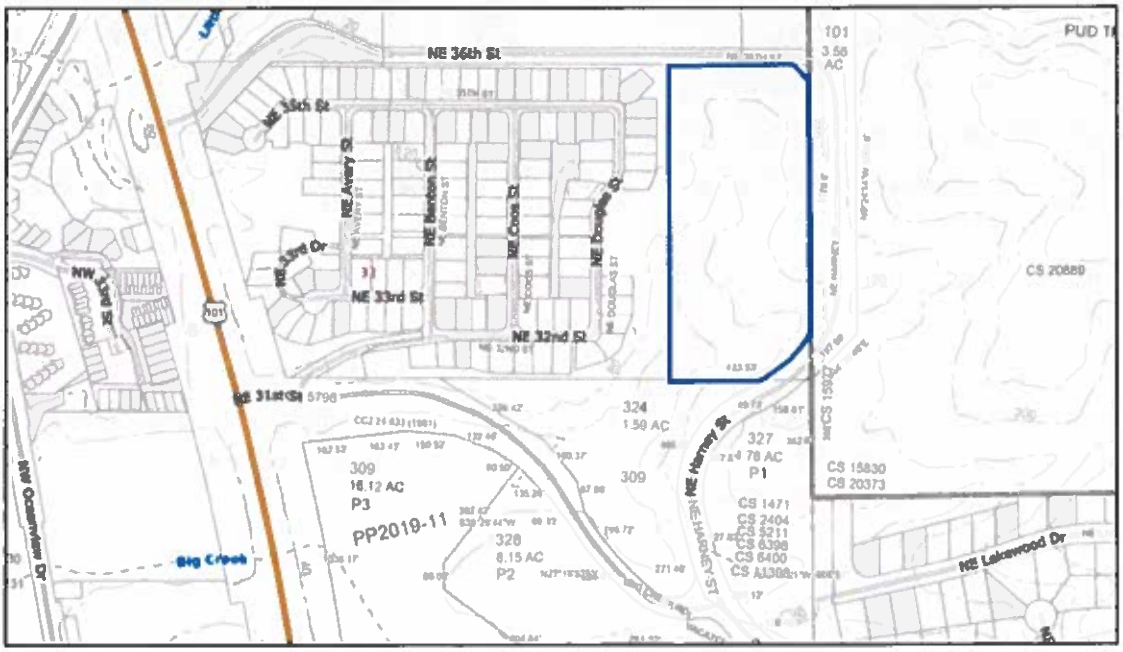


Figure 1: Project Location (Lincoln County GIS)

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

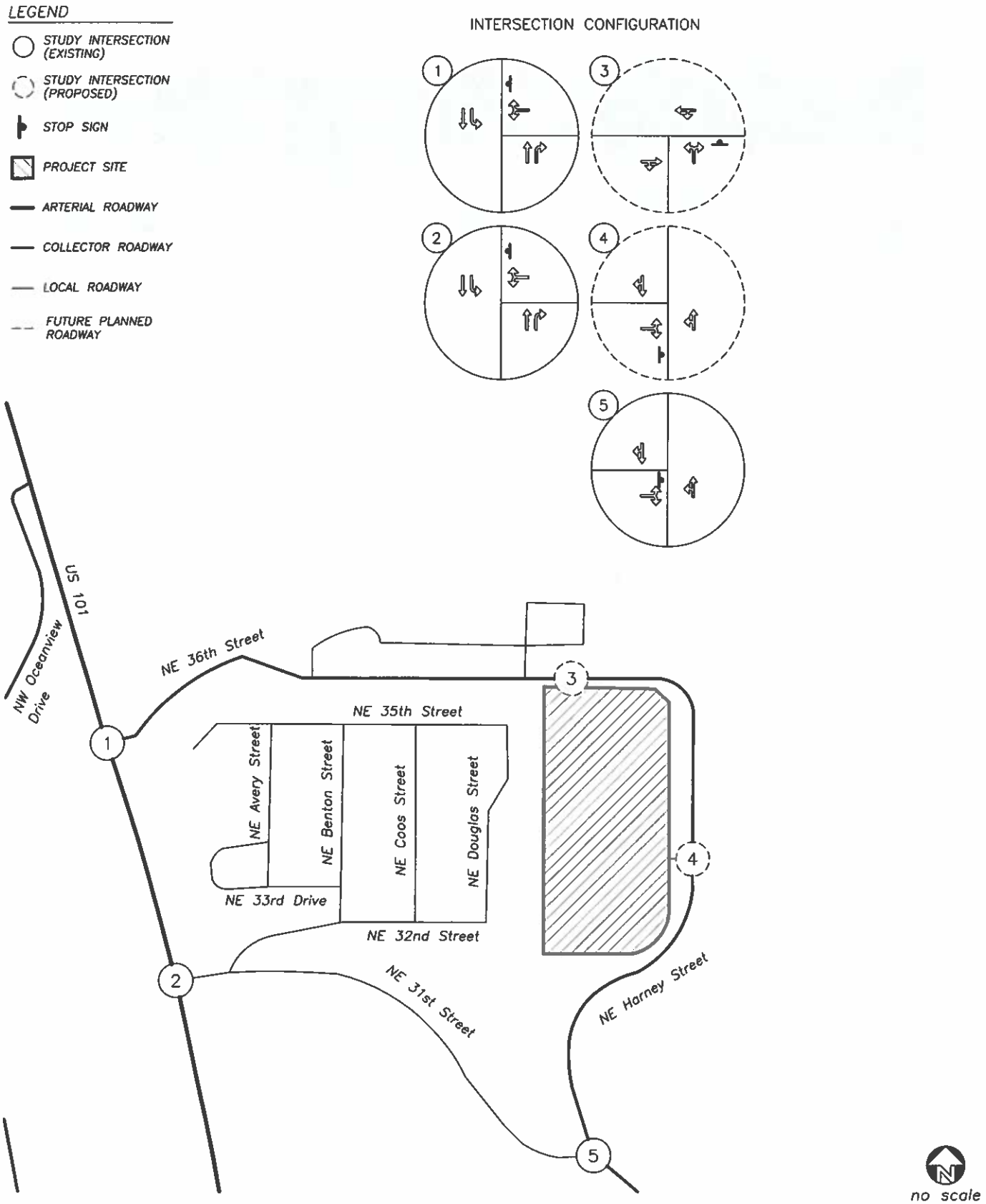
A vicinity map showing the project site, vicinity streets, and study intersection configurations is shown in Figure 2.

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



lancaster mobley

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

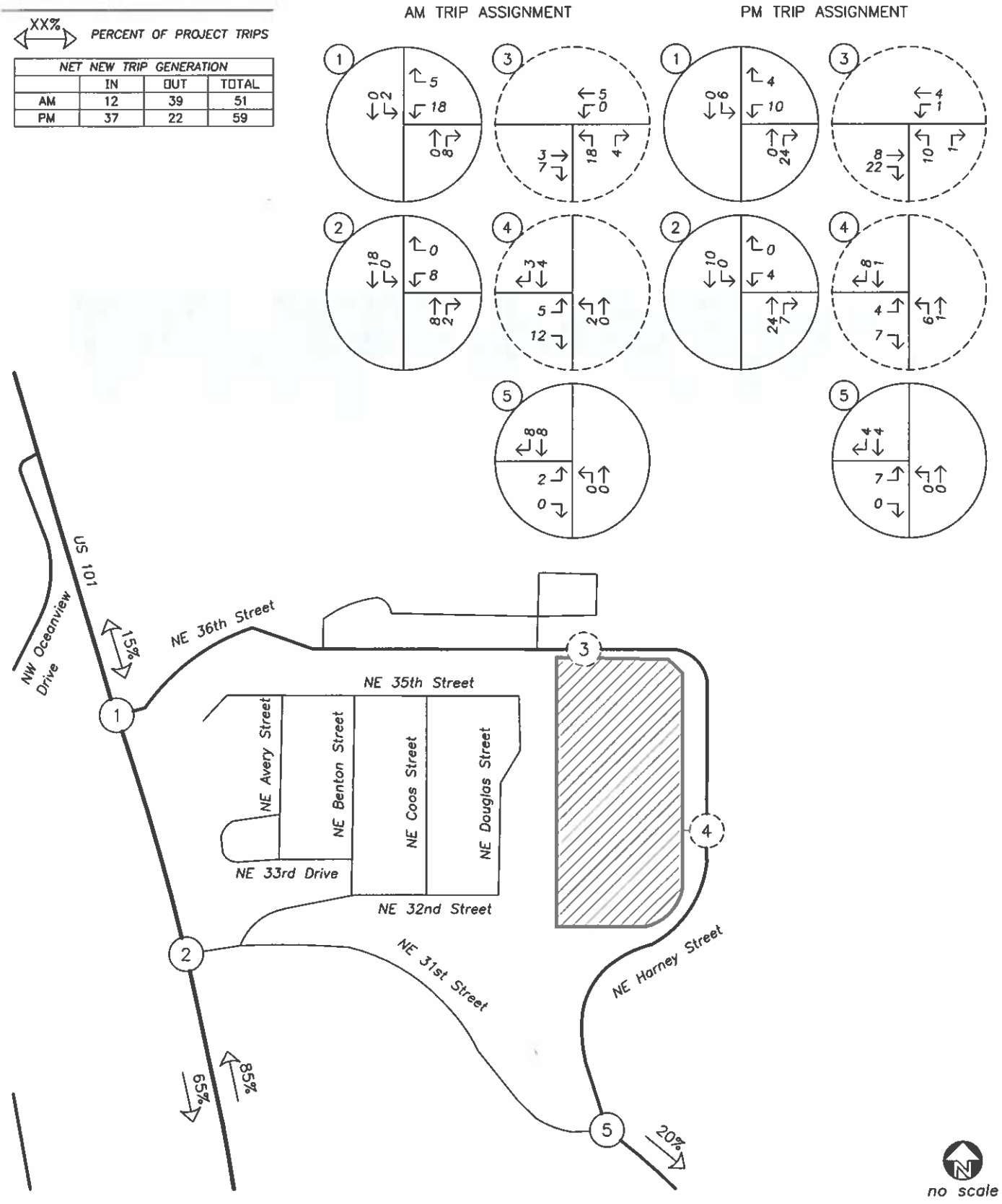
The trip distribution for the site was estimated based on the traffic counts collected on March 20, 2023, at the study intersections. Because NE Big Creek Road currently serves as a southbound one-way road from near NE Harney Street to NE Fogarty Street the distribution varies in the inbound/outbound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

lancaster mobley

Figure 3
Wyndhaven Ridge Phase 3
5/10/2023

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.

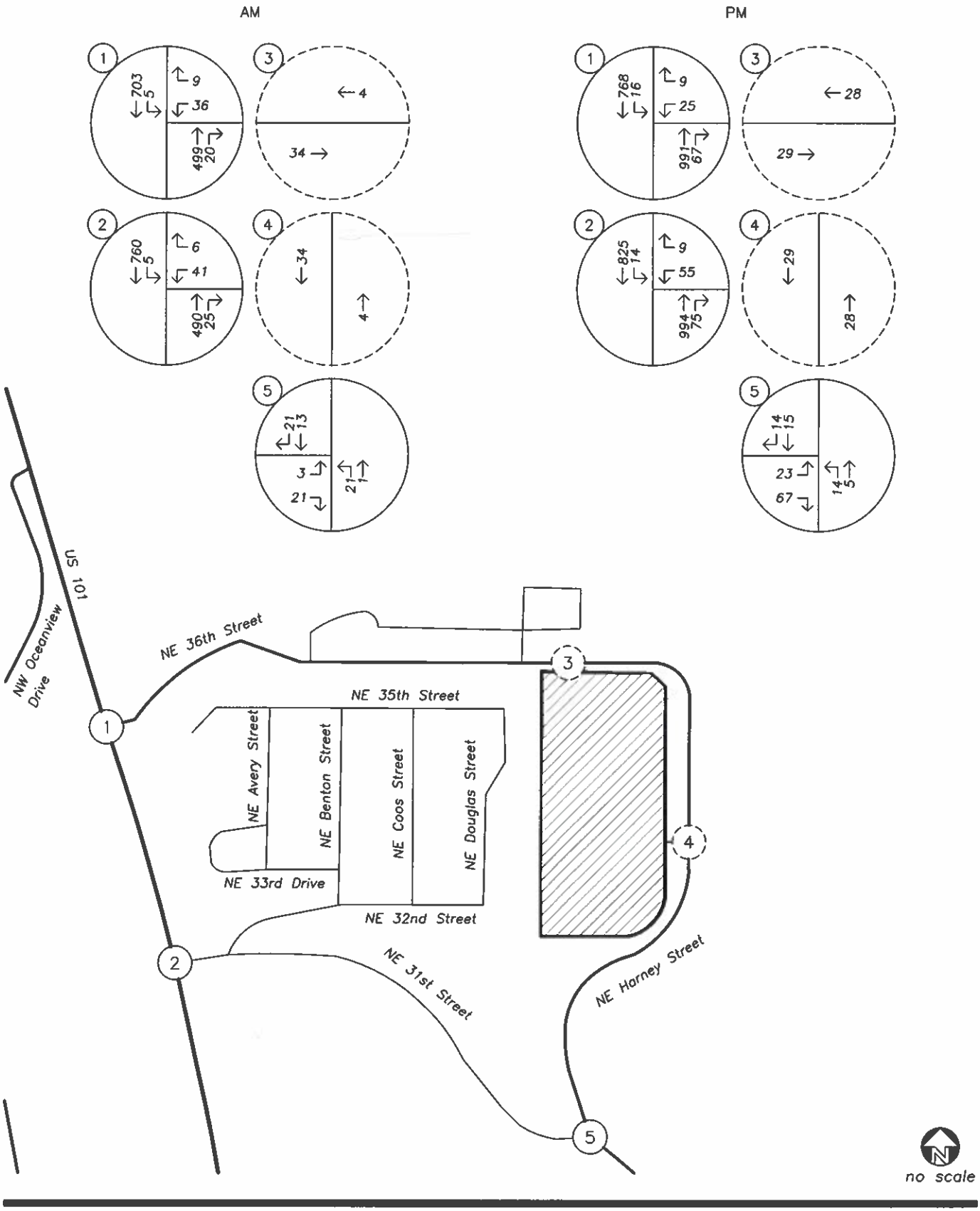
Background Conditions

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.

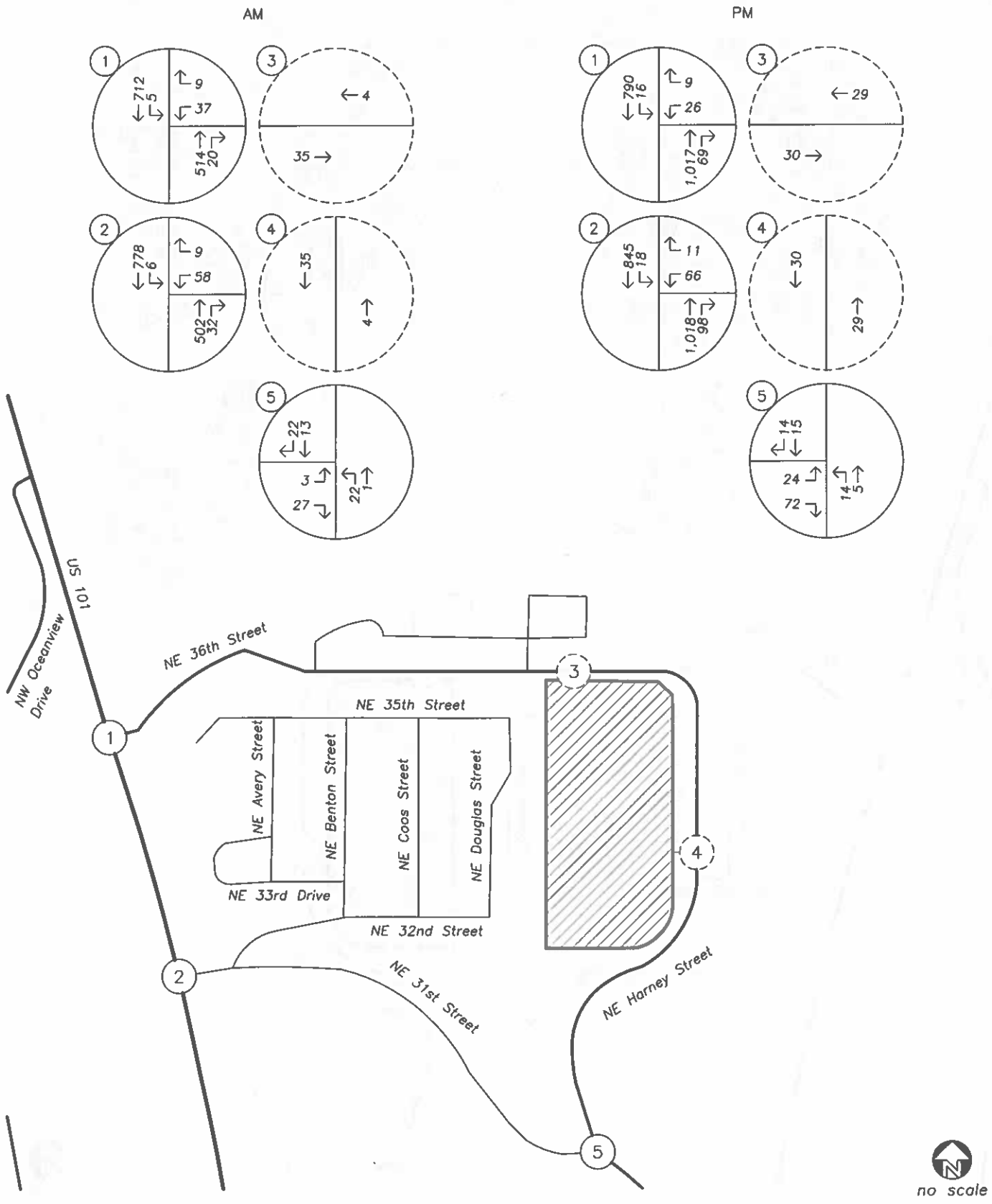
Buildout Conditions

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.



TRAFFIC VOLUMES
2023 Existing Condition
AM & PM Peak Hours

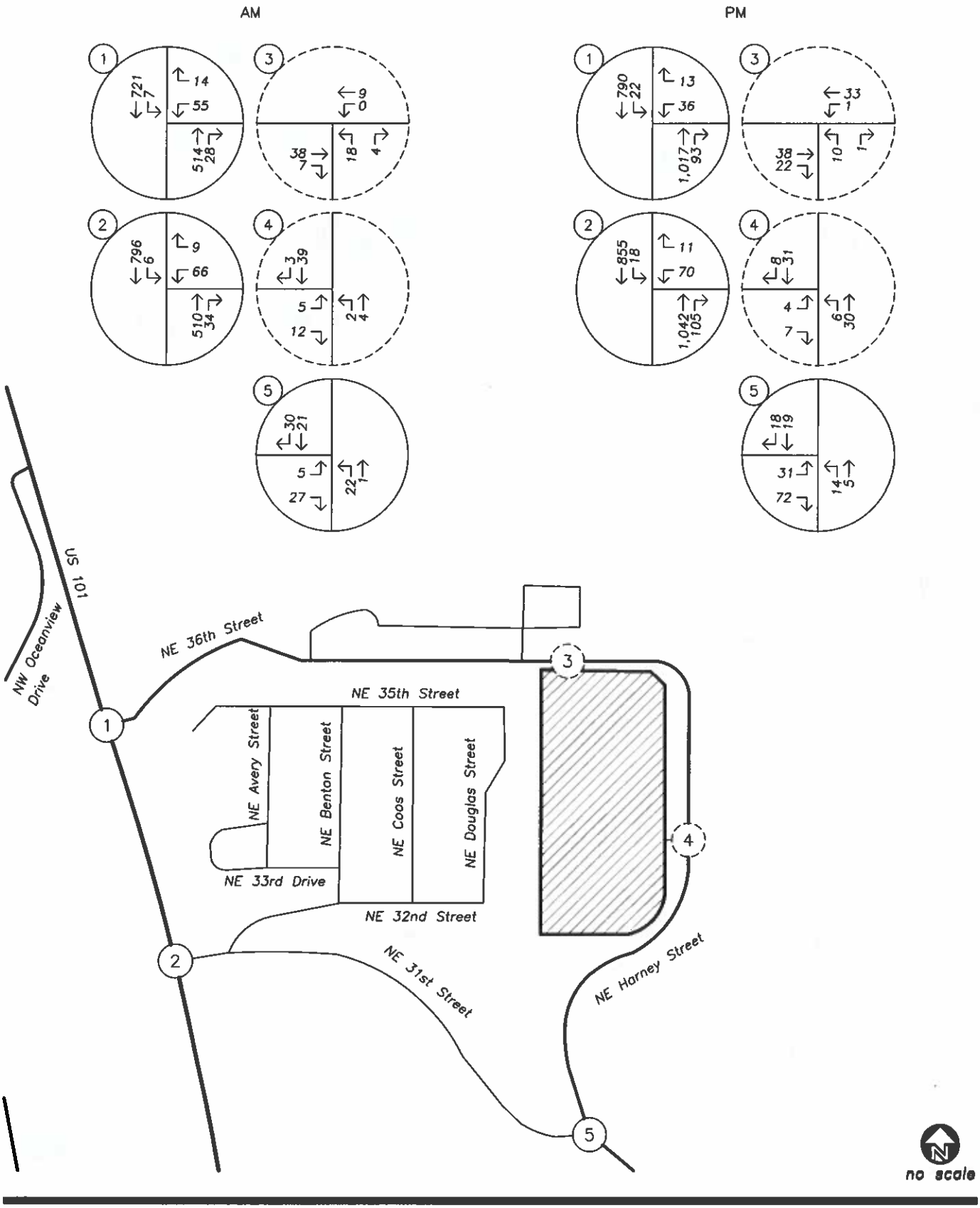
Figure 4
Wyndhaven Ridge Phase 3
5/10/2023



lancaster mobley

TRAFFIC VOLUMES
2025 Background Condition
AM & PM Peak Hours

Figure 5
Wyndhaven Ridge Phase 3
5/10/2023



lancaster mobley

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

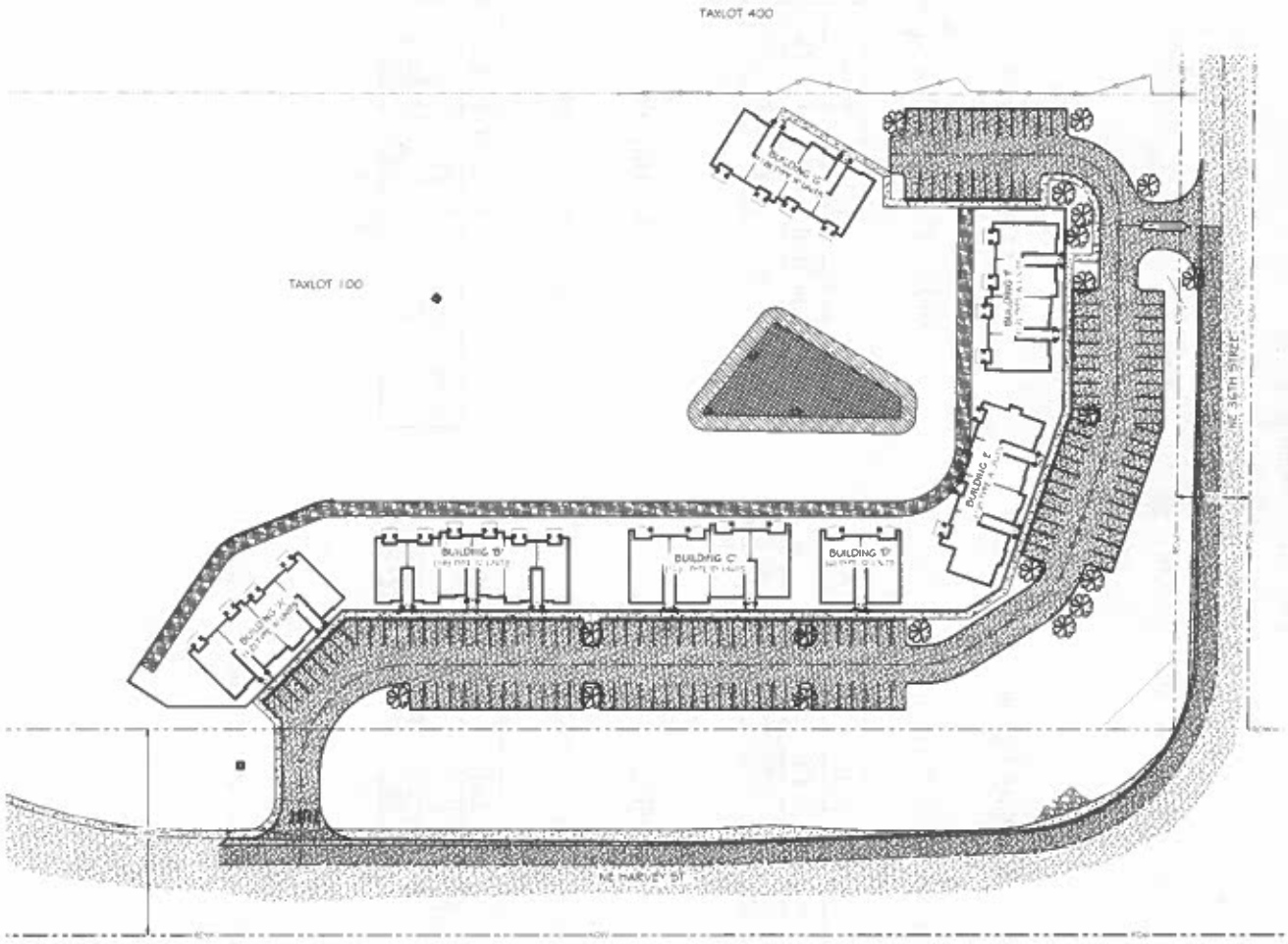
Key findings of this study include:

- 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 HARTMAN

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

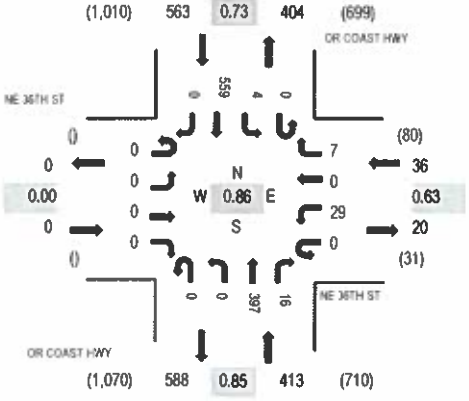
Traffic Counts

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

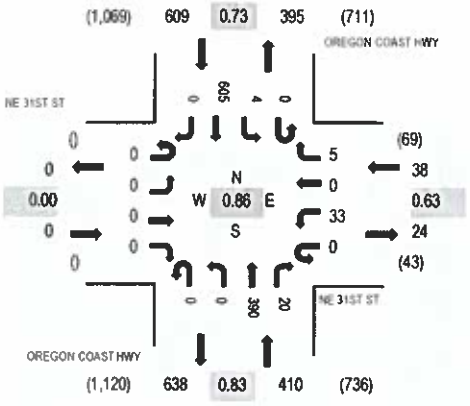
Interval	Heavy Vehicles					Interval	Bicycles on Roadway					Interval	Pedestrians/Bicycles on Crosswalk				
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
7:00 AM	0	1	0	3	4	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	1	0	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	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

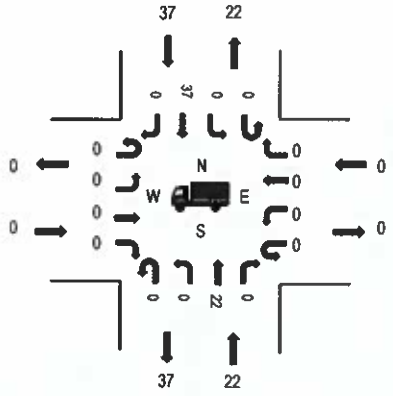
Location: 2 OREGON COAST HWY & NE 31ST ST AM
Date: Tuesday, March 21, 2023
Peak Hour: 07:35 AM - 08:35 AM
Peak 15-Minutes: 07:50 AM - 08:05 AM

Peak Hour

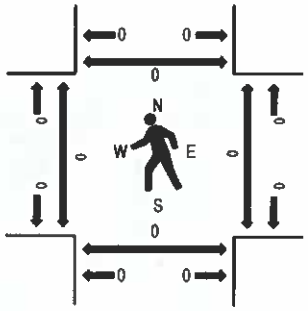
Motorized Vehicles



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

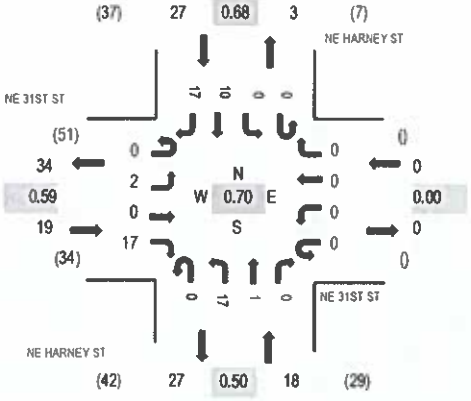
Interval	Heavy Vehicles					Interval	Bicycles on Roadway					Interval	Pedestrians/Bicycles on Crosswalk				
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
7:00 AM	0	1	0	3	4	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	1	0	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	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

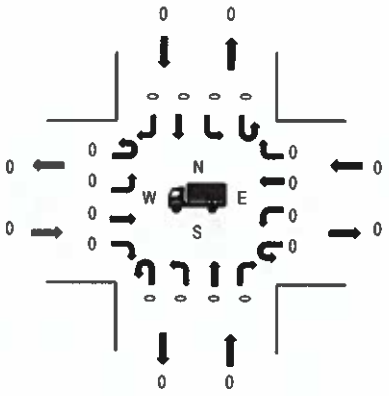
Location: 3 NE HARNEY ST & NE 31ST ST AM
Date: Tuesday, March 21, 2023
Peak Hour: 07:25 AM - 08:25 AM
Peak 15-Minutes: 07:50 AM - 08:05 AM

Peak Hour

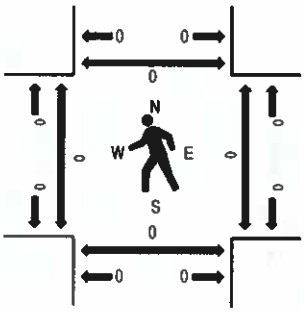
Motorized Vehicles



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

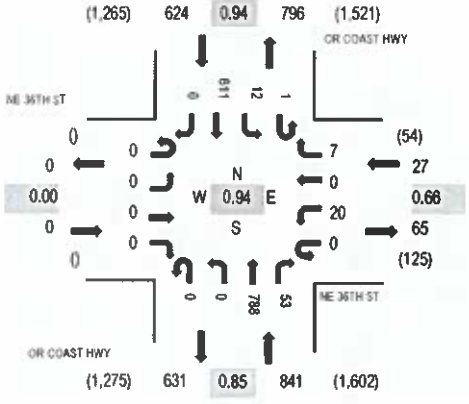
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	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

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

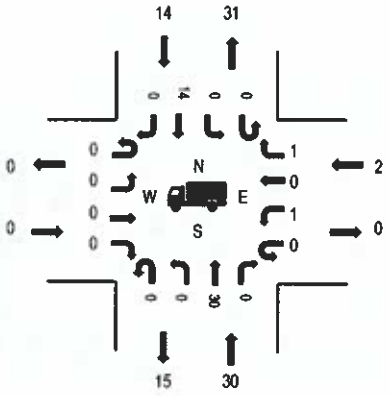
Location: 1 OR COAST HWY & NE 36TH ST PM
Date: Tuesday, March 21, 2023
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour

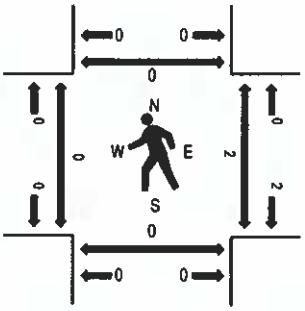
Motorized Vehicles



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

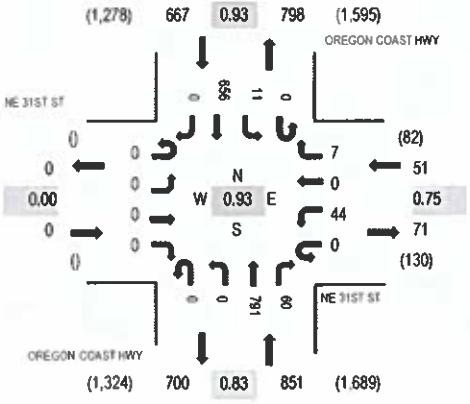
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	1	0	2	3	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	1	0	2	3	4:05 PM	0	0	0	0	0	4:05 PM	0	0	1	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

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

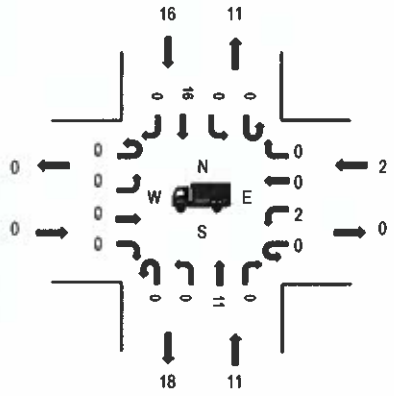
Location: 2 OREGON COAST HWY & NE 31ST ST PM
Date: Tuesday, March 21, 2023
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour

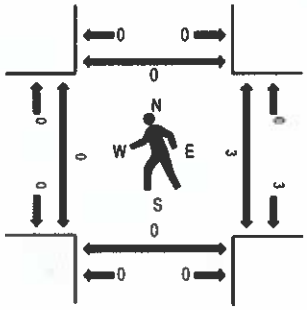
Motorized Vehicles



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

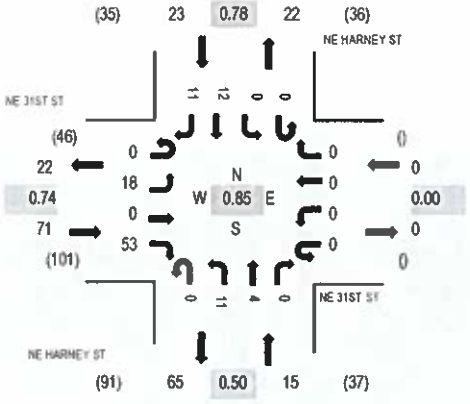
Interval	Heavy Vehicles					Interval	Bicycles on Roadway					Interval	Pedestrians/Bicycles on Crosswalk				
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
4:00 PM	0	1	0	2	3	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	1	0	3	4	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	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

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

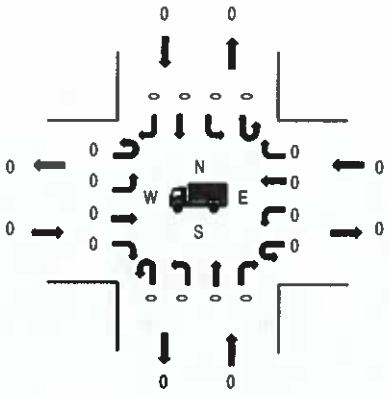
Location: 3 NE HARNEY ST & NE 31ST ST PM
Date: Tuesday, March 21, 2023
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:05 PM - 05:20 PM

Peak Hour

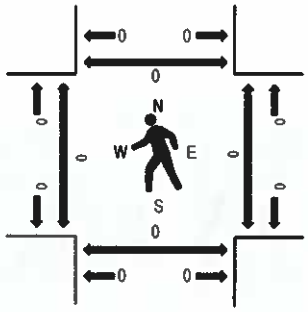
Motorized Vehicles



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 / D C	L / G / C	U / N / S	M J / I / V	S / 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	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	# Error	N	N	12/22/2018	14	OREGON COAST HY	INTER	3-LEG	N	Y	RAIN	FIX OBJ	01	NONE	STRGHT										043	11,10
CITY							SA		36TH ST	N		NONE	N	WET	FIX		PRVTE	S -N										088 043	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	# Error	N	N	01/16/2016	14	OREGON COAST HY	INTER	3-LEG	N	N	CLD	ANGL-OTH	01	NONE 0	TURN-L										043	02
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					
				# Error												02	NONE 0	STRGHT											
																	PRVTE	S -N									000 043		00
																	PSNGR CAR		01	DRVR	NONE	59	M	OTH-Y N-RES		000	000		00
				# Error												02	NONE 0	STRGHT											
																	PRVTE	S -N									000 043		00
																	PSNGR CAR		02	PSNG	INJC	57	F			000	000		00
00304	N	N	N	# Error	N	N	05/25/2016	14	OREGON COAST HY	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 9	STRGHT										089	07
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					

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CDS380
03/22/2023

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING
36TH ST at OREGON COAST HY, City of Newport, Lincoln County, 01/01/2016 to 12/31/2020
3 - 4 of 9 Crash records shown.

CITY OF NEWPORT, LINCOLN COUNTY

SER# / INVEST RD DPT / UNLOC?	S 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	A G E	S 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

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

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 G S	M J U V	S C H L	W O 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	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 UNK		000	000	00
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				

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

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?	S P E D	A L C	D R U G S	M J I N V	S C H L	W O 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	MOVE / FROM / TO	P#	RTC TYPE	INJ SVRTY	A G E	S E X	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 OR<25	000	000	00
N							44 39 44.88	-124 3 17.6	000900100S00																		
				#Error												02	NONE 0	TURN-L									
																	PRVTE	E -S								000	00
																	PSNGR CAR		01	DRVR	NONE	22	F	OR-Y OR<25	016,021	038	27,03

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

SER# / INVEST / RD DPT / UNLOC?	S P / E A / D C	D R / L U / G S	M J / I C / N H / V L	S W / C O / 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	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
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		028		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									082	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	082	02,16
N			44 39 36.54	-124 3 14.35	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						

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

Turn Lane Evaluation (E-W Hwy Orientation)

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

Turn Movement Volumes

AM

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

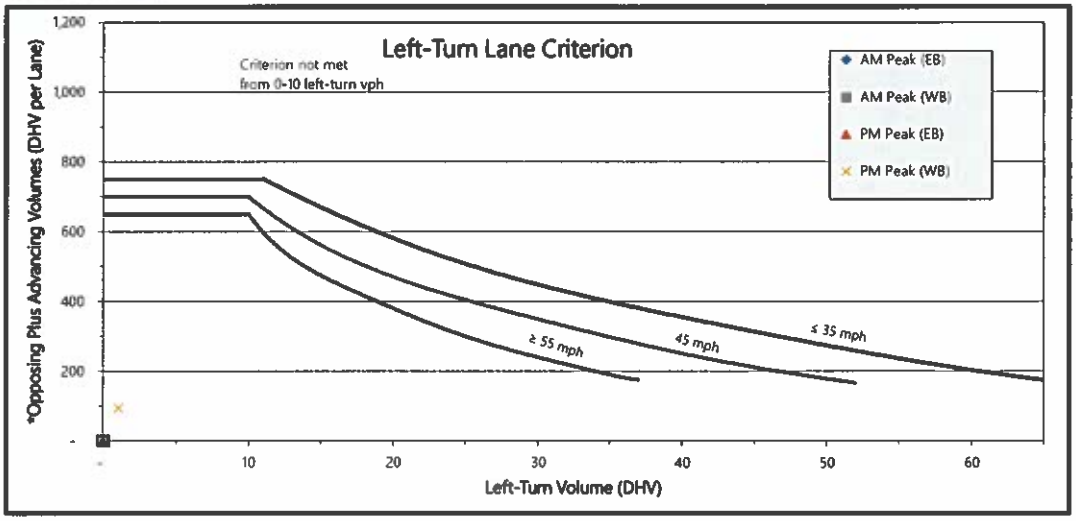
PM

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

	EB	WB
Through Lanes (Including Shared):	1	1

Left-Turn Evaluation

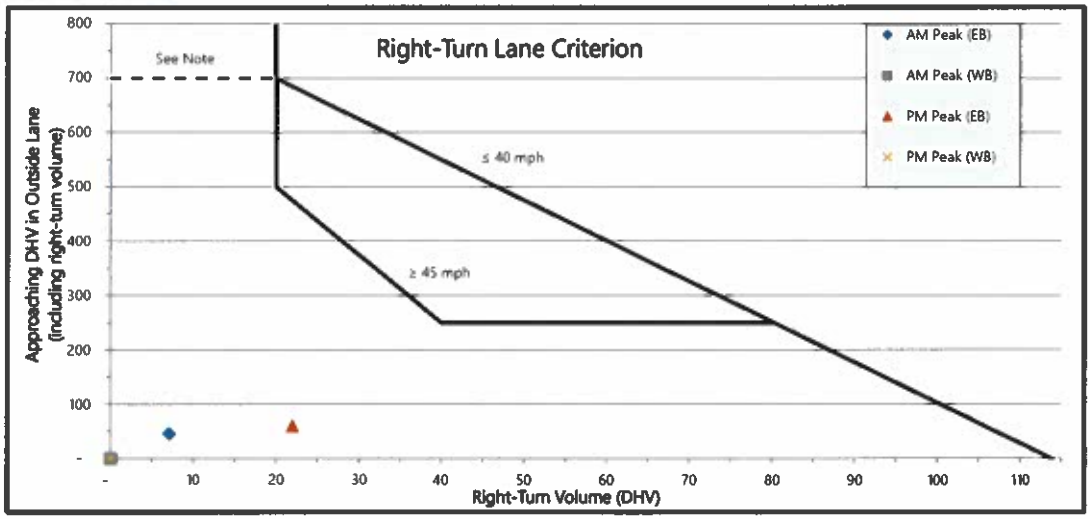
	AM	PM
EB DHV Lefts =	-	-
WB DHV Lefts =	-	1
EB DHV (Opposing + Advancing) =	-	-
WB DHV (Opposing + Advancing) =	-	94



* (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

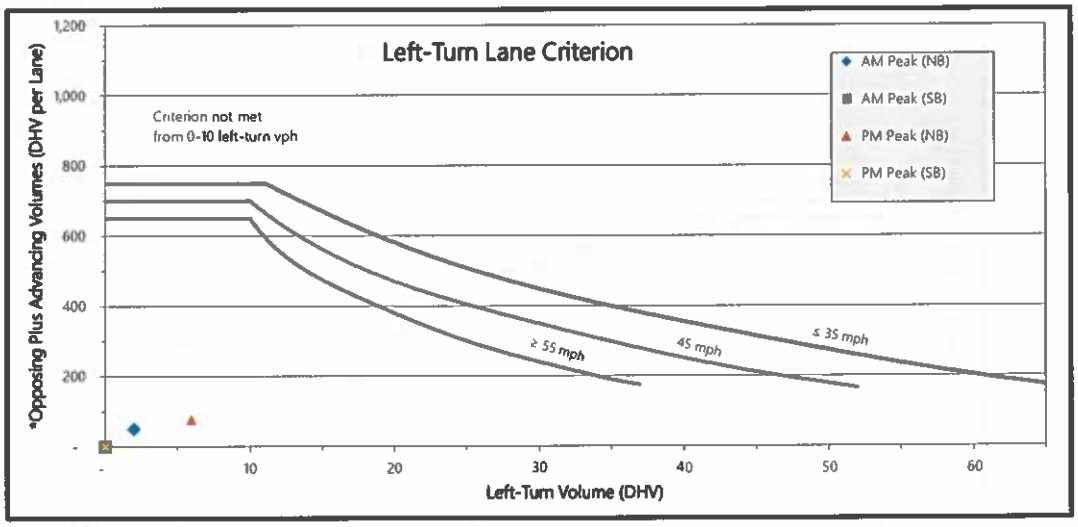
AM	SBR	SBT	SBL			
	3	39	-			
EBL	5			-	WBR	
EBT	-		AM	-	WBT	
EBR	12			-	WBL	
		2	4	-		
		NBL	NBT	NBR		

PM	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

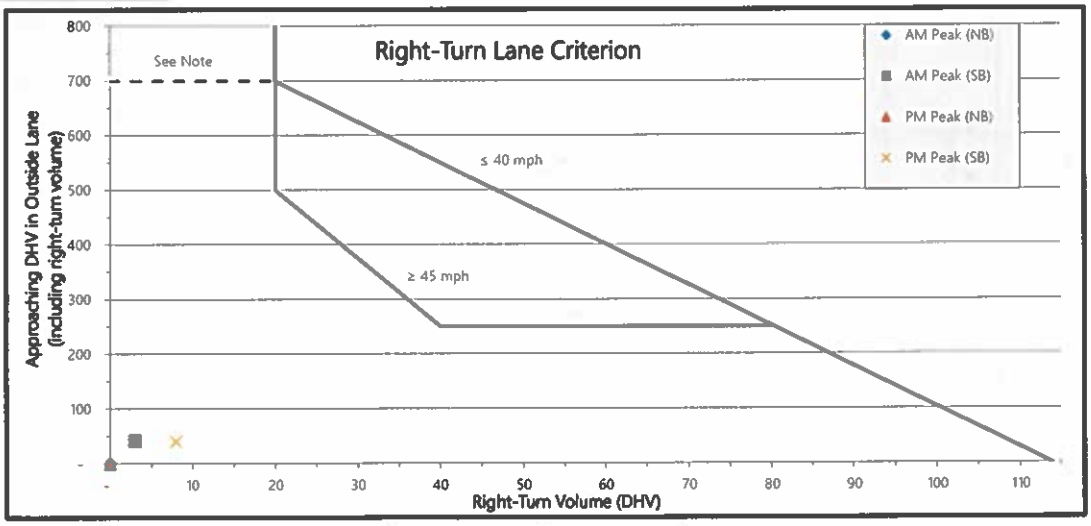
	AM	PM
NB DHV Lefts =	2	6
SB DHV Lefts =	-	-
NB DHV (Opposing + Advancing) =	48	75
SB DHV (Opposing + Advancing) =	-	-



* (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

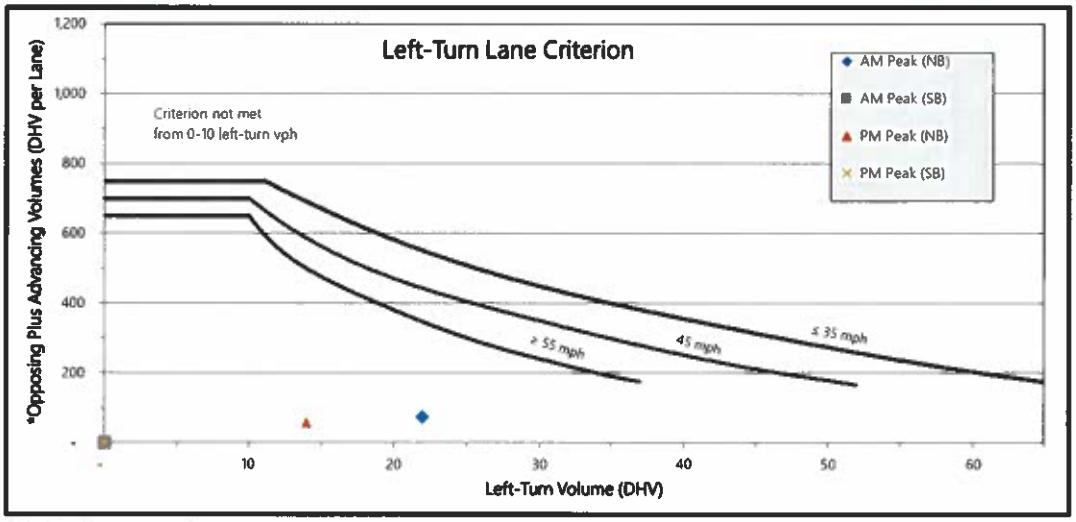
	SBR	SBT	SBL		
	30	21	-		
EBL	5			-	WBR
EBT	-	AM		-	WBT
EBR	27			-	WBL
	22	1	-		
	NBL	NBT	NBR		

	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

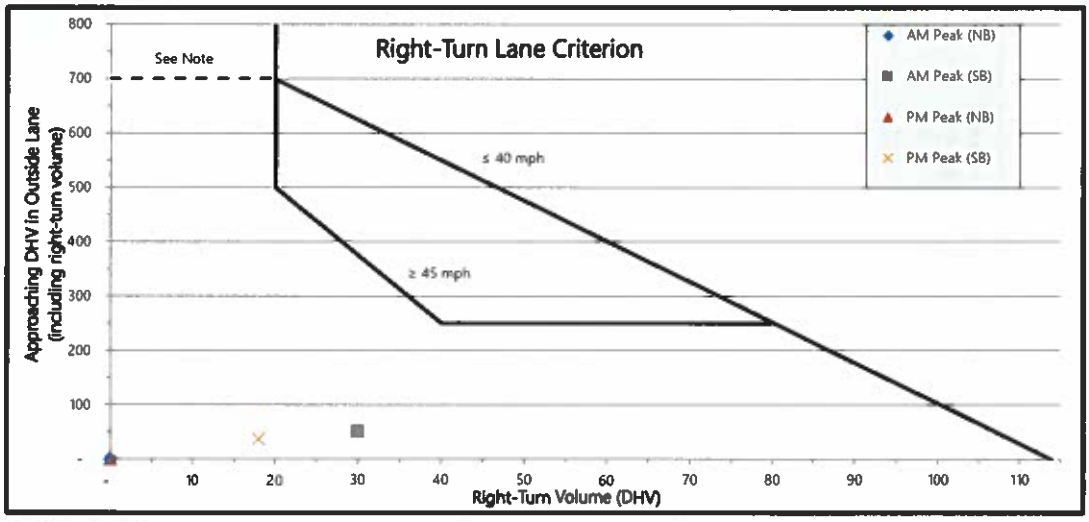
	AM	PM
NB DHV Lefts =	22	14
SB DHV Lefts =	-	-
NB DHV (Opposing + Advancing) =	74	56
SB DHV (Opposing + Advancing) =	-	-



* (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	NBRWBLn1	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

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

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
40 YEARS lancaster mobley EST. 1983
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.

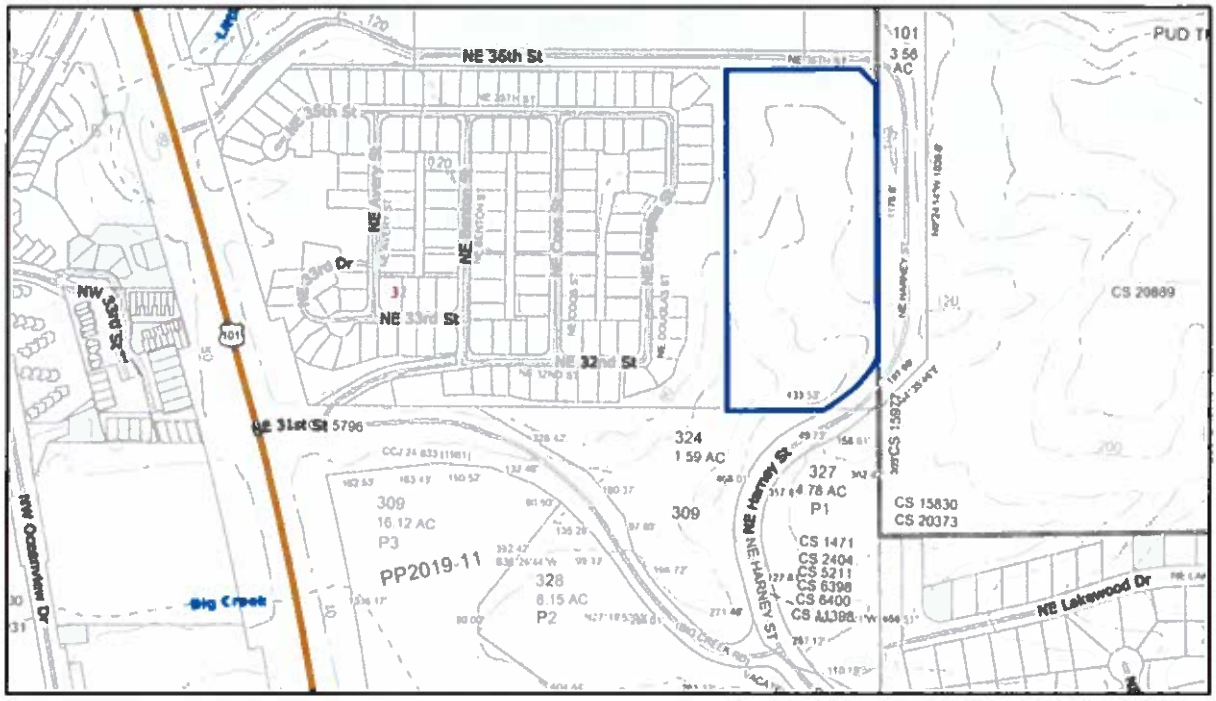


Figure 1: Vicinity Map (Clatsop County GIS)

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'

STORAGE UNITS 5'X10'

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

EXISTING POWER POLE

PROPOSED GRAVEL ACCESS ROAD

ASSUMED TRANSMISSION LINE EASEMENT

END OF SIDEWALK ADA RAMP PER ODOT STANDARD DRAWING RD960

NE HARNEY ST

N.E. LAKEWOOD DR

ROW

Ex OH E

0 30' 60' 90'
0 1"

CIVIL ENGINEERS
LAND SURVEYORS
PROJECT MANAGERS
PLANNERS
www.pdgnw.com

REGISTERED PROFESSIONAL ENGINEER
62679PE
DIGITALLY SIGNED
OREGON
NOV. 9, 1995
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 Projects\19006 Windhaven Ridge\Pre-Con\Engineering\Drawings\Phase 3\Civil\p19006_SAx_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.

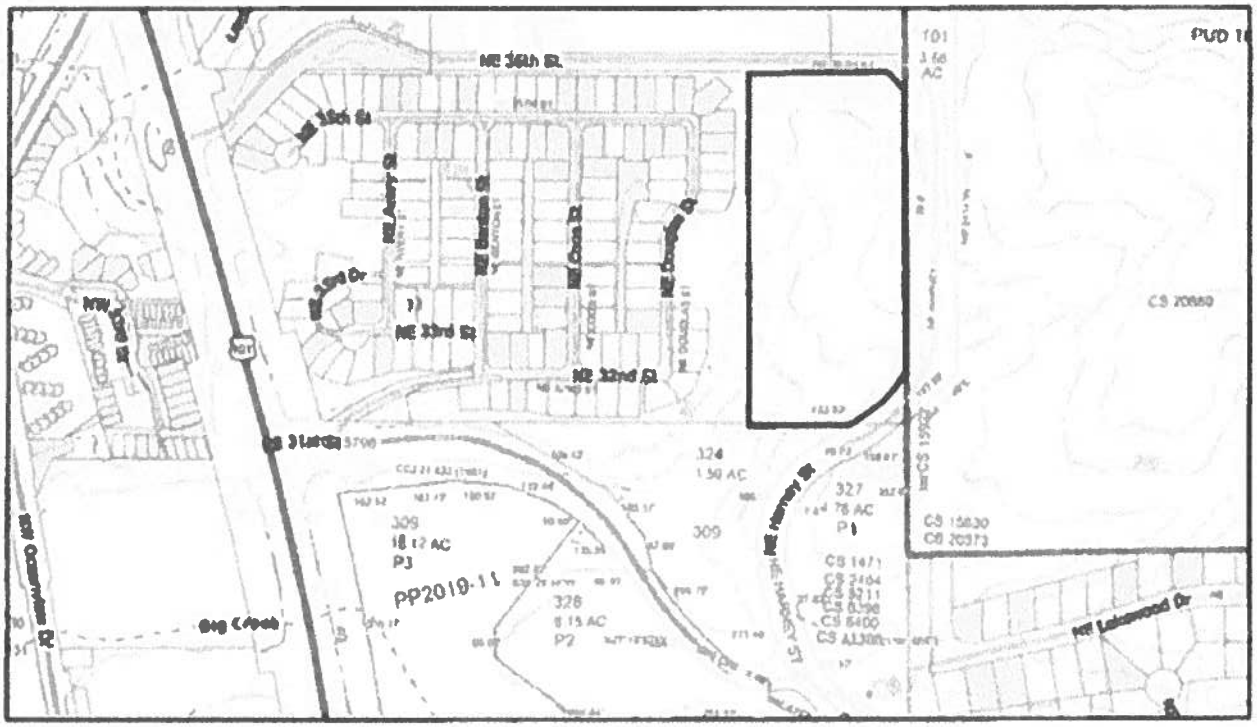
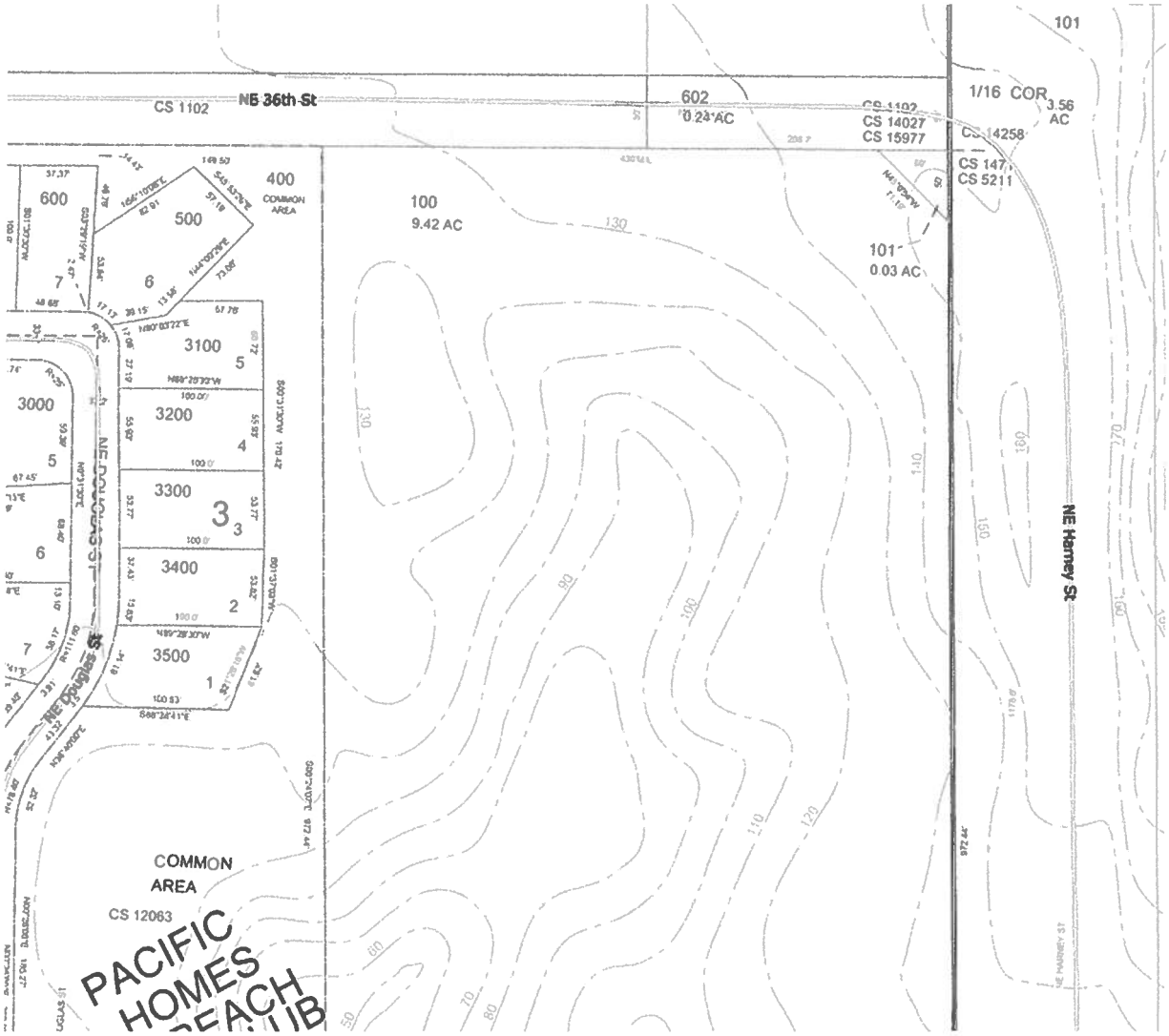
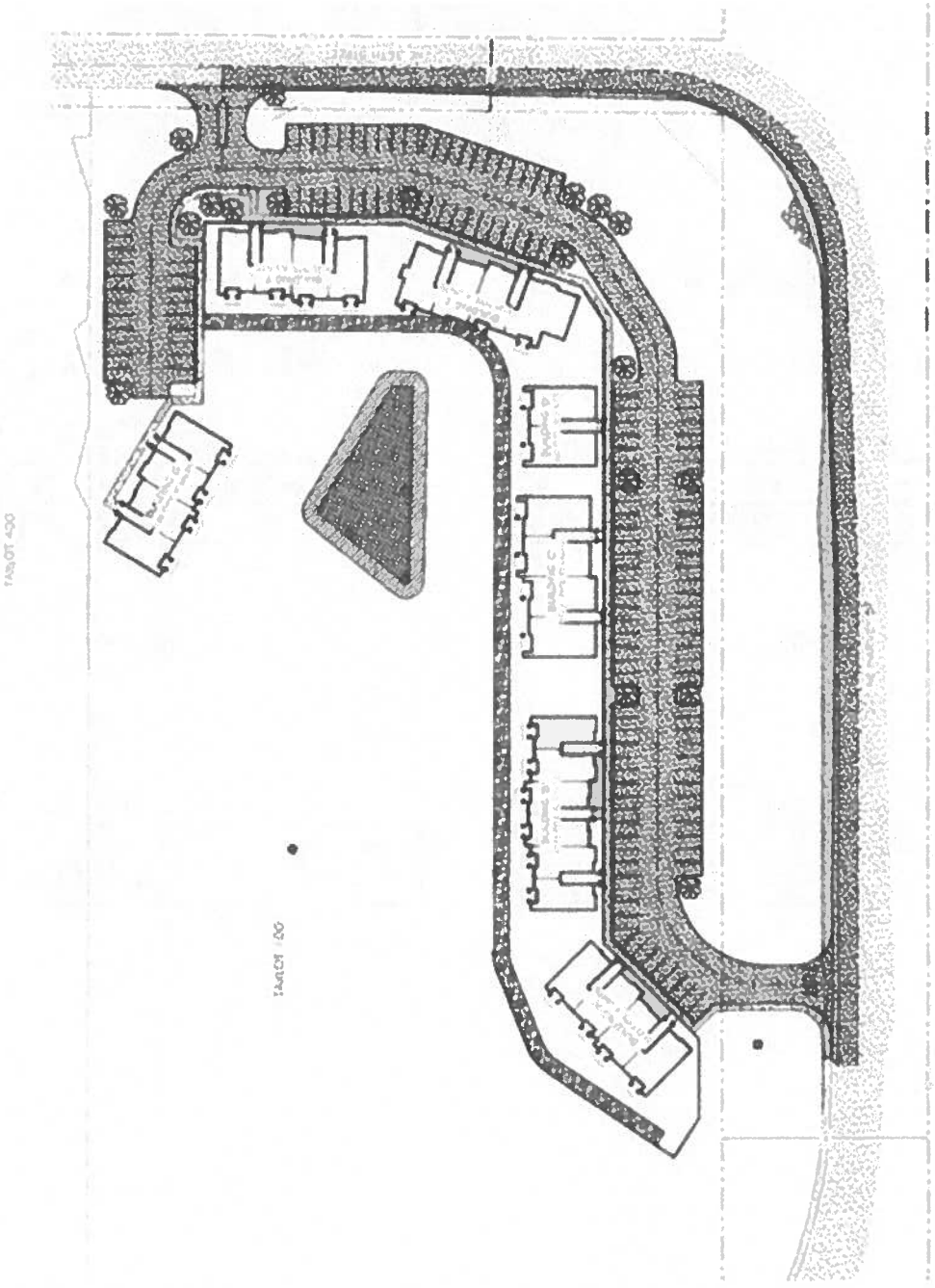


Figure 1: Project Location (Lincoln County GIS)

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

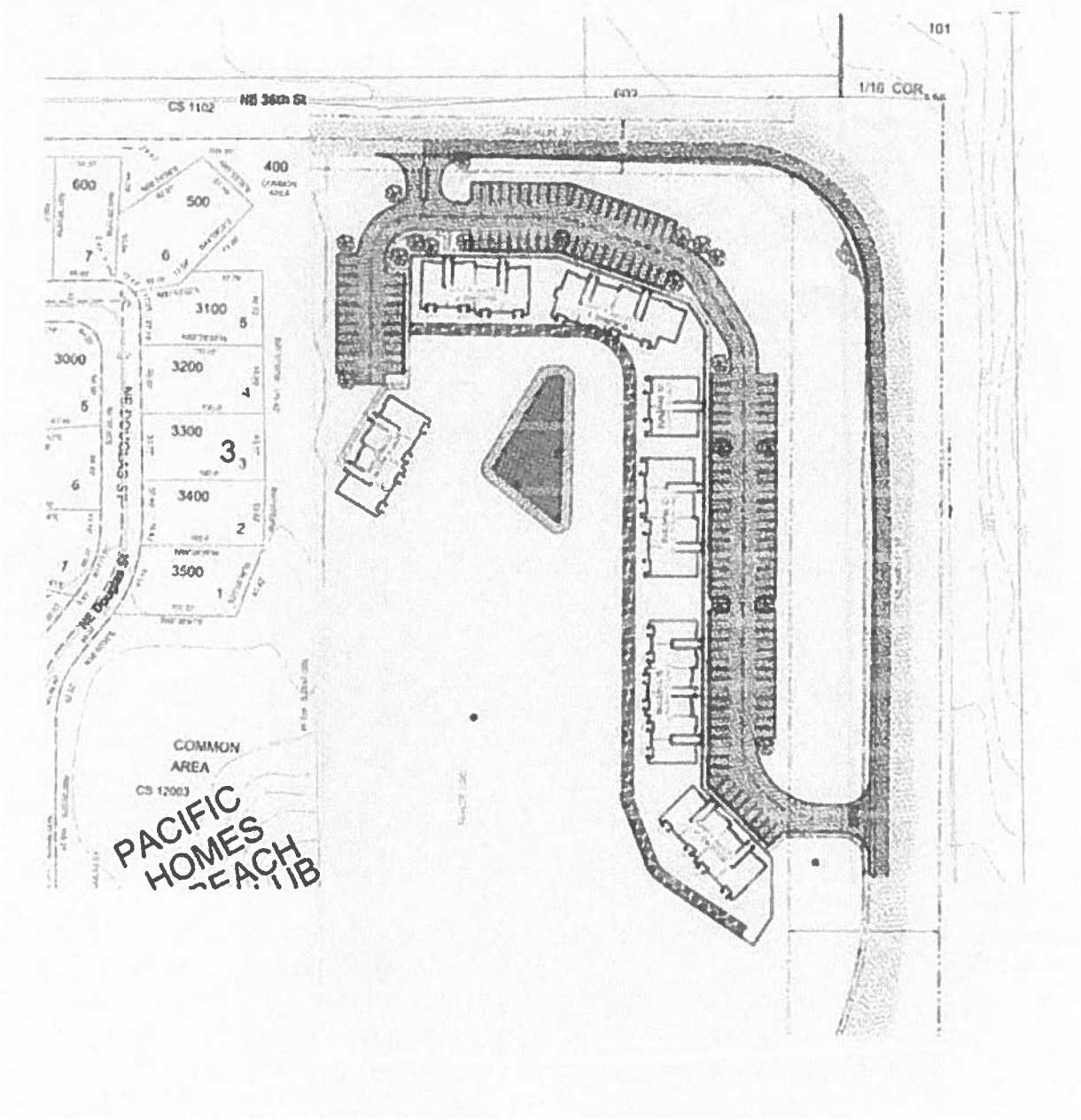


The layout from page 25 showing the parking lot and one building adjacent to the property line with no indication of privacy mitigation.

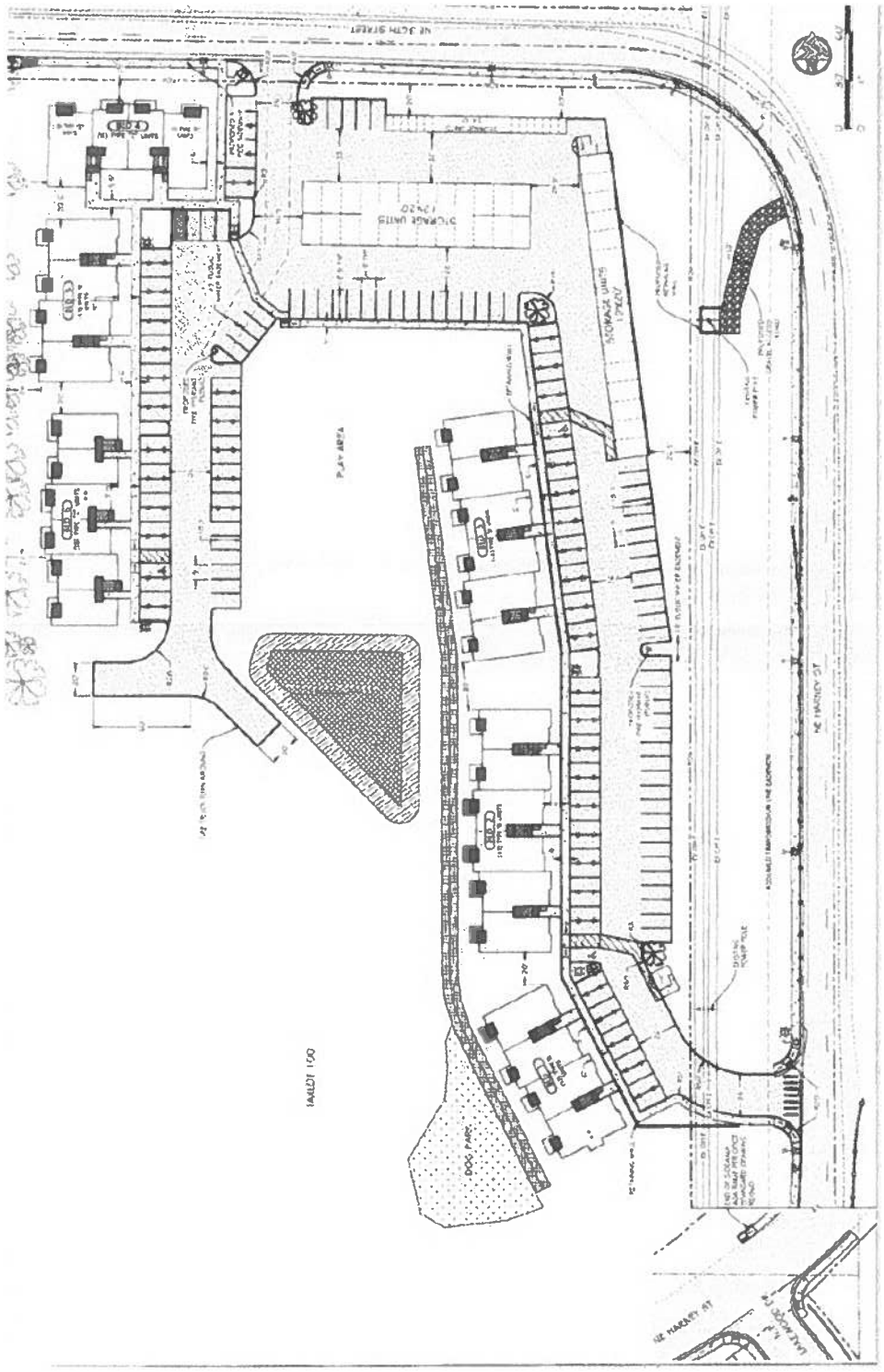


727-204-2630 210 NE 33rd ST, Newport xwpvoyager@yahoo.com

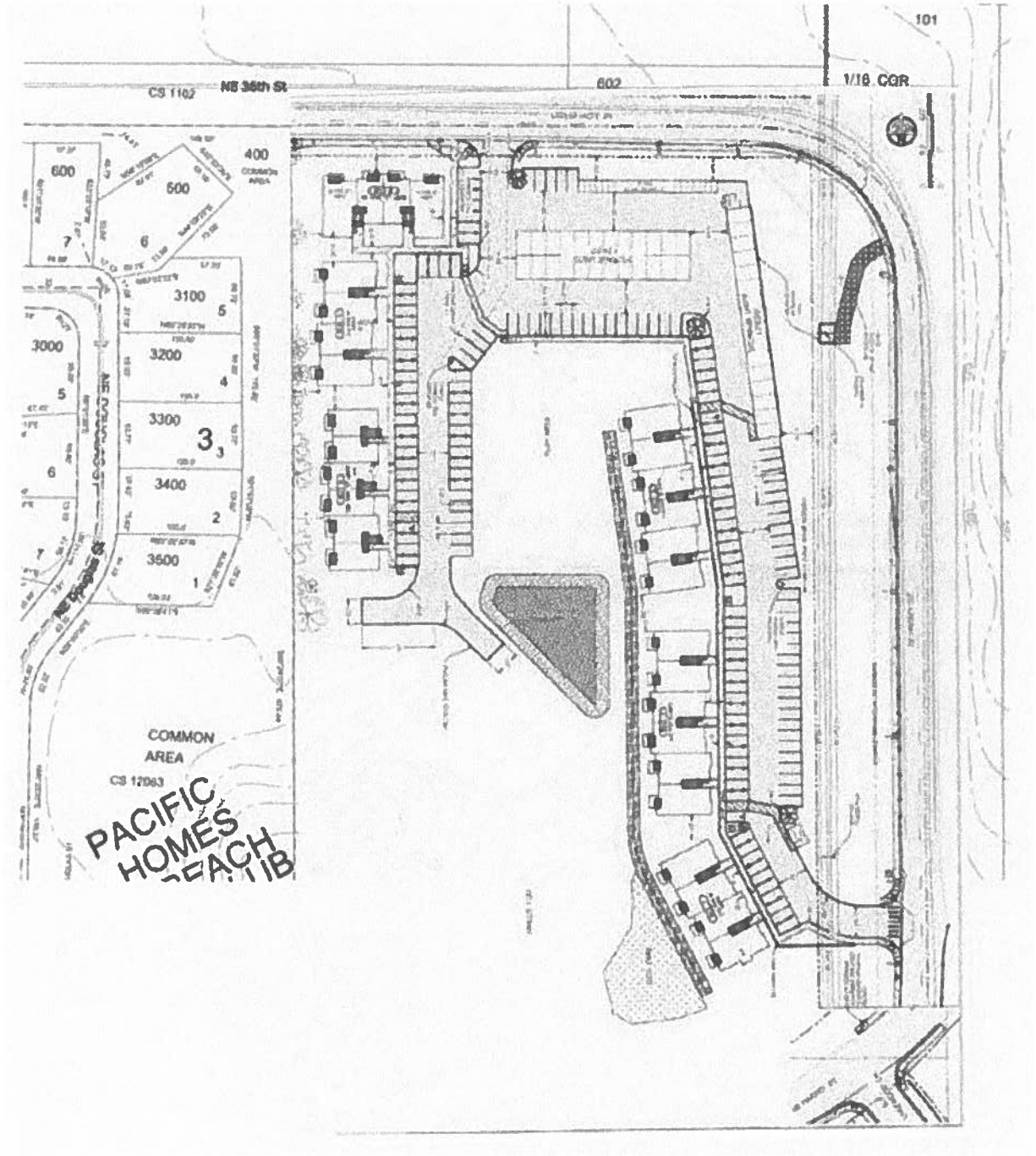
The above diagram did not include the PHBC homes so I include the image here:



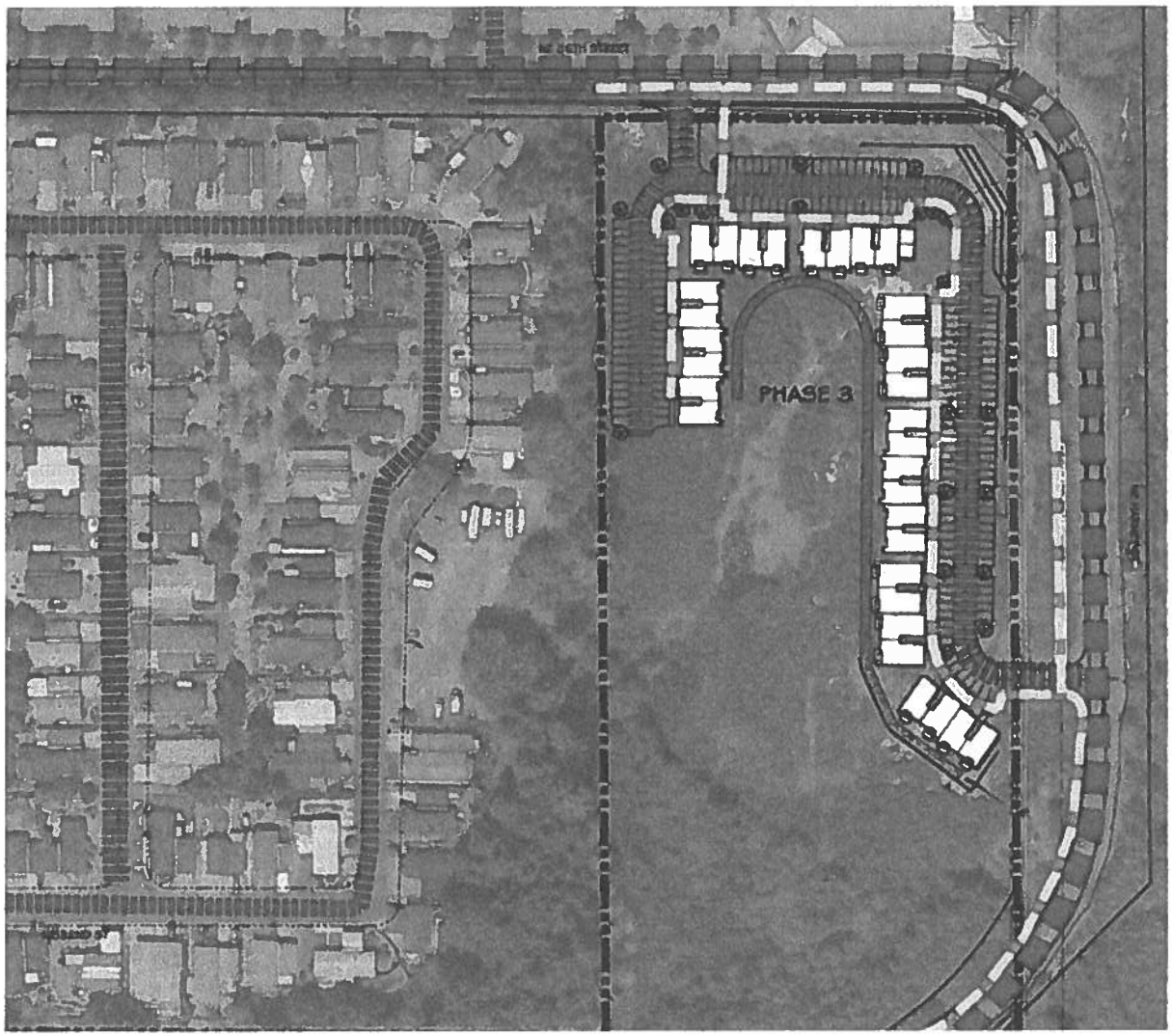
This is the layout from the last page #105, I am guessing this was revised at some point but not shared with PHBC owners and it has a worse impact to homeowners.



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.

JV

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.

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.

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.

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.

back — of this letter

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, 2025

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.

---

[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.

---

[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 sneaky to ~~any~~ send this letter to Romeo 300 feet from send apartment structure

Anyway my biggest concern is that the original plan has been 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, 2

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 SUBSTANTIAL 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 (APPROX. 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, ETC) 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 Floor Poor 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

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
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	—	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 beyond res 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

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
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 Gasson	Dennis Gasson	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

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
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

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
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

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
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
[illegible]	[illegible]	3345 NE Coos St		8/10/25

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
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 VonCl	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

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
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 Straan	Sandra V. Straan	142 NE 33rd	Concerned with Traffic Backups	8/10/25
Paul R Scan	Paul R Scan	3334 NE Benton		8/10/25

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
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

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
Nicole Thomas	Nicole Thomas	331 NE 32nd St.	This important issue needs further discussion.	8-10-25

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
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

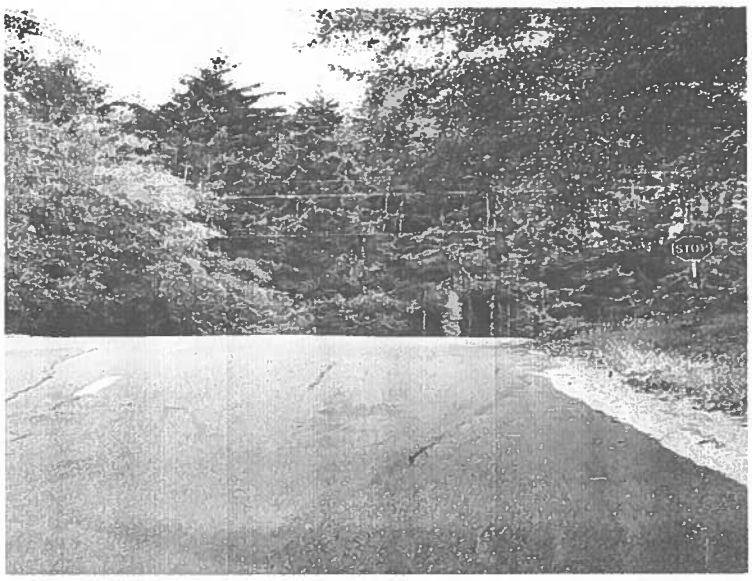


Photo 1 shows the west facing stop sign on the berm. It is impossible for east-bound drivers to see oncoming traffic until their vehicles actually reach the stop sign at the top of the berm.

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

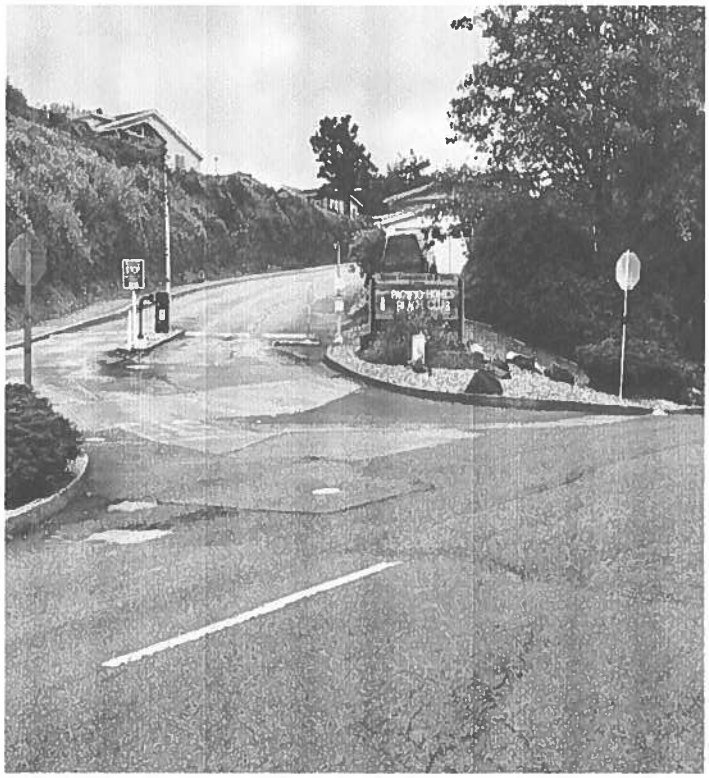


Photo 2 shows the stop signs on NE 31st Street at the exit from PHBC. One can see that the angle of these competing stop signs and the berm obscure the lines of sight in both directions.

Photo 3

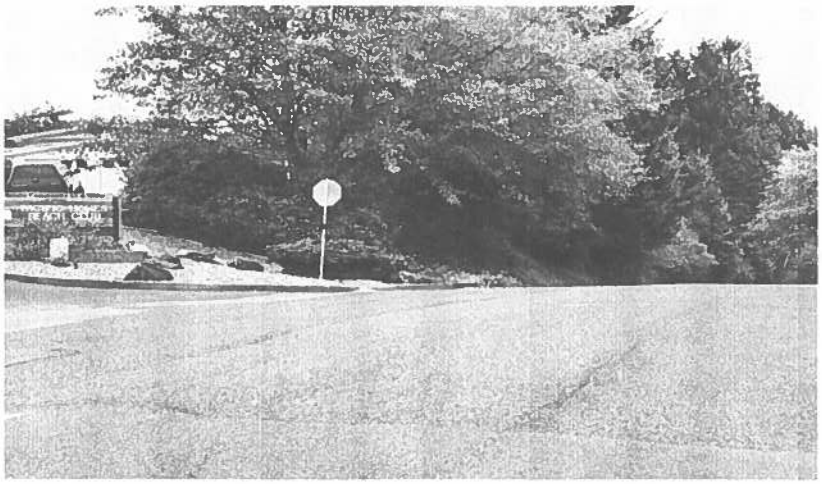


Photo 3 shows the obstructed view of drivers of vehicles heading east on NE 31st Street. This particular photo further shows the obstructed view of drivers wishing to turn left into PHBC or continue east on NE 31st Street. This section of the road is unmarked and about 5 car lengths from Hwy 101.

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.

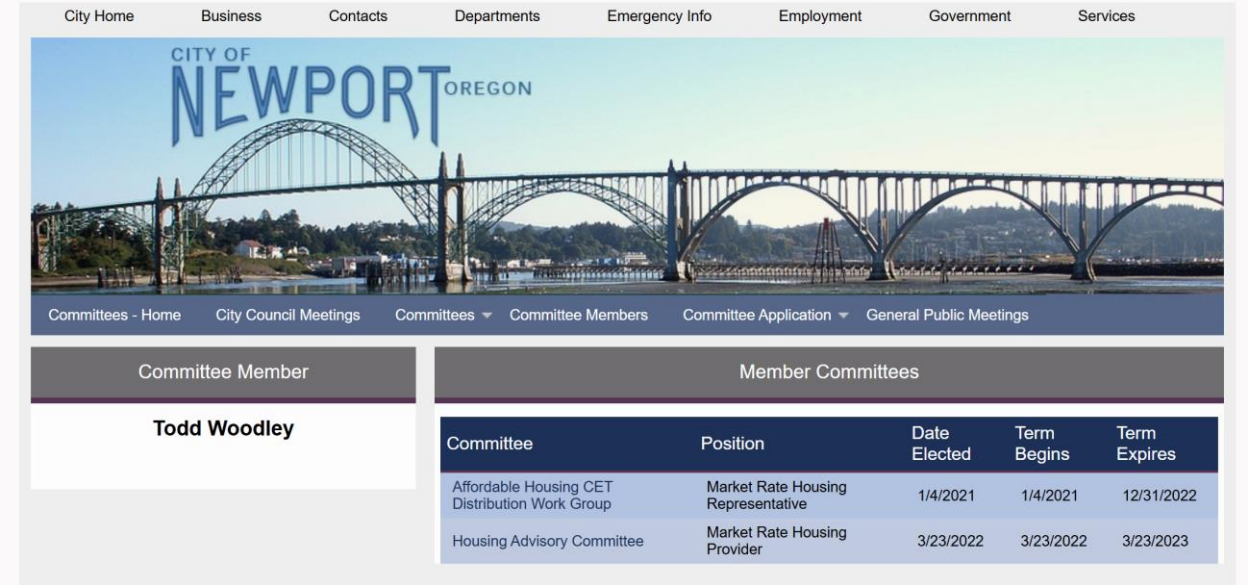
According to the US Drought Monitor, nearly 55% of Oregon is in moderate drought (D1) and nearly 32% is in severe drought (D2). Additionally, less

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:

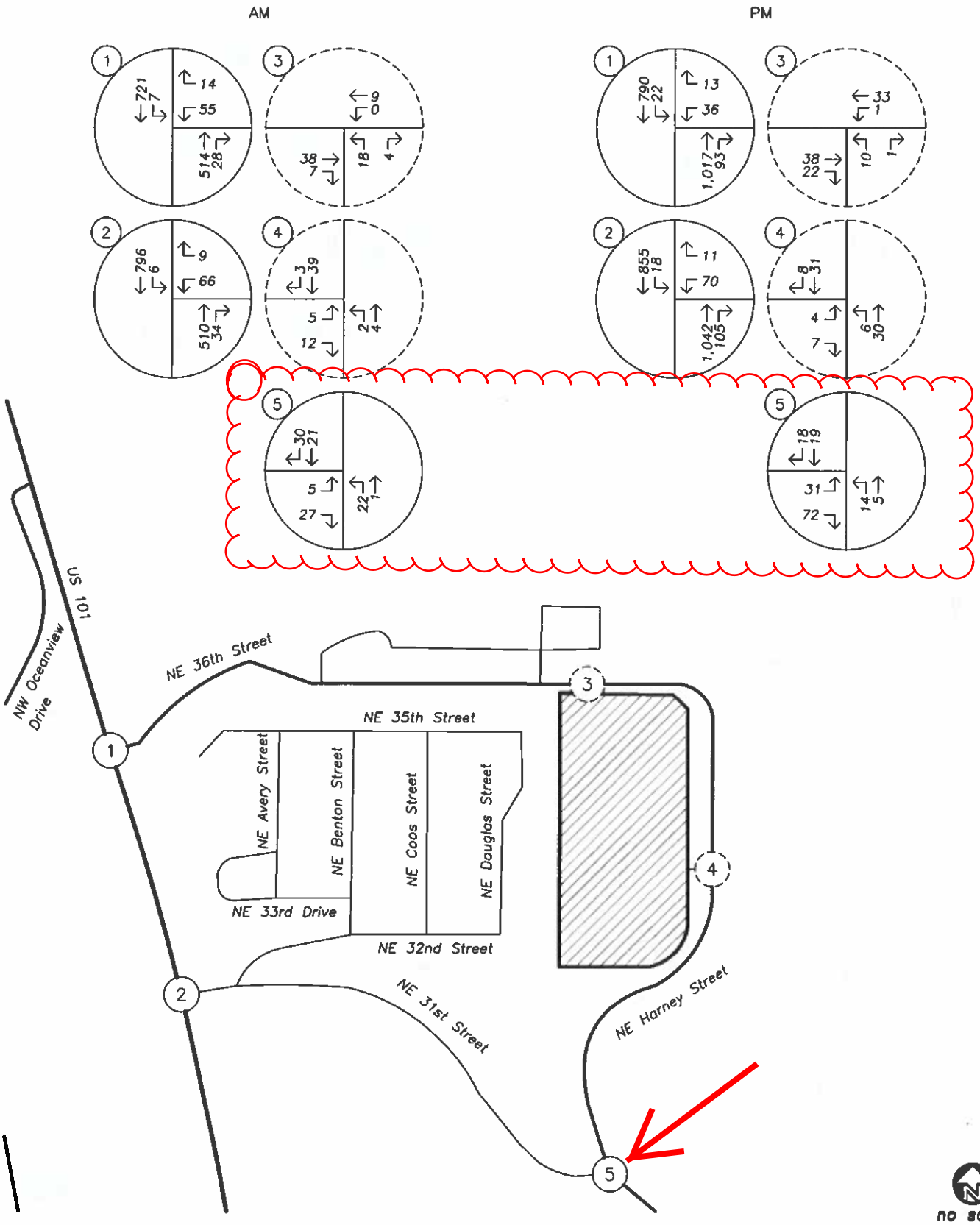
1. Approval of this land use permit is based on the traffic impact analysis report prepared by Lancaster Mobley, dated May 10, 2023. Applicant is responsible for ensuring that the scope and extent of the project is consistent with what is described in the report as it relates to anticipated PM peak hour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

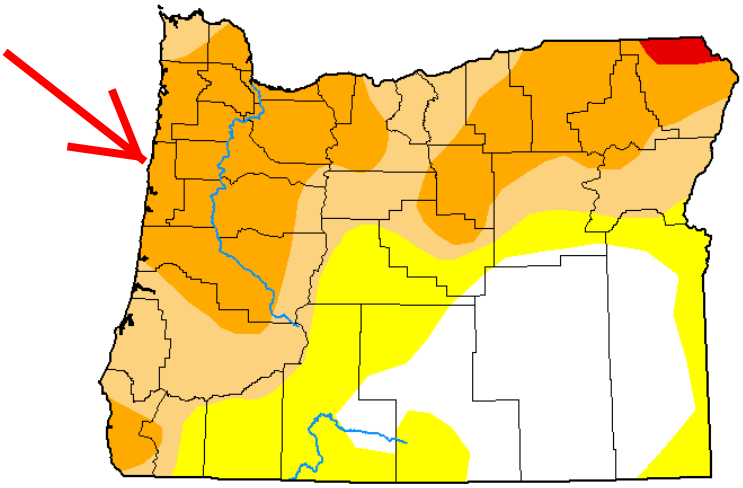
Significant wildfire potential over the next seven days ranges from a low to an elevated risk in Oregon. Parts of central and northeastern Oregon have a moderate to an elevated risk for much of this week.

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

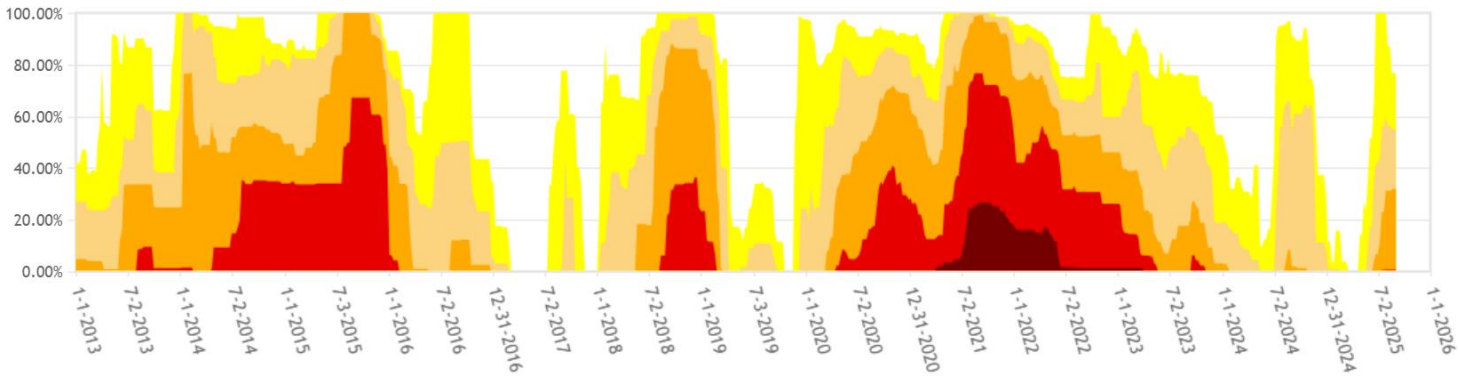
Author:

David Simeral

Western Regional Climate Center

droughtmonitor.unl.edu

Oregon Percent Area in U.S. Drought Monitor Categories



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)

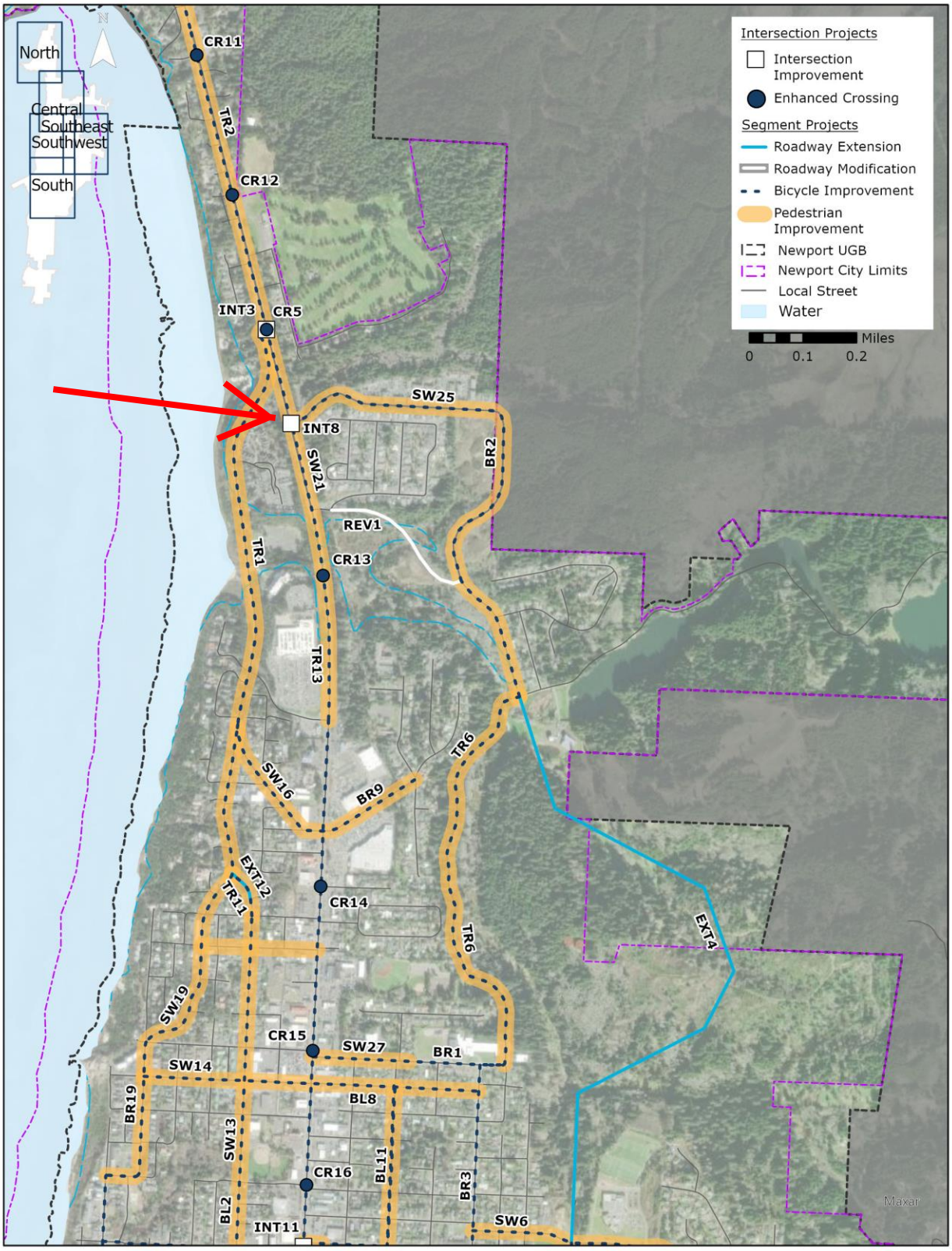


EXHIBIT "E"

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

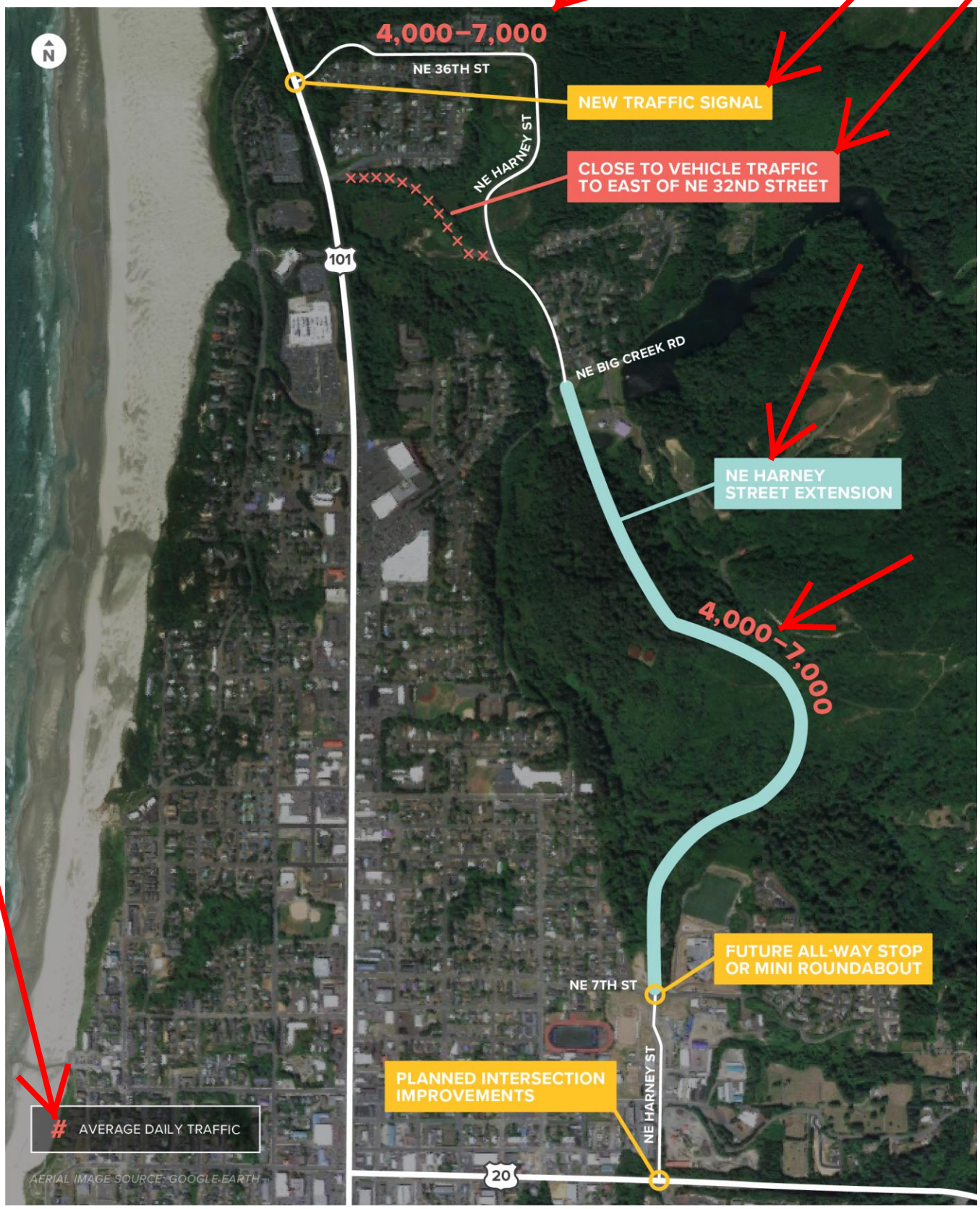


EXHIBIT "F"

https://www.newportoregon.gov/citygov/comm/commmember.asp?id=320

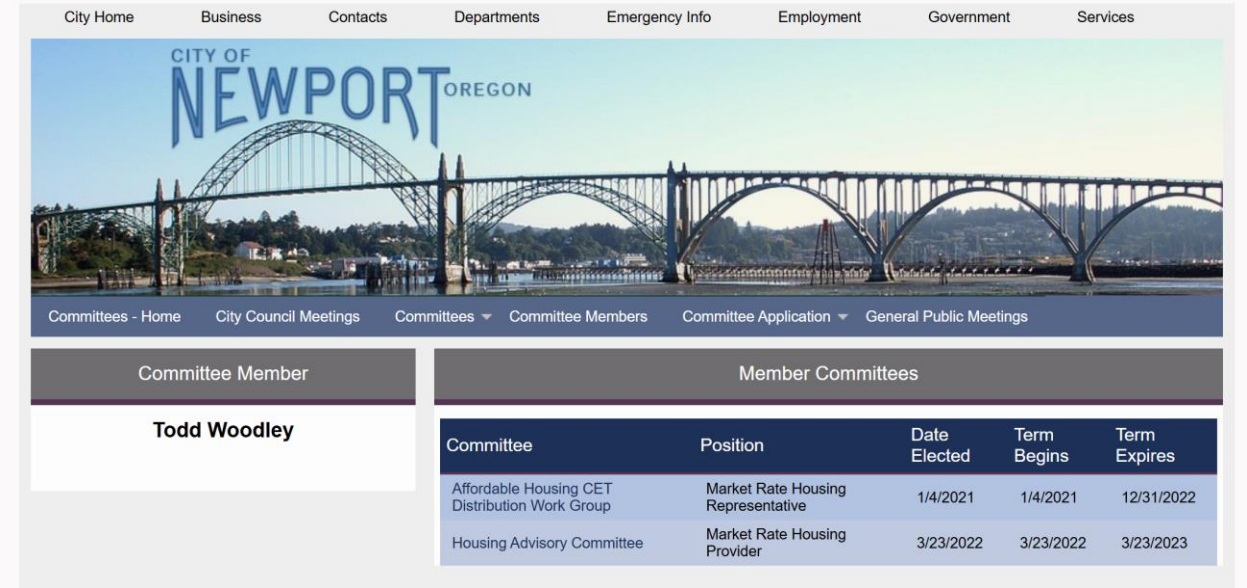


EXHIBIT "F"

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, 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 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; 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. 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 $184,956.00. 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 deliver the deposit as required, the sale shall be cancelled or sure Commissioner pro- WALDPORT OR 97394 signed trustee, CLEAR

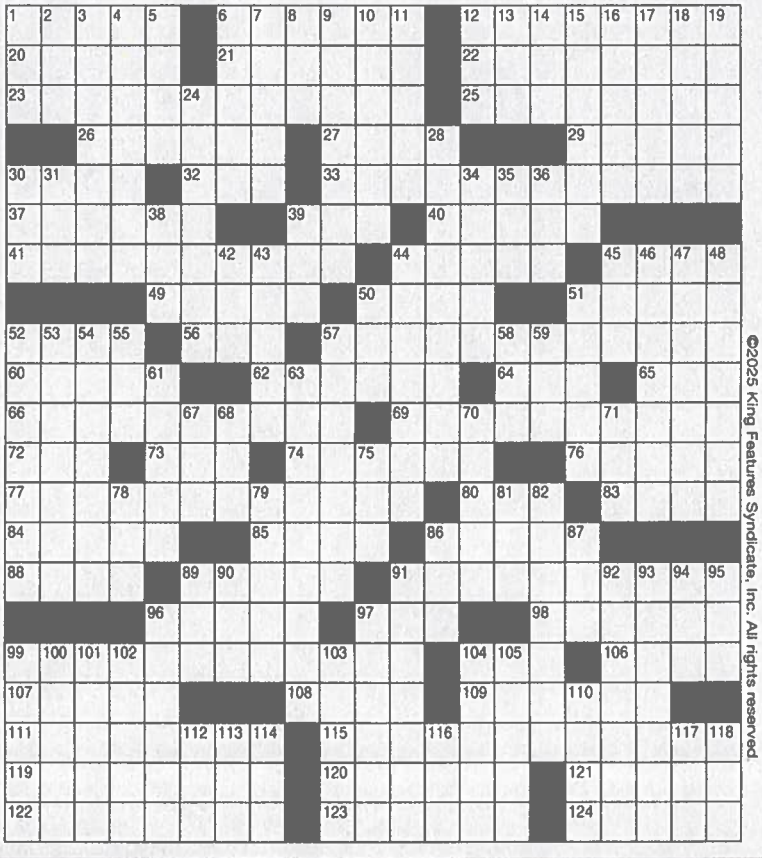
Super Crossword — CAPITAL-GRAMS

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.



©2025 King Features Syndicate, Inc. All rights reserved.

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.

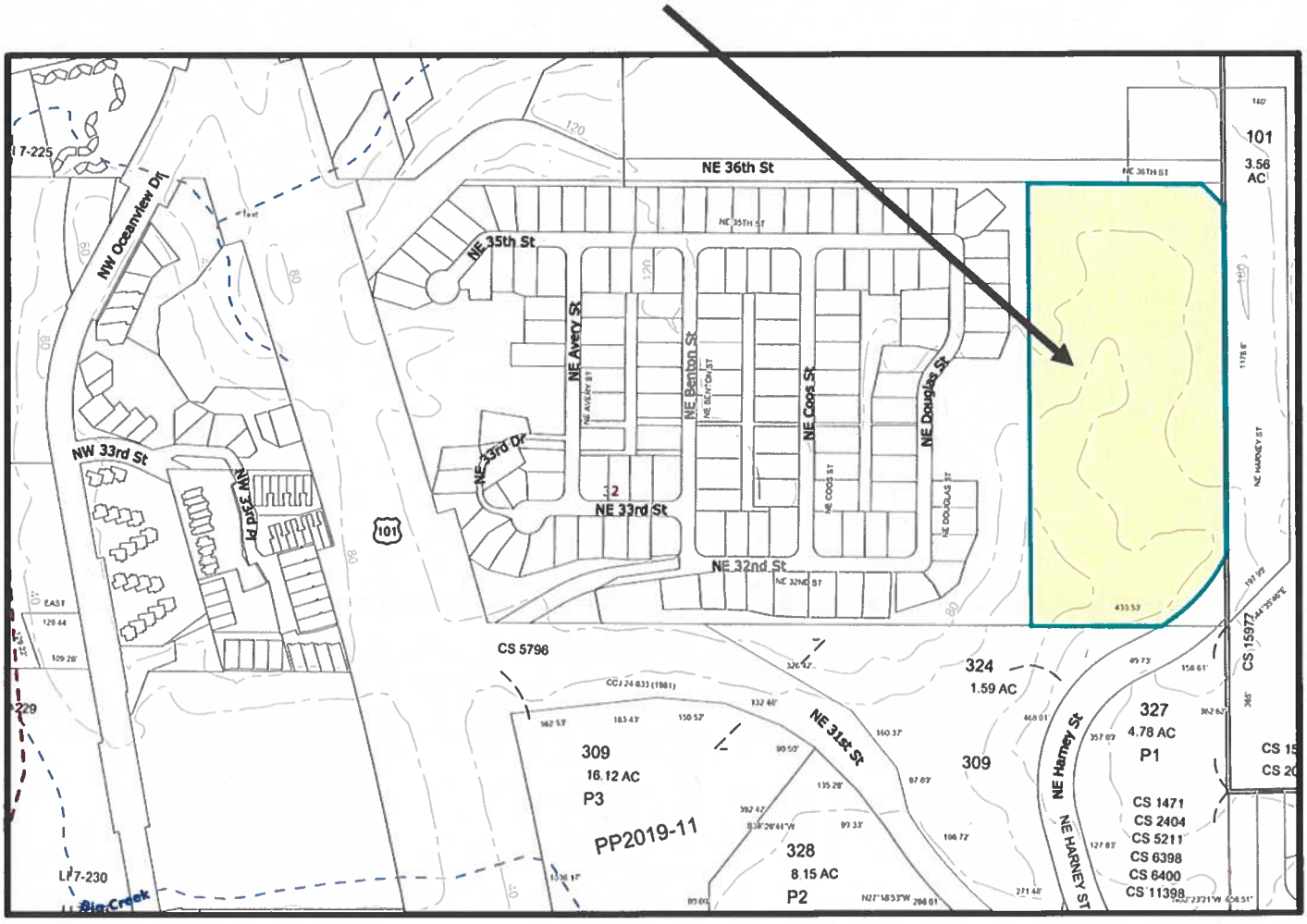
Contact: Derrick Tokos, Community Development Director, d.tokos@newportoregon.gov, (541) 574-0626, (address above in "Reports/Application Material").

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

PUBLIC RECORDS LAW DISCLOSURE. This e-mail is a public record of the City of Newport, and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This e-mail is subject to the State Records Retention Schedule for Cities.

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.**

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

PUBLIC RECORDS LAW DISCLOSURE. This e-mail is a public record of the City of Newport, and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This e-mail is subject to the State Records Retention Schedule for Cities.

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

1130 SW Morrison St., Suite 318
Portland, OR 97205
503.248.0313
lancastermobley.com

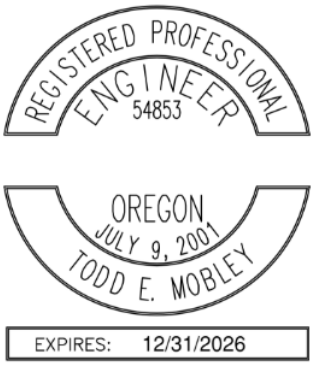
Memorandum

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.

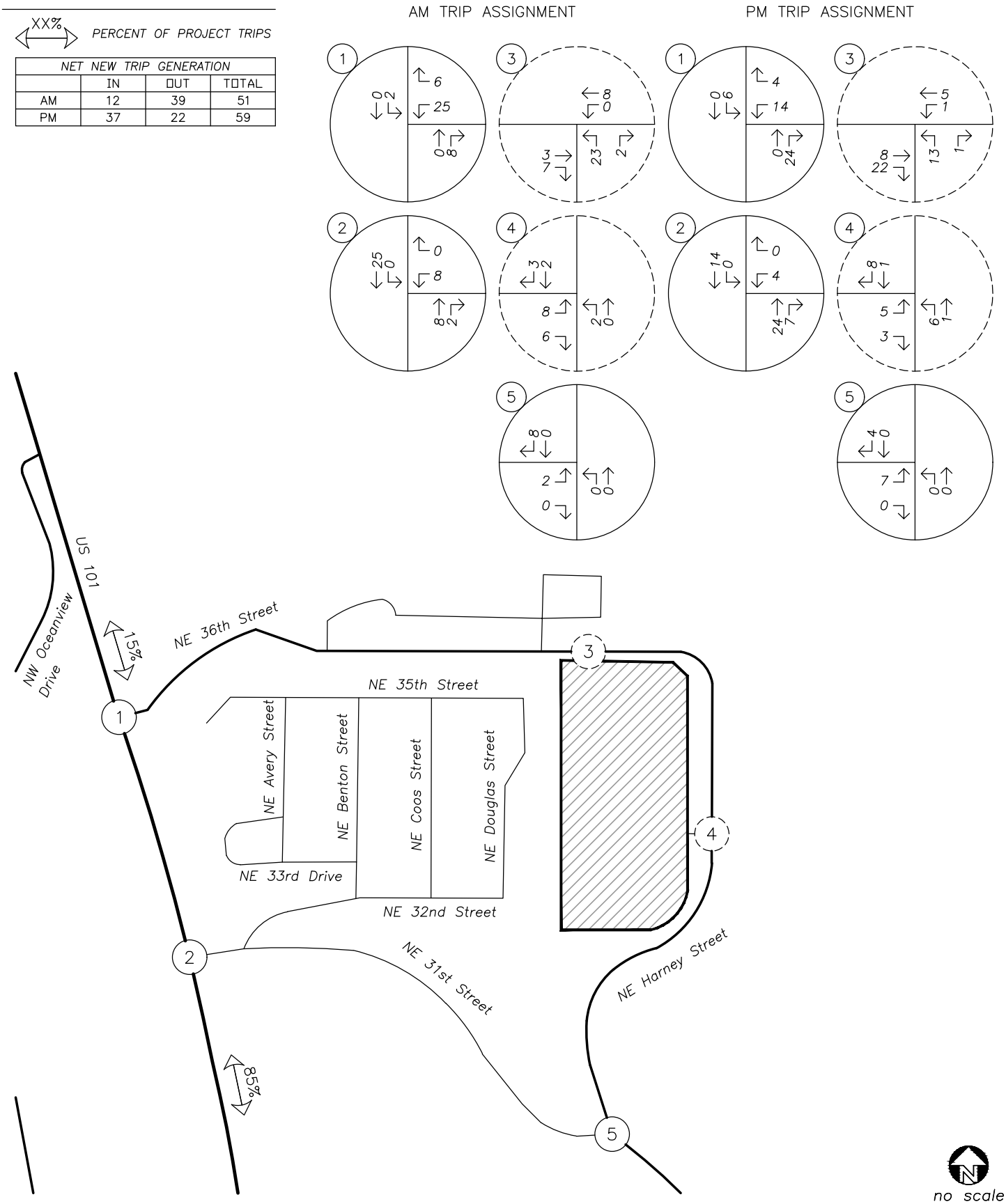
Updated Capacity Analysis Summary

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.

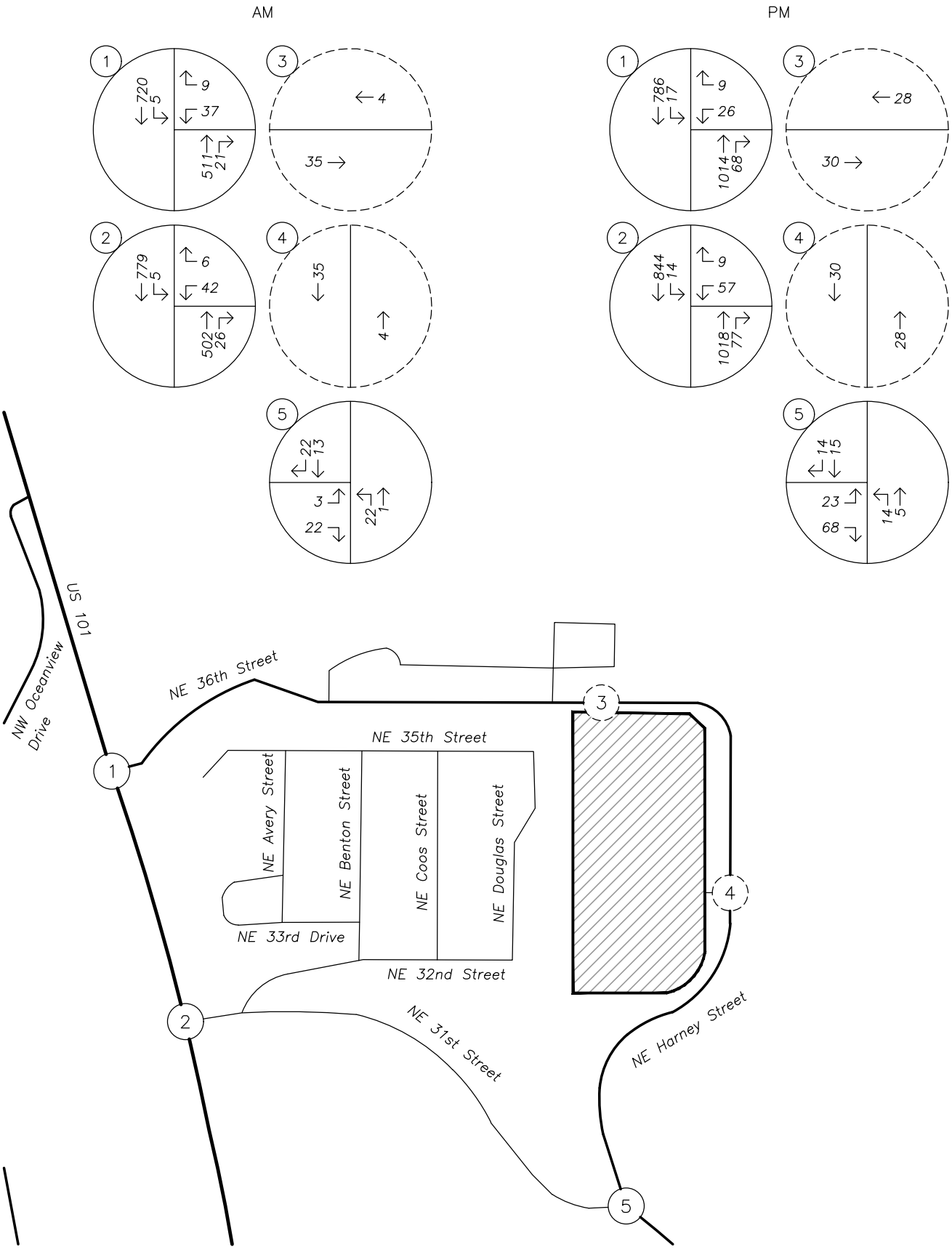
Further, the transportation system could still accommodate the project, even if NE Harney Street and NE Big Creek Road were closed and completely unavailable to serve traffic from this site. This is not expected to be the case since the current bridge project is scheduled to be completed this month. 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

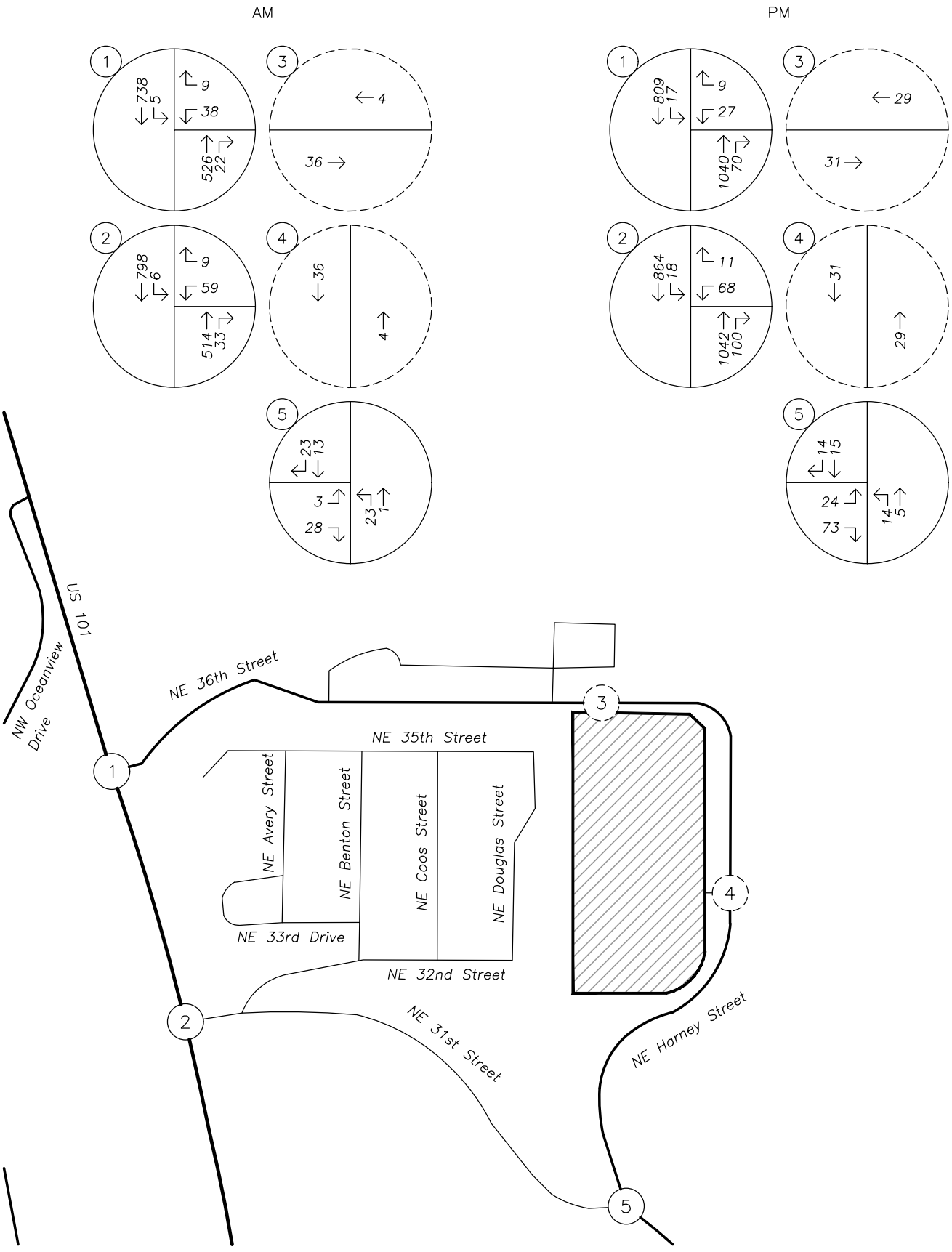
Proposed Development Plan - Site Trips
AM & PM Peak Hours

Figure 3
Wyndhaven Ridge Phase 3
10/9/2025



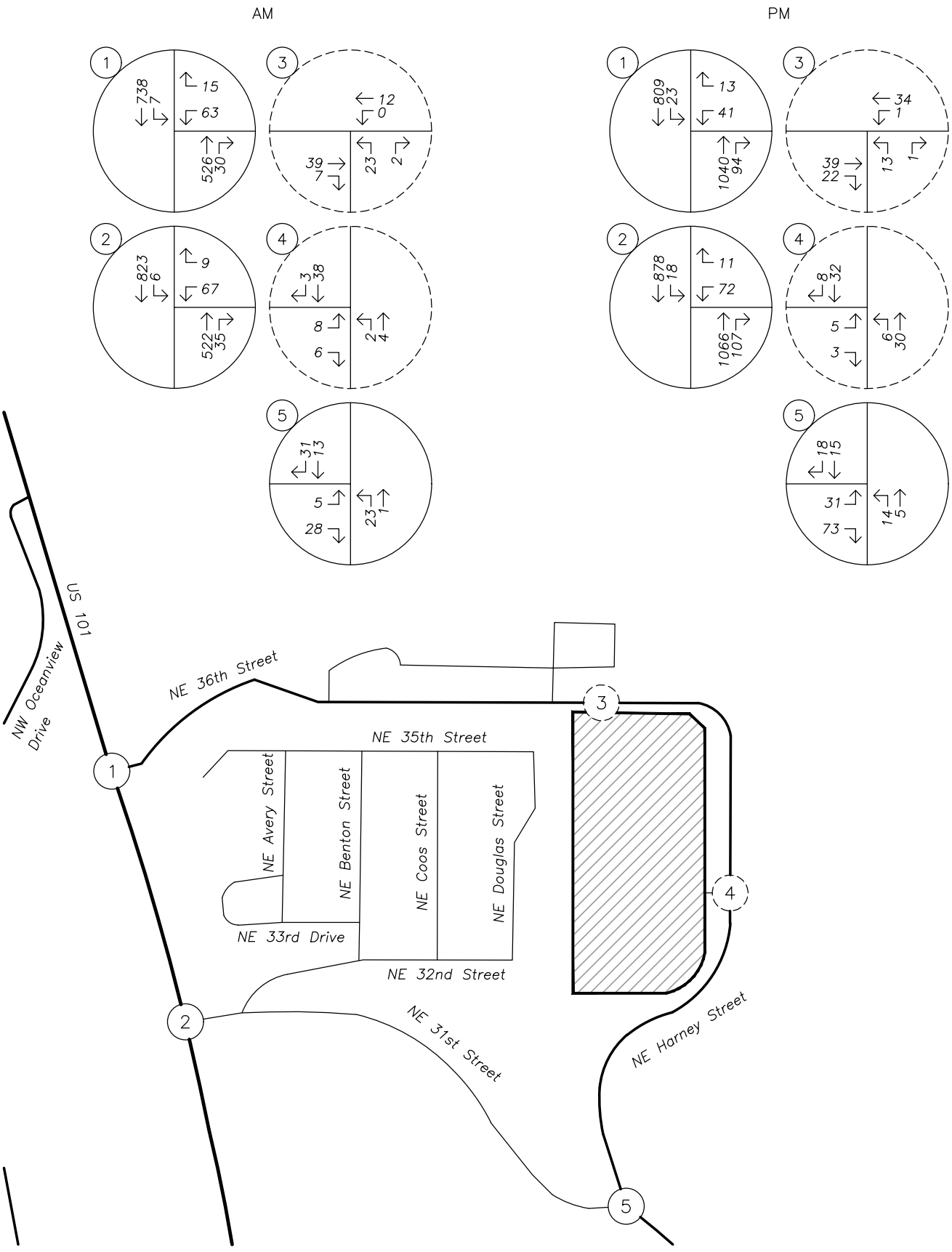
TRAFFIC VOLUMES
2025 Existing Condition
AM & PM Peak Hours

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

Gary and Linda Hurley

104 NE 33rd Drive

Newport, OR 97365

To: Newport City Council,

During the 19 years we have lived in Pacific Homes Beach Club, there has been an increase in traffic.

The last two new Developments have made gaining access to the 101 hazardous to PHBC residents.

The traffic coming up the hill on 31st has been observed ignoring the STOP sign and ignoring the cars exiting PHBC.

Some days it takes at least 5 to 10 minutes to exit 31st and enter 101.

Vehicles heading North on the 101 are observed increasing speed after the light near the 25th street light.

Traffic heading South on the 101 will sometimes ignore giving a left turn signal to enter 31st and not stop to make sure of clearance!

These are a real cause for concern for our residents and would like to see some solutions to the hazards we face daily.

Thank you

Linda Hurley

I live at Pacific Homes beach Club, our only exit is at 32nd St and 31st street. For the following reasons I am requesting a New Traffic Impact Analysis:

- First, the May 2023 TIA did not address the stop at 32nd St.
- Prior to October 2021 there were only 68 homes driving west to 32nd along 31st, when Phase 1 of Wyndhaven Ridge went in it doubled the traffic (66 units added)
- There has always been a blind spot going west on NE 31st street at the intersection with NE 32nd St, and a blind spot going east on NE 31st and turning left onto 32nd St. I moved here 13 years ago, For the first 9 years living here that intersection has been a livable issue to deal with because most homeowners stay in their home over 5 years and knew to stop at the stop sign. With apartments turning over more frequently than nonrentals there is a never ending stream of new drivers unaware of that stop.
- In 2024 when Phase two went in with new 84 units, the near misses I lived thru and those that my neighbors experienced have been weekly.
- Here is a personal example, in 2024 I stopped at 32nd St, no one was coming that I could see. Luckily I started to creep into 31st and a blue truck flew the stop, I threw my hands up and the driver stopped at the entry to 101, rolled the window down, I pulled over and he asked what was wrong, I told him he didn't stop at the stop sign. He had no idea it was there and apologized profusely. It happened again just last week, this time a tan sedan, I am tired of fearing for my life.

- Now with Phase 3 pending with 90 units, I fear serious crashes will start to happen. I shouldn't have to top at 32nd street and creep out into 31st Street because of new development.
- I am asking for improved signage, advanced signage, and a traffic bump at the stop.
- This will save lives. I ask that each of you see for yourself, turn right off 101 onto NE 32nd Street see the blind spot, drive to the first development on the right, turn around, and drive back to 101. Experience it for yourself.

Thank you

Elaine Lynch

210 NE 33rd St

Michael Cappelli - Appelant

306

Let the commission know that you are appearing on my behalf as I'm out of town and the commission refused to continue the hearing.

Bullet Points for Appeal Hearing

1. The order relies exclusively on the 2023 TIA. There are no findings or conclusions indicating that any post 2023 data was gathered or reviewed by the commission during the 27-month gap between the date of the TIA and the hearing of this matter in August. The order is silent on any issues relating to traffic flow that might reasonably impact vehicle and pedestrian travel between NE Harney Street and NE 31st Street.

Argument supported by Conclusion 1 of the order which states: *Approval of this land use permit is based on the traffic impact analysis report prepared by Lancaster Mobley, dated May 10, 2023.*

- *There is no evidence of any meaningful post-2023 analysis.*

- *It is impossible to conclude that the 2023 TIA is a timely and contemporary assessment of now existing conditions.*

PHBC ASKS: The Order is defective on its face and should be reversed or stayed for further fact assessments.

2. Conclusion 2 of the Order fails to provide any evidence of an assessment of traffic impact/control *upon NE 31st Street* ***between its intersection with NE Harney Street and Hwy 101***. There is no evidence of such an assessment in the 2023 TIA or during the *27-month time gap* between the 2023 TIA and the present. Note, we are not raising any issues that involve ingress and egress to and from NE 31st from HWY 101.

- *Conclusions 2F and 2G only reference the inspection of the physical conditions of the relevant roads e.g., potholes, pavement cracks, etc.*

- The only issue mentioned that might conceivably relate to traffic flow at all is the report's statistical finding of the possible increase of 607 vehicle trips coming from the subject property.

- There are no specific findings in the 2023 TIA as what information was considered with respect to phases 1 and 2 of Wyndhaven's complexes.

- 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.

PHBC ASKS: The Commision to order a new or revised TIA that considers traffic along NE 31st Street.

3. Issues that should have been assessed.

Conclusion 5D acknowledges that 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. Specifically, the longer it takes for a vehicle to access Hwy 101, as the report admits, the more likely there will be queuing of cars blocking access to NE 31st. We are only talking about a backup of 4-5 cars or several trucks to cause blockage.

- *Unmarked intersection and queuing will block ingress and egress from PHBC. Blocking of this intersection is already occurring.*

- *Witnesses present tonight will address specific incidents of increased traffic, blocking of vehicles, pedestrian hazards to beach access, and incidents of blown stop signs and roll throughs that have placed drivers and pedestrians in danger. The appeal specifically addresses the actual hazards associated with the failure of the report to assess actual traffic flow along NE 31st.*

- *Photos of the conditions are contained in the appeal.*

Examples

- ***Site lines to and from*** *the stop sign are blocked by the berm/hill at the stop sign. This creates risks to drivers and pedestrians leaving PHBC or turning into PHBC from NE 31st.*

- *Already experiencing incidents of cars running the stop sign or rolling through.*

- *Emergency vehicle access will be blocked. There is no place for queued traffic to go if the intersection is blocked. Such incidents include medical emergencies, criminal activity, and prospective loss of physical assets due to fire, flood, earthquake, and other natural disasters and exigencies. You may recall how the fire in 2020 made escape routes inaccessible.*

- *PHBC residents have already suffered from abuse and anger directed to them by drivers traveling west on NE 31st (apparently because vehicles are safely waiting for traffic to subside along Hwy 101).*

Nothing in the 2023 TIA suggests that any effort whatsoever was made to address these issues.

The personal experience of witnesses will confirm these incidents.

PHBC ASKS THESE RISKS TO BE MITIGATED:

- *New traffic control measures be deployed to ensure the intersection to and from PHBC is not blocked as a result of queuing traffic.*

- *A painted crosswalk or other warning be deployed to protect pedestrians seeking beach access.*

- *Painted warnings and/or flashing light speed controls be placed in advance of the approach by vehicles traveling west on NE 31st toward the stop sign sitting the berm.*

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. The commission failed to recognize all owners actual, titled interest in the land bordering all sides of PHBC. Residents only found out about the hearing by word of mouth. Similarly, it does not appear that all owners received notice of this hearing. In either case, the time to prepare and present evidence in both cases has been wholly insufficient.*

Examples

- ***Site lines to and from*** *the stop sign are blocked by the berm/hill at the stop sign. This creates risks to drivers and pedestrians leaving PHBC or turning into PHBC from NE 31st.*

- *Already experiencing incidents of cars running the stop sign or rolling through.*

- *Painted warnings and/or flashing light speed controls be placed in advance of the approach by vehicles traveling west on NE 31st toward the stop sign sitting the berm.*

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. The commission failed to recognize all owners actual, titled interest in the land bordering all sides of PHBC. Residents only found out about the hearing by word of mouth. Similarly, it does not appear that all owners received notice of this hearing. In either case, the time to prepare and present evidence in both cases has been wholly insufficient.*

Case File No: 1-AX-22/8-Z-22
Date Filed: August 18, 2025
Hearing Date: October 27, 2025/Planning Commission

PLANNING STAFF REPORT
Case File No. 1-AX-22 / 8-Z-22

A. **APPLICANT:** City of Newport (Initiated by motion of the Newport City Council at its August 18, 2025 regular meeting).

B. **REQUEST:** (1) annex approximately 144 acres of real property surrounded by the Newport city limits as legally described in the attached Exhibit A and graphically depicted on the attached Exhibit B; (2) amend the City of Newport Comprehensive Plan Map for the portion of Mike Miller Park currently inside the City from Industrial to Public, such real property being a portion of Tax Lot 01100 of Assessor's Map 11-11-20; (3) amend the City of Newport Zoning Map to apply urban zoning to the real property as legally described in the attached Exhibit C and graphically depicted on Exhibit D; and (4) withdraw real property subject to this annexation from the Newport Rural Fire Protection District, the Seal Rock Water District, and the Lincoln County Library District.

C. **LOCATION:** Unincorporated real property situated on Lincoln County Assessor's Maps 11-11-17-DC, 11-11-20, 11-11-20-AB, 11-11-20-BA, 11-11-20-BD, and 11-11-20-CA in the attached Exhibit A and graphically depicted on the attached Exhibit B.

D. **PROPERTY SIZE:** 144 acres.

E. **STAFF REPORT:**

1. **REPORT OF FACTS:**

a. **Plan Designation:** The subject territory is within the Newport Urban Growth Boundary and is designated as "Industrial," "Low Density Residential," and "Public" on the Newport Comprehensive Plan Map.

b. **Zone Designation:** Properties with an "Industrial" Comprehensive Plan designation will be zoned I-1/"Light Industrial" or I-3/"Heavy Industrial" and properties with a "Low Density Residential" Comprehensive Plan designation will be zoned R-2/"Medium-Density Single Family Residential" as legally described in the attached Exhibit C and graphically depicted on Exhibit D. One parcel, a public park, is partially inside the city with I-1/ "Light Industrial" zoning. Its Comprehensive Plan Map designation will go from "Industrial to Public, so that P-2/"Public Parks" zoning can be applied to the entire park.

c. **Surrounding Land Uses:** This island annexation will add approximately 144 acres of unincorporated territory into the Newport city limits. The properties are surrounded by the City, with most being situated along US 101 between SE 40th and SE 50th. The Wilder Planned Development borders the properties to the east and South Beach State Park is situated west of the subject property. Property to the north is developed commercially with a mix of institutional, marina and entertainment-oriented uses. Lands to the south

include low, density rural residential development and the Newport Municipal Airport.

d. **Topography and Vegetation:** Much of the land is relatively flat with a mix of native vegetation and landscaping. Several wetlands exist within the boundary of the area to be annexed, serving as habit and providing flood management functions.

e. **Existing Residences/Buildings:** A number of the properties are developed with existing residences and buildings.

f. **Utilities:** Municipal water and wastewater services are available along SE US 101.

g. **Development Constraints:** Wetlands are the principal constraint. The territory is also within the City's mapped tsunami inundation area.

h. **Past Land Use Actions:** None known.

i. **Notification:** Required notice to the Department of Land Conservation and Development was provided on August 19, 2025 (Exhibit "E"). For the Planning Commission public hearing, each of the affected property owners received a packet with a cover letter identifying the zoning that is to be applied to their property and the tax implications of the change (Exhibit "F"). They also received a general notice with the information required under NMC Chapter 14.52, along with legal descriptions and graphic maps of areas to be annexed (Exhibit "G"). Mail notification to most of the property owners were provided on October 6, 2025. A handful of owners with manufactured dwellings on leased spaces were given notice on October 14, 2025, due to the original notice being sent to the real property owner. A notice of public hearing was published in the Lincoln County Leader on October 15, 2025 (Exhibit "H").

j. **Attachments:**

Exhibit "A" – Annexation area legal description
Exhibit "B" – Annexation graphic map
Exhibit "C" – Proposed zoning legal descriptions
Exhibit "D" – Proposed zoning map
Exhibit "E" – DLCD 35-day notice
Exhibit "F" – Individual property owner hearing notices
Exhibit "G" – General mail notice with exhibits
Exhibit "H" – Legal notice for public hearing
Exhibit "I" – Intent of zoning districts
Exhibit "J" – Permitted use lists
Exhibit "K" – ORS 222.750
Exhibit "L" – ORS 222.524
Exhibit "M" – OAR 660-012-0060
Exhibit "N"– Annexation map with aerial image
Exhibit "O"– Comprehensive Plan Map designations

2. **Explanation of the Request:** On August 18, 2025 the Newport City Council, under authority granted in Oregon Revised Statute (ORS) Chapter 222.750, initiated this annexation involving roughly 144 acres of land in South Beach. In the State of Oregon, cities can annex unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

The City Council wishes to annex the land for the purpose of (a) making it easier for the City to provide infrastructure and services to the subject properties; (b) normalizing the municipal boundaries for emergency service providers; (c) increasing the City's inventory of developable property (particularly industrial sites); (d) creating conditions where urban scale development can occur; and (e) allowing for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Concurrent with the annexation, and as provided for in Oregon Revised Statutes (ORS) 222.524, the subject territory will be withdrawn from the Newport Rural Fire Protection District, Lincoln County Library District, and Seal Rock Water District. The City of Newport will provide these services to the annexed properties. With respect to the Seal Rock Water District, the City is required to reimburse the District for the outstanding bond debt attributed to the annexed properties incurred before the City started providing water service to the area ORS 222.520(2).

3. **Evaluation of the Request:**

a.) **Comments:** While staff fielded questions from a few individuals, no written comments were received as of the date this staff report was prepared.

b.) **Applicable Criteria:**

(1) Annexation:

ORS Chapter 222.750: Real property subject to the proposed annexation is surrounded by the city limits in the manner outlined in the statute; at least one public hearing by the governing body is held on the subject for which notice has been mailed to each record owner of real property in the territory proposed to be annexed; annexation by the city is undertaken by ordinance or resolution subject to referendum, with or without the consent of any owner of real property within the territory or resident in the territory; and for property that is zoned for, and in, residential use, the city shall specify an effective date for the annexation that is at least three years and not more than 10 years after the date the city proclaims the annexation approved.

(2) Withdrawal:

The Newport Municipal Code does not have criteria for withdrawals from a district. Withdrawals are done in conjunction with an annexation, because it is at that time that the City becomes the service provider for the property. Per ORS 222.524(1) the governing body must determine if the withdrawal is in

the best interest of the city.

(3) Zone Map Amendment:

Zone Map Amendments (as per NMC Section 14.36.010): Findings that the proposed zoning is consistent with the Comprehensive Plan Map, furthers a public necessity, and promotes the general welfare.

(4) Comprehensive Plan Map Amendment: Minor amendments to the Newport Comprehensive Plan (ref: pg. 419) must satisfy at least one of the following criteria (a) A change in one or more goal or policy; or (b) a demonstrated need to accommodate unpredicted population trends, housing needs, employment needs or changes in community attitudes; or (c) the orderly and economic provision of key public facilities; or (d) the ability to serve the subject property(s) with city services without an undue burden on the general population; or (e) the compatibility of the proposed change with the surrounding neighborhood and the community.

(5) Transportation Planning Rule (OAR 660-012-0060):

OAR 660-012-0060(1) Plan and Land Use Regulation Amendments. If an amendment to a zoning map significantly affects an existing or planned transportation facility, then the local government must put in place measures to mitigate the impact, unless the amendment is allowed under section (3), (9) or (10) of the rule. In this case, section (9) is applicable and it reads as follows:

> (9) Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met.
>
> (a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;
>
> (b) The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and
>
> (c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.

c.) **Staff Analysis:**

(1) ORS Chapter 222.750: Real property subject to the proposed annexation is surrounded by the city limits in the manner outlined in the statute; at least one public hearing by the governing body is held on the subject for which notice has been mailed to each record owner of real property in the territory proposed to be annexed; annexation by the city is undertaken by ordinance or resolution subject to referendum, with or without the consent of any owner of real property within the territory or resident in the territory; and for property that is zoned for, and in, residential use, the city shall specify an effective date for the annexation that is at least three years and not more than 10 years after the date the city proclaims the annexation approved.

Staff: As illustrated with Exhibit "B," the corporate limits of the City of Newport surround the territory subject to this annexation. This Planning Commission meeting is the first of two public hearings to be held on the subject, with the second being a hearing before the City Council (date to be determined). This meeting schedule satisfies the public hearing requirement of the statute. Record owners of real property in the territory proposed to be annexed received individual notices identifying the zoning that is to be applied to their property and the tax implications of the change (Exhibit "F"). This meets the statutory notice requirement. Annexation by the city, and the application of urban zoning, will be undertaken by ordinance subject to referendum, and that ordinance will include a clause noting that the effective date of the annexation for property that is zoned for, and in, residential use, shall be deferred for three years from the date the city proclaims the annexation approved. Considering the above, the requirements of ORS Chapter 222.750 are being followed.

(2) Zone Map Amendment: Zone Map Amendments (as per NMC Section 14.36.010): Findings that the proposed zoning is consistent with the Comprehensive Plan Map, furthers a public necessity, and promotes the general welfare.

Staff: Territory to be annexed along the US 101 will receive I-1/"Light Industrial" zoning, except for lands east of the highway and south of SE 50th Street, which will receive I-3/"Heavy Industrial" zoning (Exhibit "D"). The Comprehensive Plan designation for the territory is "Industrial" (Exhibit "O") and the proposed zoning is consistent with the types of uses currently developed on the properties. The territory to be zoned I-1 is currently developed with a range of light manufacturing, storage, and highway oriented commercial uses that fit within the range of activities allowed in that zone. A few types of uses would become non-conforming, including a few manufactured homes, stick built residences, and storage facilities. Many of the sites are sparsely developed because they currently lack sewer service. The property south of SE 50th Street and east of US 101 is developed with a concrete batch plant, a type of use that fits within an I-3 zone district. The intent (purpose) of the I-1and I-3 zoning districts is spelled out in Exhibit "I."

A list of uses permitted outright and conditionally in the I-1 and I-3 zones is included as Exhibit "J."

A half a dozen residential parcels east of US 101 and south of SE 40th Street will be zoned R-2/"Medium Density Single Family Residential." This is consistent with their Comprehensive Plan Map designation of "Low Density Residential" (Exhibit "O") and matches up with the same zoning that applies to the Wilder Planned Development to the east.

Mike Miller Park is the remaining property to be brought into the city limits with this annexation. It will receive P-2/"Public Parks" zoning, consistent with its existing use and Comprehensive Plan Map designation (Exhibit "O"). A portion of the park is already inside the city limits under I-1 zoning. That zoning will be changed to P-2 as well.

This annexation was initiated to make it easier for the City to provide infrastructure and services to the subject properties. Once inside the city limits, the territory will be eligible for sewer service, which is available along US 101 and SE 50th Street, so that objective is being accomplished. It will also normalize the municipal boundaries for emergency service providers, reducing conflicts and confusion. The Newport Comprehensive Plan identifies the need for additional industrial land to support the City's commercial and industrial needs. The annexation accomplishes this objective, as most of the land being brought into the city limits will be industrial, and the availability of urban services like sewer create conditions where urban scale development can occur.

Given the above, it is reasonable for the Planning Commission to conclude that the proposed zoning of the territory furthers a public necessity and promotes the general welfare.

(3) Comprehensive Plan Map Amendment: Minor amendments to the Newport Comprehensive Plan (ref: pg. 419) must satisfy at least one of the following criteria (a) A change in one or more goal or policy; or (b) a demonstrated need to accommodate unpredicted population trends, housing needs, employment needs or changes in community attitudes; or (c) the orderly and economic provision of key public facilities; or (d) the ability to serve the subject property(s) with city services without an undue burden on the general population; or (e) the compatibility of the proposed change with the surrounding neighborhood and the community.

Staff: The only Comprehensive Plan Map Amendment is a 6-acre portion of Mike Miller Park that is currently inside the city limits. It includes a large wetland and was conveyed by Landwaves, Inc. to Lincoln County in 2014 (Instrument # 201405113). The property is presently zoned I-1/"Light Industrial." With this annexation, the Comprehensive Plan Map designation for the site will change from "Industrial" to "Public" and the zoning will change to P-2/ "Public

Parks." Parks are key public facilities, and having the entire public park under the same zoning facilitates the orderly and economic provision of both passive and active recreational services to the community.

Given the above, it is reasonable for the Planning Commission to conclude that the criteria for making a minor amendment to the Comprehensive Plan Map have been satisfied.

(4) Transportation Planning Rule Compliance (OAR 660-012-0060). Findings showing that the zoning map amendment is allowed per OAR 660-012-0060(9) and; therefore, does not significantly affect an existing or planned transportation facility.

OAR 660-012-0060(9) provides that a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met.

(a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;

(b) The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and

(c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.

The above provisions of the Transportation Planning Rule apply to all territory subject to this annexation. Zoning for the property being brought into the city limits is consistent with the corresponding Comprehensive Plan Map designations (Exhibit "O"). Newport updated its Transportation System Plan (TSP) in 2011 (Ordinance No. 2045) and again in 2022 (Ordinance No. 2199) and the requested zoning is consistent with the urban scale of development that the TSP assumes will be generated from the property; and (c) the subject property was exempted from the Transportation Planning Rule because it predated the rule, being included in the City's original UGB in 1982 (Ordinance No. 1310); however, as noted, the City has subsequently adopted TSP amendments that account for the urbanized area.

The 6 acre area conveyed to Lincoln County in 2014 that is already in the city limits is being placed under a "Public" Comprehensive Plan Map designation with P-2/"Public Parks" zoning consistent with the existing use of the site. The property is substantially encumbered by

wetlands, with limited development potential, therefore, the change to P-2 zoning does not significantly affect an existing or planned transportation facility.

Considering the above, it is reasonable for the Planning Commission to find that the Comprehensive Plan Map and Zoning Map amendments comply with the requirements of OAR 660-012-0060.

4. **Conclusion:** If the Planning Commission finds that the request meets the approval criteria, then the Commission should recommend approval of the application with any reasonable conditions it deems necessary for compliance with the criteria. The Commission may adjust the recommended zoning designations provided they conform to the Comprehensive Plan Map designations. If, on the other hand, the Commission finds that the request does not comply with the criteria, then the Commission should identify the portion(s) of the criteria with which the Annexation, Comprehensive Plan Map Amendment and Zoning Map Amendment are not in compliance.

F. STAFF RECOMMENDATION: Based on the information contained in the record, the criteria for this annexation, Comprehensive Plan Map, and Zoning Map Amendment appear to have been satisfied, and staff recommends the Planning Commission provide a favorable recommendation to the City Council.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

October 21, 2025

AKS ENGINEERING & FORESTRY
12965 SW Herman Road, Suite 100, Tualatin, OR 97062
P: (503) 563-6151 F: (503) 563-6152

AKS Job #12703

EXHIBIT A

City of Newport
Annexation Area Description

A tract of land and road rights-of-way, located in the Southeast One-Quarter of Section 17, and in the Northeast and Northwest One-Quarters of Section 20, Township 11 South, Range 11 West, Willamette Meridian, Lincoln County, Oregon, and being more particularly described as follows:

Beginning at the north one-quarter corner of said Section 20, also being on the west right-of-way line of SW Abalone Street and the City of Newport city limits line (Assessor's Map 11.11.17DC);

1. Thence along said west right-of-way line and said city limits line, Northerly 459 feet, more or less, to the westerly extension of the south line of Instrument Number 2023-03623, Lincoln County Book of Records (Assessor's Map 11.11.17DC);

2. Thence leaving said city limits line along said west right-of-way line, Northerly 479 feet, more or less, to the intersection of said west right-of-way line and the southeasterly right-of-way line of SW Anchor Way (Assessor's Map 11.11.17DC);

3. Thence leaving said intersection, Northerly 100 feet, more or less, to the intersection of the northwesterly right-of-way line of SW Anchor Way and the east right-of-way line of SW Abalone Street (Assessor's Map 11.11.17DC);

4. Thence along said east right-of-way line, Southerly 575 feet, more or less, to the south line of said Instrument Number 2023-03623 and said city limits line (Assessor's Map 11.11.17DC);

5. Thence along said south line and said city limits line, Easterly 320 feet, more or less, to the westerly right-of-way line of S Coast Highway (US Highway 101) (Assessor's Map 11.11.17DC);

6. Thence leaving said westerly right-of-way line along said city limits line, Easterly 108 feet, more or less, to the north line of Number 2 of Parcel 2 of Instrument Number 2025-02704, Lincoln County Book of Records, also being on the easterly right-of-way line of S Coast Highway (US Highway 101) (Assessor's Map 11.11.17DC);

7. Thence along said easterly right-of-way line and said city limits line, Northeasterly 457 feet, more or less, to the east right-of-way line of SE Ash Street (Assessor's Map 11.11.17DC);

8. Thence along said east right-of-way line and said city limits line, Southerly 852 feet, more or less, to the north right-of-way line of SE 40th Street (Assessor's Map 11.11.17DC);

9. Thence along said north right-of-way line and said city limits line, Westerly 40 feet, more or less, to the west right-of-way line of SE Ash Street (Assessor's Map 11.11.17DC);

10. Thence along said west right-of-way line and said city limits line, Northerly 329 feet, more or less, to the north line of Partition Plat No. 2001-08, Lincoln County Survey Records (Assessor's Map 11.11.17DC);

11. Thence along said north line and said city limits line, Westerly 278 feet, more or less, to the easterly right-of-way line of said S Coast Highway (Assessor's Map 11.11.17DC);

12. Thence along said easterly right-of-way line and said city limits line, Southwesterly 888 feet, more or less, to the north line of Instrument Number 2024-07227, Lincoln County Book of Records (Assessor's Map 11.11.20AB);

13. Thence along said north line and said city limits line, Easterly 351 feet, more or less, to the east line of said deed (Assessor's Map 11.11.20AB);

14. Thence along said east line and said city limits line, Southerly 148 feet, more or less, to the southerly line of said deed (Assessor's Map 11.11.20AB);

15. Thence along said southerly line and said city limits line, Westerly 452 feet, more or less, to the easterly right-of-way line of said S Coast Highway (Assessor's Map 11.11.20AB);

16. Thence along said easterly right-of-way line and said city limits line, Southwesterly 205 feet, more or less, to the north line of Parcel 1 of Partition Plat No. 1990-11, Lincoln County Survey Records (Assessor's Map 11.11.20BA);

17. Thence along said north line and said city limits line, Easterly 143 feet, more or less, to the east line of said Parcel 1 (Assessor's Map 11.11.20BA);

18. Thence along said east line and said city limits line, Southerly 132 feet, more or less, to the north line of Instrument Number 2022-10255, Lincoln County Book of Records (Assessor's Map 11.11.20AB);

19. Thence along said north line and said city limits line, Easterly 369 feet, more or less, to the west line of Parcel II of Instrument Number 2017-08916, Lincoln County Book of Records (Assessor's Map 11.11.20AB);

20. Thence along said west line and said city limits line, Southerly 331 feet, more or less, to the south line of said Parcel II (Assessor's Map 11.11.20AB);

21. Thence along said south line and said city limits line, Easterly 89 feet, more or less, to the east line of said Parcel II (Assessor's Map 11.11.20AB);

22. Thence along said east line and said city limits line, Northerly 214 feet, more or less, to the south line of Parcel 1 of Partition Plat No. 2006-26, Lincoln County Survey Records (Assessor's Map 11.11.20AB);

23. Thence along said south line and said city limits line, Easterly 254 feet, more or less, to the east line of said Parcel 1 (Assessor's Map 11.11.20AB);

24. Thence along said east line and said city limits line, Northerly 306 feet, more or less, to the north line of said Partition Plat No. 2006-26 (Assessor's Map 11.11.20AB);

25. Thence along said north line and said city limits line, Easterly 641 feet, more or less, to the east line of the West One-Half of the Northeast One-Quarter of said Section 20 (Assessor's Map 11.11.20AB);

26. Thence along said east line and said city limits line, Southerly 1,823 feet, more or less, to the south line of the Northeast One-Quarter of said Section 20 (Assessor's Map 11.11.20);

27. Thence along said south line and said city limits line, Westerly 1,356 feet, more or less, to the west line of the Northeast One-Quarter of said Section 20 (Assessor's Map 11.11.20CA);

28. Thence along said west line and said city limits line, Northerly 427 feet, more or less, to the south line of Book 445, Page 272, Lincoln County Book of Records (Assessor's Map 11.11.20BD);

29. Thence along said south line and said city limits line, Westerly 721 feet, more or less, to the easterly right-of-way line of said S Coast Highway (Assessor's Map 11.11.20BD);

30. Thence along said easterly right-of-way line and said city limits line, Southwesterly 454 feet, more or less, to the north line of Parcel 1 of Partition Plat No. 2002-03, Lincoln County Survey Records (Assessor's Map 11.11.20CA);

31. Thence along said north line and said city limits line, Easterly 658 feet, more or less, to the east line of said Partition Plat No. 2002-03 (Assessor's Map 11.11.20CA);

32. Thence along said east line and said city limits line, Southerly 1,313 feet, more or less, to the south line of the Northeast One-Quarter of the Southwest One-Quarter of said Section 20 (Assessor's Map 11.11.20CA);

33. Thence along said south line and said city limits line, Westerly 1,108 feet, more or less, to the west line of the Northeast One-Quarter of the Southwest One-Quarter of said Section 20 (Assessor's Map 11.11.20CA);

34. Thence along said west line and said city limits line, Northerly 61 feet, more or less, to the southerly line of Instrument Number 2021-11969, Lincoln County Book of Records (Assessor's Map 11.11.20CA);

35. Thence along said southerly line and said city limits line, Easterly 103 feet, more or less, to the east line of said deed (Assessor's Map 11.11.20CA);

36. Thence along said east line and said city limits line, Northerly 153 feet, more or less, to the northerly line of said deed (Assessor's Map 11.11.20CA);

37. Thence along said northerly line and said city limits line, Northwesterly 102 feet, more or less, to the west line of the Northeast One-Quarter of the Southwest One-Quarter of said Section 20 (Assessor's Map 11.11.20CA);

38. Thence along said west line and the west line of Southeast One-Quarter of the Northwest One-Quarter of said Section 20 and said city limits line, Northerly 1,200 feet, more or less, to the south line of Parcel 2 of Book 231, Page 1164, Lincoln County Book of Records (Assessor's Map 11.11.20BD);

39. Thence along said south line and said city limits line, Easterly 429 feet, more or less, to the westerly right-of-way line of said S Coast Highway (Assessor's Map 11.11.20BD);

40. Thence along said westerly right-of-way line and said city limits line, Northeasterly 201 feet, more or less, to the north line of said deed (Assessor's Map 11.11.20BD);

41. Thence along said north line and said city limits line, Westerly 329 feet, more or less, to the easterly line of Book 206, Page 131, Lincoln County Book of Records (Assessor's Map 11.11.20BD);

42. Thence along said easterly line and said city limits line, Northeasterly 149 feet, more or less, to the north line of said deed (Assessor's Map 11.11.20BD);

43. Thence along said north line and said city limits line, Westerly 237 feet, more or less, to west line of Southeast One-Quarter of the Northwest One-Quarter of said Section 20 (Assessor's Map 11.11.20BD);

44. Thence along said west line and said city limits line, Northerly 924 feet, more or less, to the south line of Book 321, Page 1558, Lincoln County Book of Records (Assessor's Map 11.11.20BA);

45. Thence along said south line and the easterly extension thereof and said city limits line, Easterly 1,046 feet, more or less, to the easterly right-of-way line of said S Coast Highway (Assessor's Map 11.11.20BA);

46. Thence along said easterly right-of-way line and said city limits line, Southwesterly 318 feet, more or less, to the south line of Book 397, Page 2235, Lincoln County Book of Records (Assessor's Map 11.11.20BA);

47. Thence along said south line and said city limits line, Easterly 424 feet, more or less, to the east line of said deed (Assessor's Map 11.11.20BA);

48. Thence along said east line and said city limits line, Northerly 136 feet, more or less, to the south line of Parcel 2 of said Partition Plat No. 1990-11 (Assessor's Map 11.11.20BA);

49. Thence along said south line and said city limits line, Easterly 15 feet, more or less, to the east line of said Parcel 2 (Assessor's Map 11.11.20BA);

50. Thence along said east line and said city limits line, Northerly 223 feet, more or less, to the northerly line of said Parcel 2 (Assessor's Map 11.11.20BA);

51. Thence along said northerly line and said city limits line, Westerly 267 feet, more or less, to the easterly right-of-way line of said S Coast Highway (Assessor's Map 11.11.20BA);

52. Thence along said easterly right-of-way line and said city limits line, Southwesterly 94 feet, more or less, to the easterly extension of the south line of Parcel 3 of Partition Plat No. 2016-09, Lincoln County Survey Records (Assessor's Map 11.11.20BA);

53. Thence along said easterly extension and the south line of said Parcel 3 and said city limits line, Westerly 488 feet, more or less, to the west line of said Partition Plat No. 2016-09, also being on the easterly line of said Book 321, Page 1558 (Assessor's Map 11.11.20BA);

54. Thence along said easterly line and said city limits line, Northerly 1,210 feet, more or less, to the north line of said Section 20 (Assessor's Map 11.11.20BA);

55. Thence along said north line and said city limits line, Easterly 776 feet, more or less, to the Point of Beginning.

The above described tract of land contains 144 acres, more or less.

9/3/2025



EXHIBIT B

A TRACT OF LAND AND ROAD RIGHTS-OF-WAY,
LOCATED IN THE SOUTHEAST 1/4 OF SECTION 17, AND THE NORTHEAST AND NORTHWEST 1/4 OF SECTION 20,
TOWNSHIP 11 SOUTH, RANGE 11 WEST, WILLAMETTE MERIDIAN,
LINCOLN COUNTY, OREGON



LEGEND

- CITY OF NEWPORT CITY LIMITS LINE
- 2025 ANNEXATION BOUNDARY LINE
- 2025 ANNEXATION AREA

SCALE: 1" = 200 FEET
200 0 40 100 200
TOTAL AREA = 144 ACRES±

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

CITY OF NEWPORT
2025 ANNEXATION
NEWPORT OREGON
LINCOLN COUNTY

MAP OF ANNEXATION AREA

DESIGNED BY:	
DRAWN BY:	WCB
MANAGED BY:	LJM/NSW
CHECKED BY:	LJM/NSW

DATE: 9/3/2025

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JANUARY 9, 2007
NICK WHITE
70852LS
RENEWS: 6/30/26

REVISIONS

JOB NUMBER
12703

EXHIBIT
B

AKS DRAWING FILE: 12703 ANNEXATION MAP.DWG | LAYOUT: B

EXHIBIT B

AKS DRAWING FILE: 12703 ANNEXATION MAP.DWG | LAYOUT: 1



JOB NUMBER 12703	SHEET 1	REVISIONS	REGISTERED PROFESSIONAL LAND SURVEYOR — OREGON JANUARY 15, 2007 MARK WHITE 70852LS RENEWS: 6/30/26	DESIGNED BY: DRAWN BY: WCB MANAGED BY: LJM/NSW CHECKED BY: LJM/NSW DATE: 7/15/2025	**MAP OF ANNEXATION AREA**

CITY OF NEWPORT
2025 ANNEXATION
NEWPORT LINCOLN COUNTY **OREGON**

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

AKS ENGINEERING & FORESTRY
12965 SW Herman Road, Suite 100, Tualatin, OR 97062
P: (503) 563-6151 F: (503) 563-6152

AKS Job #12703

EXHIBIT C

City of Newport
Light Industrial (I-1) Zone Description

A tract of land and road rights-of-way, located in the Southeast One-Quarter of Section 17, and in the Northeast and Northwest One-Quarters of Section 20, Township 11 South, Range 11 West, Willamette Meridian, Lincoln County, Oregon, and being more particularly described as follows:

Beginning at the north one-quarter corner of said Section 20, also being on the west right-of-way line of SW Abalone Street and the City of Newport city limits line (Assessor's Map 11.11.17DC);

1. Thence along said west right-of-way line and said city limits line, Northerly 459 feet, more or less, to the westerly extension of the south line of Instrument Number 2023-03623, Lincoln County Book of Records (Assessor's Map 11.11.17DC);

2. Thence leaving said city limits line along said west right-of-way line, Northerly 479 feet, more or less, to the intersection of said west right-of-way line and the southeasterly right-of-way line of SW Anchor Way (Assessor's Map 11.11.17DC);

3. Thence leaving said intersection, Northerly 100 feet, more or less, to the intersection of the northwesterly right-of-way line of SW Anchor Way and the east right-of-way line of SW Abalone Street (Assessor's Map 11.11.17DC);

4. Thence along said east right-of-way line, Southerly 575 feet, more or less, to the south line of said Instrument Number 2023-03623 and said city limits line (Assessor's Map 11.11.17DC);

5. Thence along said south line and said city limits line, Easterly 320 feet, more or less, to the westerly right-of-way line of S Coast Highway (US Highway 101) (Assessor's Map 11.11.17DC);

6. Thence leaving said westerly right-of-way line along said city limits line, Easterly 108 feet, more or less, to the north line of Number 2 of Parcel 2 of Instrument Number 2025-02704, Lincoln County Book of Records, also being on the easterly right-of-way line of S Coast Highway (US Highway 101);

7. Thence along said easterly right-of-way line and said city limits line, Northeasterly 457 feet, more or less, to the east right-of-way line of SE Ash Street;

8. Thence along said east right-of-way line and said city limits line, Southerly 852 feet, more or less, to the north right-of-way line of SE 40th Street;

9. Thence along said north right-of-way line and said city limits line, Westerly 40 feet, more or less, to the west right-of-way line of SE Ash Street;

10. Thence along said west right-of-way line and said city limits line, Northerly 329 feet, more or less, to the north line of Partition Plat No. 2001-08, Lincoln County Survey Records;

11. Thence along said north line and said city limits line, Westerly 278 feet, more or less, to the easterly right-of-way line of said S Coast Highway;

12. Thence along said easterly right-of-way line and said city limits line, Southwesterly 888 feet, more or less, to the north line of Instrument Number 2024-07227, Lincoln County Book of Records;

13. Thence along said north line and said city limits line, Easterly 351 feet, more or less, to the east line of said Deed;

14. Thence along said east line and said city limits line, Southerly 148 feet, more or less, to the southerly line of said Deed;

15. Thence along said southerly line and said city limits line, Westerly 452 feet, more or less, to the easterly right-of-way line of said S Coast Highway;

16. Thence along said easterly right-of-way line and said city limits line, Southwesterly 205 feet, more or less, to the north line of Parcel 1 of Partition Plat No. 1990-11, Lincoln County Survey Records;

17. Thence along said north line and said city limits line, Easterly 143 feet, more or less, to the east line of said Parcel 1;

18. Thence along said east line and said city limits line, Southerly 132 feet, more or less, to the north line of Instrument Number 2022-10255, Lincoln County Book of Records;

19. Thence along said north line and said city limits line, Easterly 369 feet, more or less, to the east line of said Deed;

20. Thence along said east line and said city limits line, Southerly 331 feet, more or less, to the south line of said Deed;

21. Thence leaving said city limits line along said south line, Westerly 369 feet, more or less, to the east line of Parcel 2 of Partition Plat No. 1990-11, Lincoln County Survey Records, and said city limits line;

22. Thence along said east line and said city limits line, Northerly 166 feet, more or less, to the northerly line of said Parcel 2;

23. Thence along said northerly line and said city limits line, Westerly 267 feet, more or less, to the easterly right-of-way line of said S Coast Highway;

24. Thence along said easterly right-of-way line and said city limits line, Southwesterly 94 feet, more or less, to the easterly extension of the south line of Parcel 3 of Partition Plat No. 2016-09, Lincoln County Survey Records;

25. Thence along said easterly extension and the south line of said Parcel 3 and said city limits line, Westerly 488 feet, more or less, to the west line of said Partition Plat No. 2016-09, also being on the easterly line of said Book 321, Page 1558;

26. Thence along said easterly line and said city limits line, Northerly 1,210 feet, more or less, to the north line of said Section 20;

27. Thence along said north line and said city limits line, Easterly 776 feet, more or less, to the Point of Beginning.

The above described tract of land contains 32 acres, more or less.

9/15/2025



AKS ENGINEERING & FORESTRY
12965 SW Herman Road, Suite 100, Tualatin, OR 97062
P: (503) 563-6151 F: (503) 563-6152

AKS Job #12703

EXHIBIT C

City of Newport
Light Industrial (I-1) Zone Description

A tract of land and road rights-of-way, located in the Northwest and Southwest One-Quarters of Section 20, Township 11 South, Range 11 West, Willamette Meridian, Lincoln County, Oregon, and being more particularly described as follows:

Beginning at the southwest corner of Parcel 2 of Partition Plat No. 1990-11, Lincoln County

101) and the City of Newport city limits line;

1. Thence along said east right-of-way line and said city limits line, Southwesterly 150 feet, more or less, to the south line of Book 397, Page 2235, Lincoln County Book of Records;

2. Thence along said south line and said city limits line, Easterly 424 feet, more or less, to the east line of said Northwest One-Quarter;

3. Thence leaving said city limits line along said east line, Southerly 673 feet, more or less, to the south line of Book 445, Page 272, Lincoln County Book of Records, and said city limits line;

4. Thence along said south line and said city limits line, Westerly 721 feet, more or less, to the easterly right-of-way line of said S Coast Highway;

5. Thence along said easterly right-of-way line and said city limits line, Southwesterly 454 feet, more or less, to the north line of Parcel 1 of Partition Plat No. 2002-03, Lincoln County Survey Records;

6. Thence leaving said city limits line along said easterly right-of-way line, Southwesterly 1,127 feet, more or less, to the west line of the Northeast One-Quarter of said Southwest One-Quarter and said city limits line;

7. Thence along said west line and said city limits line and the west line of the Southeast One-Quarter of said Northwest One-Quarter, Northerly 1,182 feet, more or less, to the south line of Parcel 2 of Book 231, Page 1164, Lincoln County Book of Records;

8. Thence along said south line and said city limits line, Easterly 429 feet, more or less, to the westerly right-of-way line of said S Coast Highway;

9. Thence along said westerly right-of-way line and said city limits line, Northeasterly 201 feet, more or less, to the north line of said Deed;

10. Thence along said north line and said city limits line, Westerly 329 feet, more or less, to the easterly line of Book 206, Page 131, Lincoln County Book of Records;

11. Thence along said easterly line and said city limits line, Northeasterly 149 feet, more or less, to the north line of said Deed;

12. Thence along said north line and said city limits line, Westerly 237 feet, more or less, to the west line of Southeast One-Quarter of said Northwest One-Quarter;

13. Thence along said west line and said city limits line, Northerly 924 feet, more or less, to the south line of Book 321, Page 1558, Lincoln County Book of Records;

14. Thence along said south line and the easterly extension thereof and said city limits line, Easterly 1,046 feet, more or less, to the easterly right-of-way line of said S Coast Highway;

15. Thence along said easterly right-of-way line and said city limits line, Southwesterly 168 feet, more or less, to the Point of Beginning.

Survey Records, also being on the easterly right-of-way line of S Coast Highway (US Highway
The above described tract of land contains 35 acres, more or less.

9/15/2025



AKS ENGINEERING & FORESTRY
12965 SW Herman Road, Suite 100, Tualatin, OR 97062
P: (503) 563-6151 F: (503) 563-6152

AKS Job #12703

EXHIBIT C

City of Newport
Heavy Industrial (I-3) Zone Description

A tract of land and road rights-of-way, located in the Northwest and Southwest One-Quarters of Section 20, Township 11 South, Range 11 West, Willamette Meridian, Lincoln County, Oregon, and being more particularly described as follows:

Beginning at the northeast corner of Parcel 1 of Partition Plat No. 2002-03, Lincoln County Survey Records, also being on the City of Newport city limits line;

1. Thence along the east line of said Partition Plat No. 2002-03 and said city limits line, Southerly 1,313 feet, more or less, to the south line of the Northeast One-Quarter of the Southwest One-Quarter of said Section 20;

2. Thence along said south line and said city limits line, Westerly 1,108 feet, more or less, to the west line of the Northeast One-Quarter of the Southwest One-Quarter of said Section 20;

3. Thence along said west line and said city limits line, Northerly 61 feet, more or less, to the southerly line of Instrument Number 2021-11969, Lincoln County Book of Records;

4. Thence along said southerly line and said city limits line, Easterly 103 feet, more or less, to the east line of said Deed;

5. Thence along said east line and said city limits line, Northerly 153 feet, more or less, to the northerly line of said Deed;

6. Thence along said northerly line and said city limits line, Northwesterly 102 feet, more or less, to the west line of the Northeast One-Quarter of the Southwest One-Quarter of said Section 20;

7. Thence along said west line and said city limits line, Northerly 153 feet, more or less, to the easterly right-of-way line of S Coast Highway (US Highway 101);

8. Thence leaving said city limits line along said easterly right-of-way line, Northeasterly 1,127 feet, more or less, to the north line of Parcel 1 of said Partition Plat No. 2002-03 and said city

9. Thence along said north line and said city limits line, Easterly 658 feet, more or less, to the Point of Beginning.

The above described tract of land contains 27 acres, more or less.

9/15/2025

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JANUARY 9, 2007
NICK WHITE
70652LS
RENEWS: 6/30/26

AKS ENGINEERING & FORESTRY
12965 SW Herman Road, Suite 100, Tualatin, OR 97062
P: (503) 563-6151 F: (503) 563-6152

AKS Job #12703

EXHIBIT C

City of Newport
Medium Density Single Family Residential (R-2) Zone Description

A tract of land located in the Northeast One-Quarter of Section 20, Township 11 South, Range 11 West, Willamette Meridian, Lincoln County, Oregon, and being more particularly described as follows:

limits line;

Beginning at the northeast corner of Parcel 3 of Partition Plat No. 2006-26, Lincoln County Survey Records, also being on the City of Newport city limits line, and also being on the east line of the West One-Half of said Northeast One-Quarter;

1. Thence along said east line and said city limits line, Southerly 490 feet, more or less, to the north line of Instrument Number 2014-05113, Lincoln County Book of Records;

2. Thence leaving said city limits line along said north line, Westerly 882 feet, more or less, to the west line of Instrument Number 2021-09342, Lincoln County Book of Records;

3. Thence along said west line, Northerly 5 feet, more or less, to the east line of Parcel II of Instrument Number 2017-08916, Lincoln County Book of Records, and said city limits line;

4. Thence along said east line and said city limits line, Northerly 214 feet, more or less, to the south line of Parcel 1 of said Partition Plat No. 2006-26;

5. Thence along said south line and said city limits line, Easterly 254 feet, more or less, to the east line of said Parcel 1;

6. Thence along said east line and said city limits line, Northerly 306 feet, more or less, to the north line of said Partition Plat No. 2006-26;

7. Thence along said north line and said city limits line, Easterly 641 feet, more or less, to the Point of Beginning.

9/15/2025



AKS ENGINEERING & FORESTRY
12965 SW Herman Road, Suite 100, Tualatin, OR 97062
P: (503) 563-6151 F: (503) 563-6152

AKS Job #12703

EXHIBIT C

City of Newport
Public Parks (P-2) Zone Description

A tract of land located in the Northeast One-Quarter of Section 20, Township 11 South, Range 11 West, Willamette Meridian, Lincoln County, Oregon, and being more particularly described as follows:

The above described tract of land contains 9 acres, more or less.

1. Thence along the east line of said Parcel 2 and said city limits line, Northerly 56 feet, more or less, to the north line of Instrument Number 2014-05113, Lincoln County Book of Records;

2. Thence leaving said city limits line along said north line, Easterly 369 feet, more or less, to the west line of Parcel II of Instrument Number 2017-08916, Lincoln County Book of Records, and said city limits line;

3. Thence continuing along said north line and said city limits line, Easterly 89 feet, more or less, to the east line of said Parcel II;

4. Thence leaving said city limits line along said north line, Easterly 887 feet, more or less, to the east line of the West One-Half of said Northeast One-Quarter and said city limits line;

5. Thence along said east line and said city limits line, Southerly 1,333 feet, more or less, to the south line of said Northeast One-Quarter;

6. Thence along said south line and said city limits line, Westerly 1,356 feet, more or less, to the west line of said Northeast One-Quarter;

7. Thence along said west line and said city limits line, Northerly 427 feet, more or less, to the south line of Book 445, Page 272, Lincoln County Book of Records;

8. Thence leaving said city limits line along said west line, Northerly 673 feet, more or less, to the south line of Book 397, Page 2235, Lincoln County Book of Records, and said city limits line;

9. Thence continuing along said west line and said city limits line, Northerly 136 feet, more or less, to the south line of Parcel 2 of said Partition Plat No. 1990-11;

10. Thence along said south line and said city limits line, Easterly 15 feet, more or less, to the Point of Beginning.

The above described tract of land contains 41 acres, more or less.

9/15/2025



Beginning at the southeast corner of Parcel 2 of Partition Plat No. 1990-03, Lincoln County Survey Records, also being on the City of Newport city limits line;

AKS ENGINEERING & FORESTRY
12965 SW Herman Road, Suite 100, Tualatin, OR 97062
P: (503) 563-6151 F: (503) 563-6152

AKS Job #12703

EXHIBIT C

City of Newport
Public Parks (P-2) Zone Description

A tract of land located in the Southeast One-Quarter of Section 20, Township 11 South, Range 11 West, Willamette Meridian, Lincoln County, Oregon, and being more particularly described as follows:

Commencing at the Center East One-Sixteenth corner of said Section 20, also being on the City of Newport city limits line;

1. Thence along the south line of said Northeast One-Quarter and said city limits line, Westerly 417 feet, more or less, to the easterly line of Section 2 of Instrument Number 2014-05113, Lincoln County Book of Records, and the Point of Beginning;

2. Thence leaving said city limits line along said easterly line, Southwesterly 733 feet, more or less, to the southerly line of said Section 2;

3. Thence along said southerly line, Westerly 235 feet, more or less, to the westerly line of said Section 2;

4. Thence along said westerly line, Northerly 620 feet, more or less, to the south line of said Northeast One-Quarter and said city limits line;

5. Thence along said south line and said city limits line, Easterly 735 feet, more or less, to the Point of Beginning.

The above described tract of land contains 6 acres, more or less.



AKS ENGINEERING & FORESTRY
12965 SW Herman Road, Suite 100, Tualatin, OR 97062
P: (503) 563-6151 F: (503) 563-6152

AKS Job #12703

EXHIBIT C

City of Newport
Public Parks (P-2) Zone Description

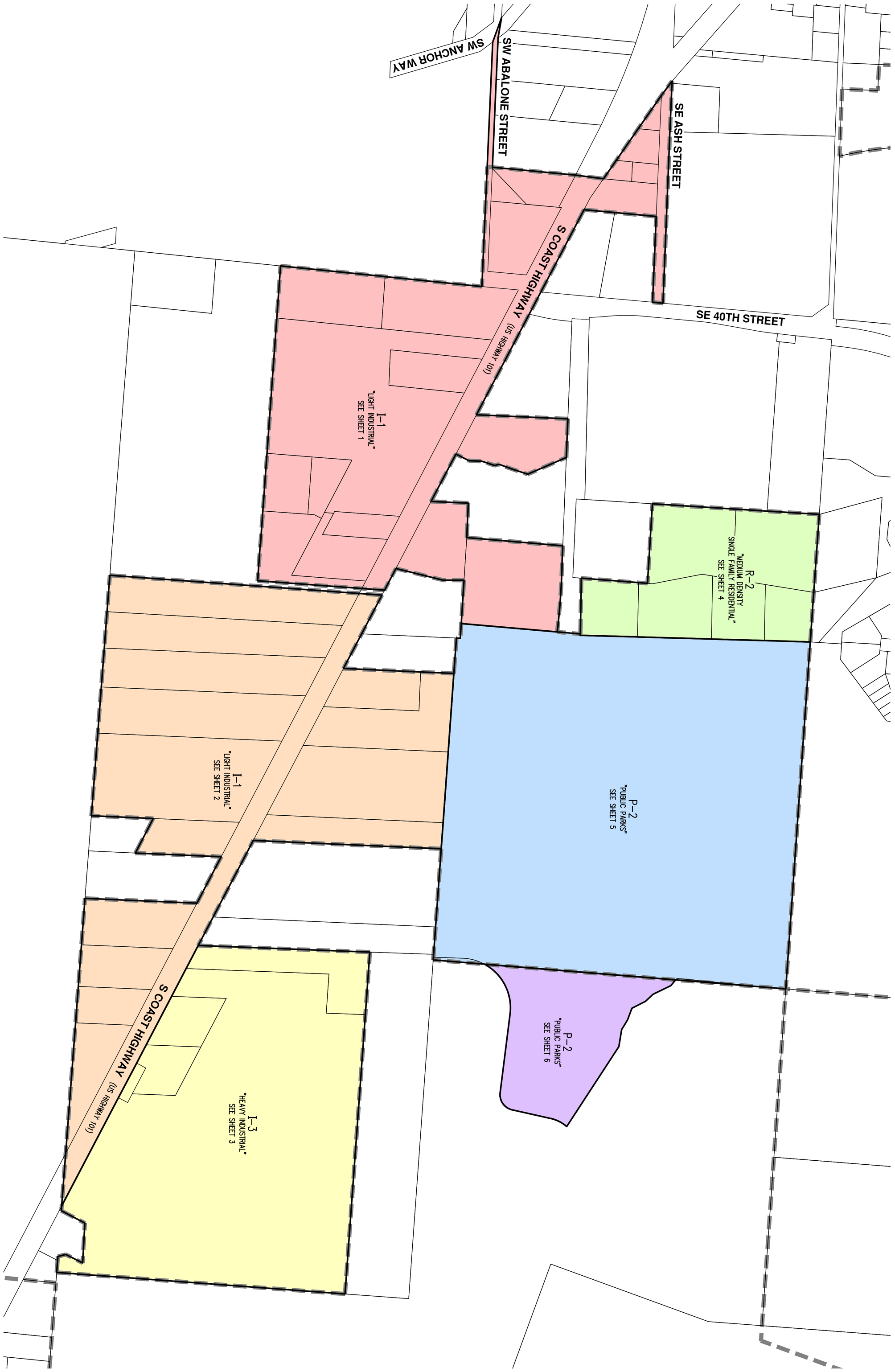
A tract of land located in the Southeast One-Quarter of Section 20, Township 11 South, Range 11 West, Willamette Meridian, Lincoln County, Oregon, and being more particularly described as follows:

9/15/2025



EXHIBIT D

AKS DRAWING FILE: 12703 ZONING MAP.DWG | LAYOUT: 0



SHEET	0
JOB NUMBER	12703
REVISIONS	
REGISTERED PROFESSIONAL LAND SURVEYOR	OREGON JANUARY 9, 2007 NICK WHITE 70652LS RENEWS: 6/30/26
DATE: 9/15/2025	
CHECKED BY:	LJM/NSW
MANAGED BY:	LJM/NSW
DRAWN BY:	WCB
DESIGNED BY:	

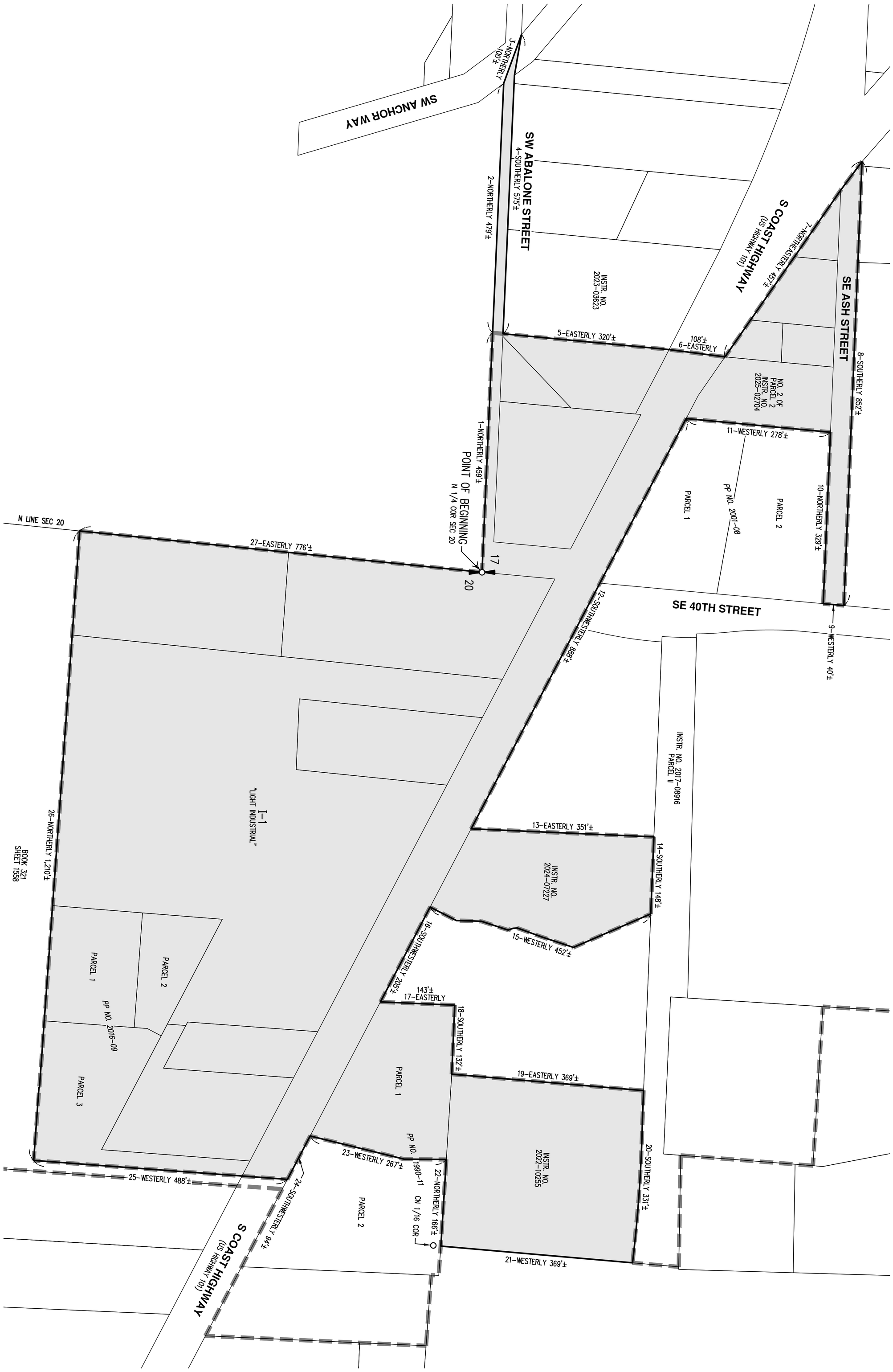
MAP OF ZONING AREAS

CITY OF NEWPORT
2025 PROPOSED ZONING

NEWPORT **OREGON**
LINCOLN COUNTY

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE



I-1
LIGHT INDUSTRIAL ZONE

CITY OF NEWPORT
2025 PROPOSED ZONING

NEWPORT **OREGON**

LINCOLN COUNTY

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS–ENG.COM

ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

DESIGNED BY:
DRAWN BY: WCB
MANAGED BY: LJM/NSW
CHECKED BY: LJM/NSW
DATE: 9/15/2025

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JANUARY 9, 2007
NICK WHITE
70652LS
RENEWS: 6/30/26

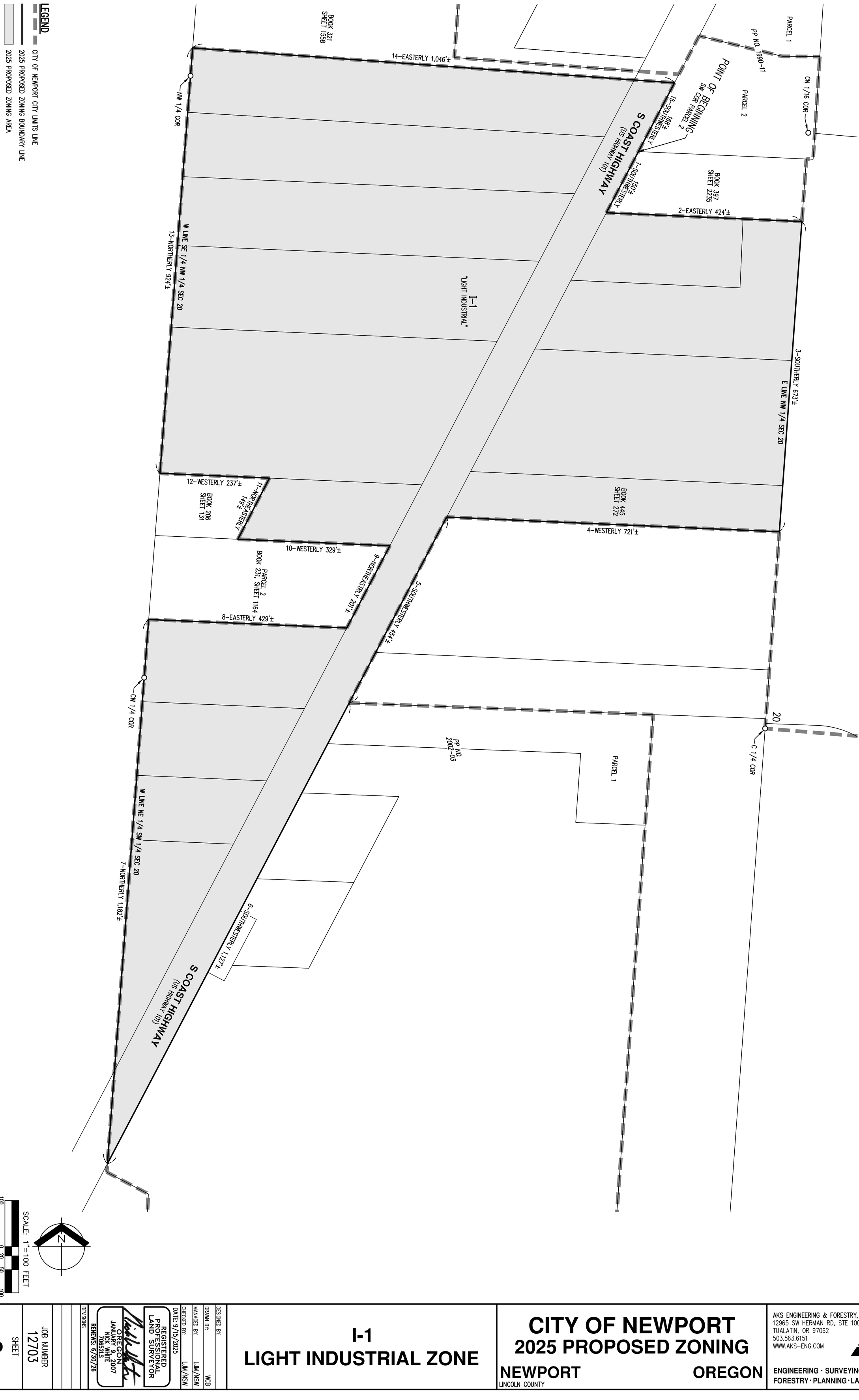
REVISIONS

JOB NUMBER 12703

SHEET 1

LEGEND

- CITY OF NEWPORT CITY LIMITS LINE
- 2025 PROPOSED ZONING BOUNDARY LINE
- 2025 PROPOSED ZONING AREA



I-1
LIGHT INDUSTRIAL ZONE

CITY OF NEWPORT
2025 PROPOSED ZONING

NEWPORT **OREGON**
LINCOLN COUNTY

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

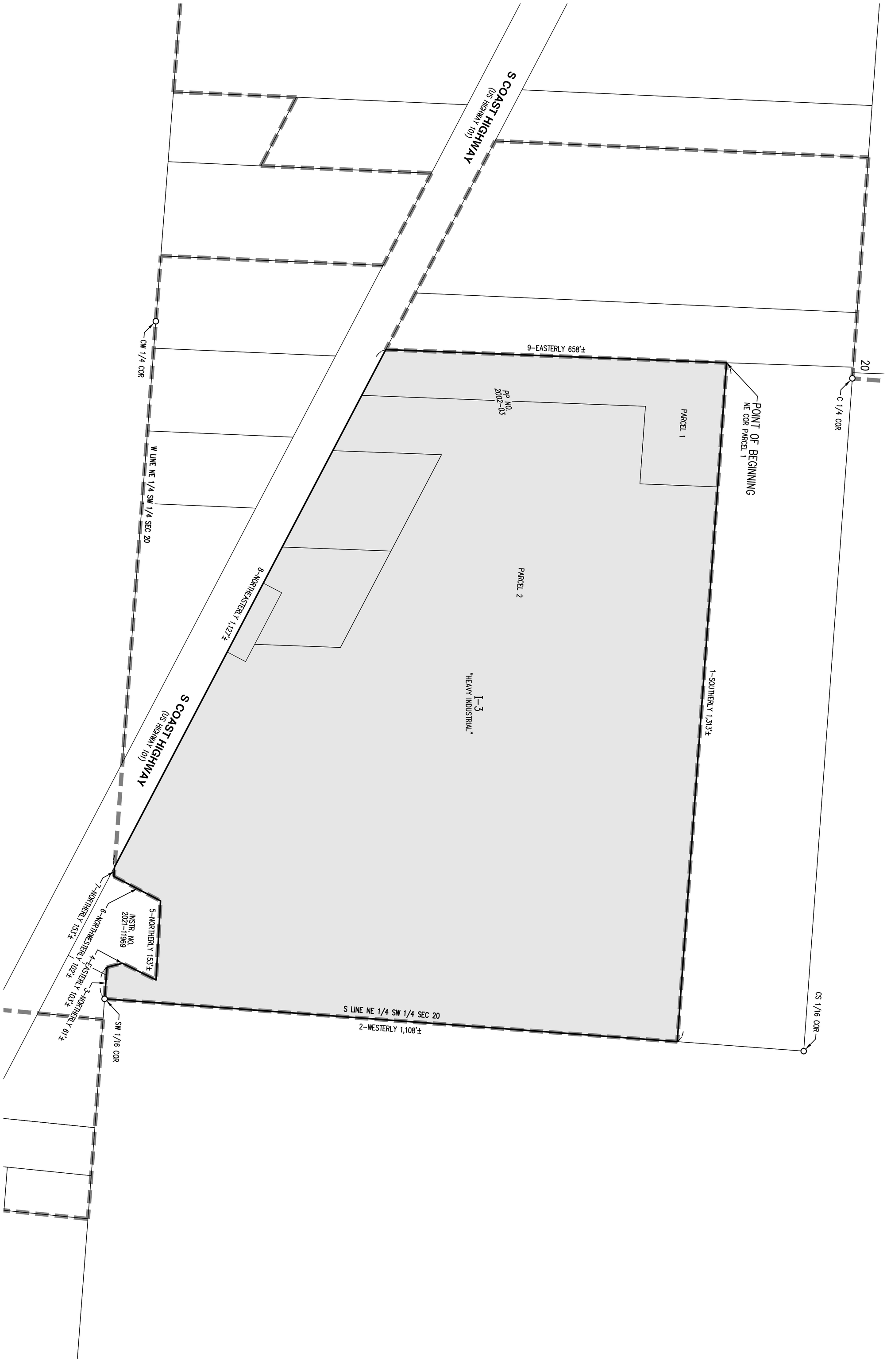
DESIGNED BY:
DRAWN BY: WCB
MANAGED BY: LJM/NSW
CHECKED BY: LJM/NSW
DATE: 9/15/2025

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JANUARY 9, 2007
NICK WHITE
70652LS
RENEWS: 6/30/26

REVISIONS

JOB NUMBER 12703

SHEET 2



I-3
HEAVY INDUSTRIAL ZONE

CITY OF NEWPORT
2025 PROPOSED ZONING

NEWPORT **OREGON**
LINCOLN COUNTY

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

DESIGNED BY:
DRAWN BY: WCB
MANAGED BY: LJM/NSW
CHECKED BY: LJM/NSW
DATE: 9/15/2025

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JANUARY 9, 2007
NICK WHITE
70652LS
RENEWS: 6/30/26

REVISIONS

JOB NUMBER 12703
SHEET 3



R-2
MEDIUM DENSITY SINGLE FAMILY RESIDENTIAL

CITY OF NEWPORT
2025 PROPOSED ZONING

NEWPORT **OREGON**
LINCOLN COUNTY

DESIGNED BY:
DRAWN BY: WCB
MANAGED BY: LJM/NSW
CHECKED BY: LJM/NSW
DATE: 9/15/2025

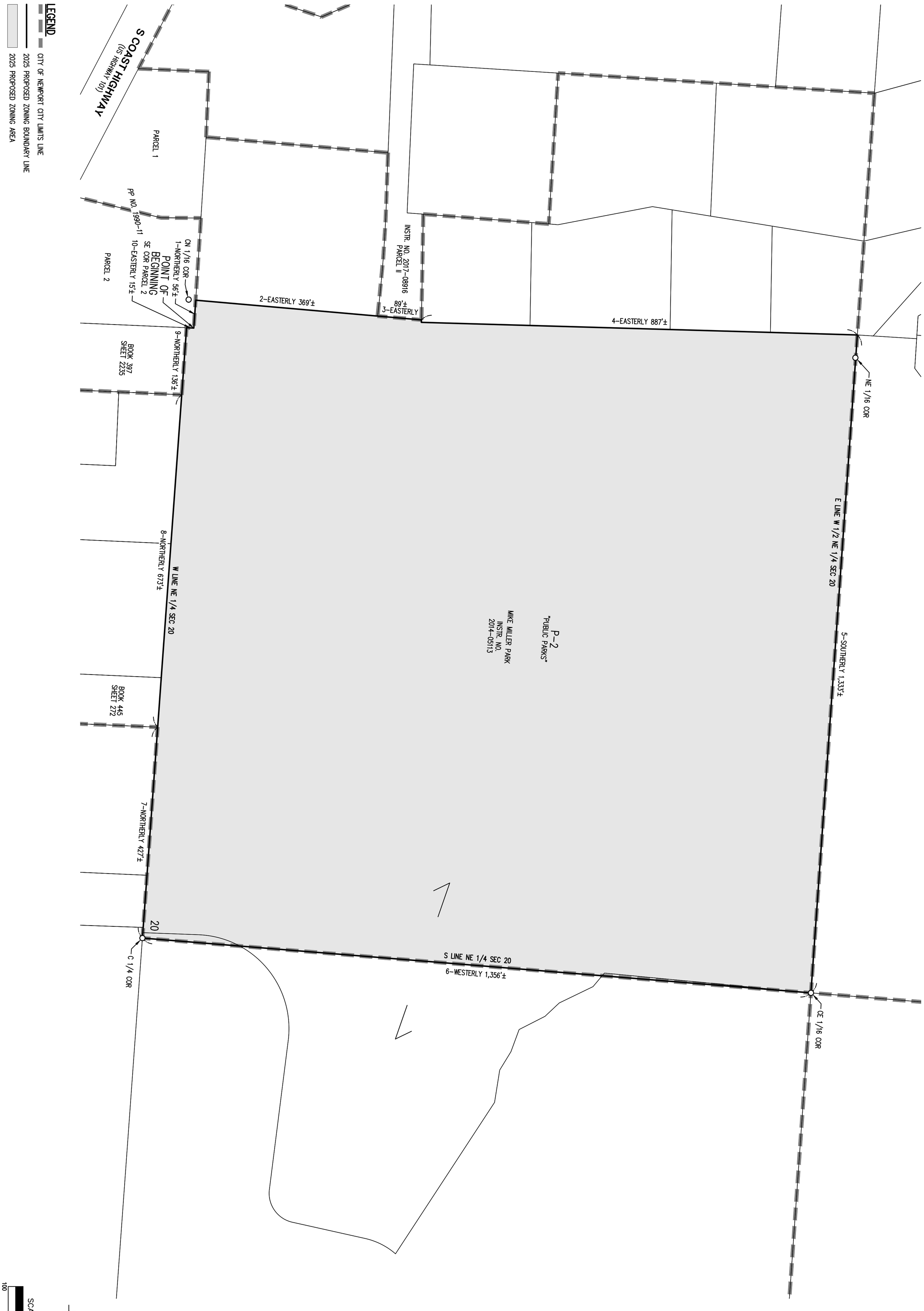
REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JANUARY 9, 2007
NICK WHITE
70652LS
RENEWS: 6/30/26

REVISIONS

JOB NUMBER 12703
SHEET 4

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE



P-2
PUBLIC PARKS

CITY OF NEWPORT
2025 PROPOSED ZONING
NEWPORT **OREGON**
LINCOLN COUNTY

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

DESIGNED BY:
DRAWN BY: WCB
MANAGED BY: LJM/NSW
CHECKED BY: LJM/NSW
DATE: 9/15/2025

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JANUARY 9, 2007
NICK WHITE
70652LS
RENEWS: 6/30/26

REVISIONS

JOB NUMBER 12703
SHEET 5

LEGEND

- CITY OF NEWPORT CITY LIMITS LINE
- 2025 PROPOSED ZONING BOUNDARY LINE
- 2025 PROPOSED ZONING AREA

P-2
"PUBLIC PARKS"
MIKE MILLER PARK
INSTR. NO.
2014-05113
SECTION 2

MIKE MILLER PARK
INSTR. NO.
2014-05113

20

C 1/4 COR

POINT OF BEGINNING

POINT OF COMMENCEMENT
CE 1/16 COR SEC 20

CE 1/16 COR

1-WESTERLY 417'±

5-EASTERLY 735'±
S LINE NE 1/4 SEC 20

4-NORTHERLY 620'±

2-SOUTHWESTERLY 737'±

3-WESTERLY 235'±

SCALE: 1"=100 FEET
100 0 20 50 100
TOTAL AREA = 6 ACRES±

N

P-2
PUBLIC PARKS

CITY OF NEWPORT
2025 PROPOSED ZONING

NEWPORT OREGON
LINCOLN COUNTY

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

DESIGNED BY:
DRAWN BY: WCB
MANAGED BY: LJM/NSW
CHECKED BY: LJM/NSW
DATE: 9/15/2025

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JANUARY 9, 2007
NICK WHITE
70652LS
RENEWS: 6/30/26

REVISIONS

JOB NUMBER
12703

SHEET
6

EXHIBIT 345

Derrick Tokos

From: DLCD Plan Amendments <plan.amendments@dlcd.oregon.gov>
Sent: Tuesday, August 19, 2025 11:50 AM
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 #: 1-AX-22/2-Z-22
DLCD File #: 007-25
Original Proposal Received: 8/19/2025
Date of Revision: 8/19/2025
First Evidentiary Hearing: 10/13/2025
Final Hearing Date: 11/17/2025
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
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

October 6, 2025

Livna LLC
11550 Logsden Rd
Siletz, OR 97380

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R365923
Map Tax Lot: 11-11-17-DC-00800-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $6,638
Estimated 2026 Property Tax (Inside City): $8,909
Estimated Additional Property Tax (Inside vs Outside City): $2,271

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Outfront Media LLC
199 E Fifth Ave Suite 25
Eugene, OR 97401

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R522144
Map Tax Lot: 11-11-17-DC-00800-22

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $91
Estimated 2026 Property Tax (Inside City): $123
Estimated Additional Property Tax (Inside vs Outside City): $32

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Livna LLC
11550 Logsden Rd
Siletz, OR 97380

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R372852
Map Tax Lot: 11-11-17-DC-00900-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $3,734
Estimated 2026 Property Tax (Inside City): $5,011
Estimated Additional Property Tax (Inside vs Outside City): $1,277

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Limbrunner Louis
631 SE 1st St
Newport, OR 97365

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R375375
Map Tax Lot: 11-11-17-DC-01000-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $1,249
Estimated 2026 Property Tax (Inside City): $1,676
Estimated Additional Property Tax (Inside vs Outside City): $427

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Sea Investment Properties LLC
PO Box 1565
Newport, OR 97365

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R377641
Map Tax Lot: 11-11-17-DC-01001-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $2,280
Estimated 2026 Property Tax (Inside City): $3,060
Estimated Additional Property Tax (Inside vs Outside City): $780

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Houck Scott Allen
3730 SE Ash St
South Beach, OR 97366

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: M78701
Map Tax Lot: 11-11-17-DC-01100-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $101
Estimated 2026 Property Tax (Inside City): $136
Estimated Additional Property Tax (Inside vs Outside City): $35

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Houck Scott Allen
3730 SE Ash St
South Beach, OR 97366

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R379960
Map Tax Lot: 11-11-17-DC-01100-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $2,457
Estimated 2026 Property Tax (Inside City): $3,297
Estimated Additional Property Tax (Inside vs Outside City): $840

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Houck Scott Allen
3730 SE Ash St
South Beach, OR 97366

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R522808
Map Tax Lot: 11-11-17-DC-01802-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $817
Estimated 2026 Property Tax (Inside City): $1,097
Estimated Additional Property Tax (Inside vs Outside City): $280

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Livna LLC
11550 Logsden Rd
Siletz, OR 97380

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R125331
Map Tax Lot: 11-11-17-DC-02000-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $7,774
Estimated 2026 Property Tax (Inside City): $11,569
Estimated Additional Property Tax (Inside vs Outside City): $3,795

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Livna LLC
11550 Logsden Rd
Siletz, OR 97380

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R382288
Map Tax Lot: 11-11-17-DC-02001-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $336
Estimated 2026 Property Tax (Inside City): $451
Estimated Additional Property Tax (Inside vs Outside City): $115

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Orca Ventures LLC
2221 SW 1st Ave #1224
Portland, OR 97201

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: M104761
Map Tax Lot: 11-11-20-AB-00400-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $360
Estimated 2026 Property Tax (Inside City): $480
Estimated Additional Property Tax (Inside vs Outside City): $120

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Orca Ventures LLC
2221 SW 1st Ave #1224
Portland, OR 97201

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: M104968
Map Tax Lot: 11-11-20-AB-00400-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $565
Estimated 2026 Property Tax (Inside City): $756
Estimated Additional Property Tax (Inside vs Outside City): $191

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Orca Ventures LLC
2221 SW 1st Ave #1224
Portland, OR 97201

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: M501029
Map Tax Lot: 11-11-20-AB-00400-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $416
Estimated 2026 Property Tax (Inside City): $555
Estimated Additional Property Tax (Inside vs Outside City): $139

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Orca Ventures LLC
2221 SW 1st Ave #1224
Portland, OR 97201

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: M83650
Map Tax Lot: 11-11-20-AB-00400-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $136
Estimated 2026 Property Tax (Inside City): $179
Estimated Additional Property Tax (Inside vs Outside City): $43

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Orca Ventures LLC
2221 SW 1st Ave #1224
Portland, OR 97201

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R408208
Map Tax Lot: 11-11-20-AB-00400-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $3,309
Estimated 2026 Property Tax (Inside City): $4,441
Estimated Additional Property Tax (Inside vs Outside City): $1,132

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Stocker David E
PO Box 950
Newport, OR 97365

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R349638
Map Tax Lot: 11-11-20-AB-00600-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $30
Estimated 2026 Property Tax (Inside City): $41
Estimated Additional Property Tax (Inside vs Outside City): $11

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Geil Debra Ann
4405 S Coast Hwy
South Beach, OR 97366

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R521806
Map Tax Lot: 11-11-20-AB-00701-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: R-2/"Medium Density Single Family Residential"
Estimated 2026 Property Tax (Outside City): $3,179
Estimated 2026 Property Tax (Inside City): $4,266
Estimated Additional Property Tax (Inside vs Outside City): $1,087

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Kutz Karol M
460 NW Westwood St
Toledo, OR 97391

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R521807
Map Tax Lot: 11-11-20-AB-00702-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: R-2/"Medium Density Single Family Residential"
Estimated 2026 Property Tax (Outside City): $5,198
Estimated 2026 Property Tax (Inside City): $6,976
Estimated Additional Property Tax (Inside vs Outside City): $1,778

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Field Cora L
4409 S Coast Hwy
South Beach, OR 97366

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R403477
Map Tax Lot: 11-11-20-AB-00800-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: R-2/"Medium Density Single Family Residential"
Estimated 2026 Property Tax (Outside City): $3,558
Estimated 2026 Property Tax (Inside City): $4,775
Estimated Additional Property Tax (Inside vs Outside City): $1,217

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Pedersen Jens Christian Ttee &
Pedersen Katharine L Ttee
4415 S Coast Hwy
South Beach, OR 97366

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R405911
Map Tax Lot: 11-11-20-AB-00900-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: R-2/"Medium Density Single Family Residential"
Estimated 2026 Property Tax (Outside City): $2,738
Estimated 2026 Property Tax (Inside City): $3,675
Estimated Additional Property Tax (Inside vs Outside City): $937

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Pedersen Jens Christian &
Jarvis Racheal
4421 S Coast Hwy
South Beach, OR 97366

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R398906
Map Tax Lot: 11-11-20-AB-01000-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: R-2/"Medium Density Single Family Residential"
Estimated 2026 Property Tax (Outside City): $4,169
Estimated 2026 Property Tax (Inside City): $5,595
Estimated Additional Property Tax (Inside vs Outside City): $1,426

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Selah Donna Patricia &
Selah Joseph Patrick
4425 S Coast Hwy
South Beach, OR 97366

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R351914
Map Tax Lot: 11-11-20-AB-01100-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: R-2/"Medium Density Single Family Residential"
Estimated 2026 Property Tax (Outside City): $3,744
Estimated 2026 Property Tax (Inside City): $5,024
Estimated Additional Property Tax (Inside vs Outside City): $1,280

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Bertuleit Margaret Trustee
354 SE 2nd St
Newport, OR 97365

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R502803
Map Tax Lot: 11-11-20-BA-00100-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $1,806
Estimated 2026 Property Tax (Inside City): $2,602
Estimated Additional Property Tax (Inside vs Outside City): $796

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Bertuleit Margaret Trustee
354 SE 2nd St
Newport, OR 97365

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R417771
Map Tax Lot: 11-11-20-BA-00200-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $368
Estimated 2026 Property Tax (Inside City): $523
Estimated Additional Property Tax (Inside vs Outside City): $155

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Bertuleit Donald J Trustee
354 SE 2nd St
Newport, OR 97365

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R415445
Map Tax Lot: 11-11-20-BA-00500-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $1,869
Estimated 2026 Property Tax (Inside City): $2,694
Estimated Additional Property Tax (Inside vs Outside City): $825

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Bertuleit Margaret
354 SE 2nd St
Newport, OR 97365

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R422503
Map Tax Lot: 11-11-20-BA-00600-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $471
Estimated 2026 Property Tax (Inside City): $672
Estimated Additional Property Tax (Inside vs Outside City): $201

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Mountain Pacific Invest LLC
550 E Olive
Newport, OR 97365

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R427277
Map Tax Lot: 11-11-20-BA-00800-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $6,523
Estimated 2026 Property Tax (Inside City): $8,754
Estimated Additional Property Tax (Inside vs Outside City): $2,231

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

5th Street Shed LLC
PO Box 1622
Lake Oswego, OR 97035

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R531088
Map Tax Lot: 11-11-20-BA-00801-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $10,325
Estimated 2026 Property Tax (Inside City): $13,856
Estimated Additional Property Tax (Inside vs Outside City): $3,531

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Newport Marine & RV Storage LLC
13189 SE Bracken Dr
South Beach, OR 97366

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R531089
Map Tax Lot: 11-11-20-BA-00802-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $1,392
Estimated 2026 Property Tax (Inside City): $1,868
Estimated Additional Property Tax (Inside vs Outside City): $476

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

4350 S Coast Hwy LLC
631 Kouns Dr
Albany, OR 97321

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R429634
Map Tax Lot: 11-11-20-BA-00900-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $6,348
Estimated 2026 Property Tax (Inside City): $8,518
Estimated Additional Property Tax (Inside vs Outside City): $2,170

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

4354 S Coast LLC
4354 S Coast Hwy
South Beach, OR 97366

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R420151
Map Tax Lot: 11-11-20-BA-01000-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $9,605
Estimated 2026 Property Tax (Inside City): $12,890
Estimated Additional Property Tax (Inside vs Outside City): $3,285

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Stocker David E
PO Box 950
Newport, OR 97365

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R413058
Map Tax Lot: 11-11-20-BA-01200-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $3,320
Estimated 2026 Property Tax (Inside City): $4,455
Estimated Additional Property Tax (Inside vs Outside City): $1,135

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Newport Marine & RV Storage LLC
13189 SE Bracken Dr
South Beach, OR 97366

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R443742
Map Tax Lot: 11-11-20-BD-00100-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $2,674
Estimated 2026 Property Tax (Inside City): $3,589
Estimated Additional Property Tax (Inside vs Outside City): $915

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Newport Marine & RV Storage LLC
13189 SE Bracken Dr
South Beach, OR 97366

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R361311
Map Tax Lot: 11-11-20-BD-00101-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $2,404
Estimated 2026 Property Tax (Inside City): $3,227
Estimated Additional Property Tax (Inside vs Outside City): $823

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Outfront Media LLC
199 E Fifth Ave Suite 25
Eugene, OR 97401

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R522145
Map Tax Lot: 11-11-20-BD-00101-21

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $58
Estimated 2026 Property Tax (Inside City): $78
Estimated Additional Property Tax (Inside vs Outside City): $20

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

4584 S Coast LLC
13189 SE Bracken Dr
South Beach, OR 97366

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R446055
Map Tax Lot: 11-11-20-BD-00200-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $231
Estimated 2026 Property Tax (Inside City): $310
Estimated Additional Property Tax (Inside vs Outside City): $79

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

4584 S Coast LLC/Oregon State University
2030 SE Marine Science Dr
Newport, OR 97365

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R900070
Map Tax Lot: 11-11-20-BD-00200-L1

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $0
Estimated 2026 Property Tax (Inside City): $0
Estimated Additional Property Tax (Inside vs Outside City): $0

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Rowleys Storage LLC
4822 S Coast Hwy
South Beach, OR 97366

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R448337
Map Tax Lot: 11-11-20-BD-00300-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $865
Estimated 2026 Property Tax (Inside City): $1,161
Estimated Additional Property Tax (Inside vs Outside City): $296

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Rowleys Storage LLC
4822 S Coast Hwy
South Beach, OR 97366

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R450848
Map Tax Lot: 11-11-20-BD-00400-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $47,389
Estimated 2026 Property Tax (Inside City): $63,596
Estimated Additional Property Tax (Inside vs Outside City): $16,207

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Rowleys Storage LLC
4822 S Coast Hwy
South Beach, OR 97366

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R453050
Map Tax Lot: 11-11-20-BD-00600-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $11,077
Estimated 2026 Property Tax (Inside City): $14,865
Estimated Additional Property Tax (Inside vs Outside City): $3,788

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Lens Inc
PO Box 1190
Jefferson, OR 97352

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R460177
Map Tax Lot: 11-11-20-BD-01000-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $7,870
Estimated 2026 Property Tax (Inside City): $10,562
Estimated Additional Property Tax (Inside vs Outside City): $2,692

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Lens Inc
PO Box 1190
Jefferson, OR 97352

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R462529
Map Tax Lot: 11-11-20-BD-01100-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $29,692
Estimated 2026 Property Tax (Inside City): $39,846
Estimated Additional Property Tax (Inside vs Outside City): $10,154

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Vet LLC
PO Box 70
Newport, OR 97365

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R464946
Map Tax Lot: 11-11-20-BD-01200-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $10,029
Estimated 2026 Property Tax (Inside City): $13,459
Estimated Additional Property Tax (Inside vs Outside City): $3,430

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Outfront Media LLC
199 E Fifth Ave Suite 25
Eugene, OR 97401

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R524483
Map Tax Lot: 11-11-20-BD-01200-21

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $21
Estimated 2026 Property Tax (Inside City): $29
Estimated Additional Property Tax (Inside vs Outside City): $8

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

South Beach Storage LLC
3574 N Hwy 101
Depoe Bay, OR 97341

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R13489
Map Tax Lot: 11-11-20-BD-01300-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $8,309
Estimated 2026 Property Tax (Inside City): $11,150
Estimated Additional Property Tax (Inside vs Outside City): $2,841

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Hall Newport LLC
215 W Franklin St, 5th Floor
Monterey, CA 93940

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R469614
Map Tax Lot: 11-11-20-CA-00100-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $1,268
Estimated 2026 Property Tax (Inside City): $1,701
Estimated Additional Property Tax (Inside vs Outside City): $433

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Looney Susan P Trustee
540 NW 33rd St
Corvallis, OR 97330

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R472091
Map Tax Lot: 11-11-20-CA-00200-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $4,573
Estimated 2026 Property Tax (Inside City): $6,137
Estimated Additional Property Tax (Inside vs Outside City): $1,564

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Looney Susan P Trustee
540 NW 33rd St
Corvallis, OR 97330

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R474510
Map Tax Lot: 11-11-20-CA-00201-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $795
Estimated 2026 Property Tax (Inside City): $1,067
Estimated Additional Property Tax (Inside vs Outside City): $272

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Ports Contracting LLC
263 NE 4th St
Newport, OR 97365

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R476792
Map Tax Lot: 11-11-20-CA-00300-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $1,753
Estimated 2026 Property Tax (Inside City): $2,352
Estimated Additional Property Tax (Inside vs Outside City): $599

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Braxbeach LLC
PO Box 567
Newport, OR 97365

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R373882
Map Tax Lot: 11-11-20-CA-00401-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-3/"Heavy Industrial"
Estimated 2026 Property Tax (Outside City): $111
Estimated 2026 Property Tax (Inside City): $146
Estimated Additional Property Tax (Inside vs Outside City): $35

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Braxbeach LLC
PO Box 567
Newport, OR 97365

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R479089
Map Tax Lot: 11-11-20-CA-00401-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-3/"Heavy Industrial"
Estimated 2026 Property Tax (Outside City): $12,616
Estimated 2026 Property Tax (Inside City): $16,912
Estimated Additional Property Tax (Inside vs Outside City): $4,296

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

City Of Newport
City Manager 169 SW Coast Hwy
Newport, OR 97365

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R517167
Map Tax Lot: 11-11-20-CA-00403-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-3/"Heavy Industrial"
Estimated 2026 Property Tax (Outside City): $0
Estimated 2026 Property Tax (Inside City): $0
Estimated Additional Property Tax (Inside vs Outside City): $0

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Braxbeach LLC
PO Box 567
Newport, OR 97365

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R481419
Map Tax Lot: 11-11-20-CA-00500-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-3/"Heavy Industrial"
Estimated 2026 Property Tax (Outside City): $4,413
Estimated 2026 Property Tax (Inside City): $5,923
Estimated Additional Property Tax (Inside vs Outside City): $1,510

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Braxbeach LLC
PO Box 567
Newport, OR 97365

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R11028
Map Tax Lot: 11-11-20-CA-00600-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-3/"Heavy Industrial"
Estimated 2026 Property Tax (Outside City): $2,386
Estimated 2026 Property Tax (Inside City): $3,202
Estimated Additional Property Tax (Inside vs Outside City): $816

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 6, 2025

Lincoln County
880 NE 7th St
Newport, OR 97365

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: R472115
Map Tax Lot: 11-11-20-00-01100-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: P-2/"Public Parks"
Estimated 2026 Property Tax (Outside City): $0
Estimated 2026 Property Tax (Inside City): $0
Estimated Additional Property Tax (Inside vs Outside City): $0

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachment

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

October 14, 2025

Freeman Willard C Jr.
4205 S Coast Hwy Spc 1
South Beach, OR 97366

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: M104761
Map Tax Lot: 11-11-20-AB-00400-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $360
Estimated 2026 Property Tax (Inside City): $480
Estimated Additional Property Tax (Inside vs Outside City): $120

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 14, 2025

Howe Jerry A
12328 SE Paradise Ln
South Beach, OR 97366

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: M104968
Map Tax Lot: 11-11-20-AB-00400-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $565
Estimated 2026 Property Tax (Inside City): $756
Estimated Additional Property Tax (Inside vs Outside City): $191

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 14, 2025

Bower Deana Lynn &
Bower Larry Dean II
4205 S Coast Hwy #3
South Beach, OR 97366

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: M501029
Map Tax Lot: 11-11-20-AB-00400-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $416
Estimated 2026 Property Tax (Inside City): $555
Estimated Additional Property Tax (Inside vs Outside City): $139

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

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

October 14, 2025

Payne Elizabeth A
2221 SW 1st Ave Unit 1224
Portland, OR 97201

Dear property owner,

Enclosed is a formal notice of an upcoming public hearing before the Newport Planning Commission to consider the annexation of roughly 144 acres of land in South Beach. In Oregon, cities can initiate the annexation of unincorporated territory, with or without the consent of the affected owners, in circumstances where the property is surrounded by the city limits. This is commonly referred to as an island annexation.

This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits.

Lincoln County Assessor Records list you as the owner of the following real property that is included in the annexation proposal.

Property ID: M83650
Map Tax Lot: 11-11-20-AB-00400-00

If the annexation is approved, then the urban zoning designation listed below would be applied to your property. The Lincoln County Assessor's Office has also estimated the implications of the annexation to your 2026 property taxes (also listed below).

Proposed Urban Zoning: I-1/"Light Industrial"
Estimated 2026 Property Tax (Outside City): $136
Estimated 2026 Property Tax (Inside City): $179
Estimated Additional Property Tax (Inside vs Outside City): $43

For real property that is to be residentially zoned, state law requires the effective date of the annexation be deferred at least 3 years, unless waived by the owner or the property is sold.

If the annexation is ultimately approved, then the City intends to offer a rebate program to create an incentive for the affected property owners to connect to city sewer service. The City Council has budgeted funds for this purpose, and details about the rebate program would be made available after January 1, 2026.

Please take a moment to review the attached materials, and don't hesitate to reach out to me if you have questions or concerns. I can be reached at d.tokos@newportoregon.gov or 541-574-0626.

Derrick I. Tokos, AICP
Community Development Director
City of Newport

Attachments

CITY OF NEWPORT
NOTICE OF A PUBLIC HEARING [1]

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Newport, Oregon, will hold a public hearing on Monday, October 27, 2025, to review the following request for annexation, zone designation, and withdrawal, and to make a recommendation to the City Council on this request. A public hearing before the City Council will be held at a later date.

File No. 1-AX-22 / 2-Z-22

Applicant: City of Newport (Initiated by motion of the Newport City Council at its August 18, 2025 regular meeting).

Request: Consideration of requests to: (1) annex approximately 144 acres of real property surrounded by the Newport city limits as legally described in the attached Exhibit A and graphically depicted on the attached Exhibit B; (2) amend the City of Newport Comprehensive Plan Map for the portion of Mike Miller Park currently inside the City from Industrial to Public, such real property being a portion of Tax Lot 01100 of Assessor's Map 11-11-20; (3) amend the City of Newport Zoning Map to apply urban zoning to the real property as legally described in the attached Exhibit C and graphically depicted on Exhibit D; and (4) withdraw real property subject to this annexation from the Newport Rural Fire Protection District, the Seal Rock Water District, and the Lincoln County Library District.

Applicable Criteria: (1) Annexations (as per Oregon Revised Statute Chapter 222.750): Real property subject to the proposed annexation is surrounded by the city limits in the manner outlined in the statute; at least one public hearing by the governing body is held on the subject for which notice has been mailed to each record owner of real property in the territory proposed to be annexed; annexation by the city is undertaken by ordinance or resolution subject to referendum, with or without the consent of any owner of real property within the territory or resident in the territory; and for property that is zoned for, and in, residential use, the city shall specify an effective date for the annexation that is at least three years and not more than 10 years after the date the city proclaims the annexation approved. (2) Zone Map Amendments (as per Newport Municipal Code Section 14.36.010): Findings that the proposed zoning is consistent with the Comprehensive Plan Map, furthers a public necessity, and promotes the general welfare. OAR 660-012-0060, the proposed zoning map change will not significantly affect existing or planned transportation facilities.

Location: Unincorporated real property situated on Lincoln County Assessor's Maps 11-11-17-DC, 11-11-20, 11-11-20-AB, 11-11-20-BA, 11-11-20-BD, and 11-11-20-CA in the attached Exhibit A and graphically depicted on the attached Exhibit B.

Testimony: Testimony and evidence must be directed toward the criteria described above or other criteria in the Newport Comprehensive Plan and its implementing ordinances that a person believes applies 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 and written testimony will be taken during the course of the public hearing. Letters to the Community Development (Planning) Department (address below in "Reports/Application Material") must be received by 3:00 p.m. the day of the hearing or must be submitted to the Planning Commission in person during the hearing. The hearing will include a report by staff, testimony (both oral and written) from the applicant, those in favor or opposed to the application, and questions and deliberation by the Planning Commission. Pursuant to ORS 197.797 (6), any person prior to the conclusion of the 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/Application Materials: The staff report may be reviewed or purchased for reasonable cost at the Newport Community Development (Planning) Department, City Hall, 169 SW Coast Hwy., Newport, Oregon 97365, seven days prior to the hearing. The application materials, applicable criteria, and other file material are available for inspection at no cost or copies may be purchased for reasonable cost at this address.

Contact: Derrick Tokos, Community Development Director, (541) 574-0626; d.tokos@newportoregon.gov (mailing address above in "Reports/Application Materials").

Time/Place of Planning Commission Hearing: Monday, October 27, 2025; 7:00 p.m.; City Hall Council Chambers (address above in "Reports/Application Materials").

Mailed: Monday, October 6, 2025.

[1] **This notice is being sent to each record owner of real property in the territory proposed to be annexed (according to Lincoln County tax records).**

AKS ENGINEERING & FORESTRY
12965 SW Herman Road, Suite 100, Tualatin, OR 97062
P: (503) 563-6151 F: (503) 563-6152

AKS Job #12703

EXHIBIT A

City of Newport
Annexation Area Description

A tract of land and road rights-of-way, located in the Southeast One-Quarter of Section 17, and in the Northeast and Northwest One-Quarters of Section 20, Township 11 South, Range 11 West, Willamette Meridian, Lincoln County, Oregon, and being more particularly described as follows:

Beginning at the north one-quarter corner of said Section 20, also being on the west right-of-way line of SW Abalone Street and the City of Newport city limits line (Assessor's Map 11.11.17DC);

1. Thence along said west right-of-way line and said city limits line, Northerly 459 feet, more or less, to the westerly extension of the south line of Instrument Number 2023-03623, Lincoln County Book of Records (Assessor's Map 11.11.17DC);

2. Thence leaving said city limits line along said west right-of-way line, Northerly 479 feet, more or less, to the intersection of said west right-of-way line and the southeasterly right-of-way line of SW Anchor Way (Assessor's Map 11.11.17DC);

3. Thence leaving said intersection, Northerly 100 feet, more or less, to the intersection of the northwesterly right-of-way line of SW Anchor Way and the east right-of-way line of SW Abalone Street (Assessor's Map 11.11.17DC);

4. Thence along said east right-of-way line, Southerly 575 feet, more or less, to the south line of said Instrument Number 2023-03623 and said city limits line (Assessor's Map 11.11.17DC);

5. Thence along said south line and said city limits line, Easterly 320 feet, more or less, to the westerly right-of-way line of S Coast Highway (US Highway 101) (Assessor's Map 11.11.17DC);

6. Thence leaving said westerly right-of-way line along said city limits line, Easterly 108 feet, more or less, to the north line of Number 2 of Parcel 2 of Instrument Number 2025-02704, Lincoln County Book of Records, also being on the easterly right-of-way line of S Coast Highway (US Highway 101) (Assessor's Map 11.11.17DC);

7. Thence along said easterly right-of-way line and said city limits line, Northeasterly 457 feet, more or less, to the east right-of-way line of SE Ash Street (Assessor's Map 11.11.17DC);

8. Thence along said east right-of-way line and said city limits line, Southerly 852 feet, more or less, to the north right-of-way line of SE 40th Street (Assessor's Map 11.11.17DC);

9. Thence along said north right-of-way line and said city limits line, Westerly 40 feet, more or less, to the west right-of-way line of SE Ash Street (Assessor's Map 11.11.17DC);

10. Thence along said west right-of-way line and said city limits line, Northerly 329 feet, more or less, to the north line of Partition Plat No. 2001-08, Lincoln County Survey Records (Assessor's Map 11.11.17DC);

11. Thence along said north line and said city limits line, Westerly 278 feet, more or less, to the easterly right-of-way line of said S Coast Highway (Assessor's Map 11.11.17DC);

12. Thence along said easterly right-of-way line and said city limits line, Southwesterly 888 feet, more or less, to the north line of Instrument Number 2024-07227, Lincoln County Book of Records (Assessor's Map 11.11.20AB);

13. Thence along said north line and said city limits line, Easterly 351 feet, more or less, to the east line of said deed (Assessor's Map 11.11.20AB);

14. Thence along said east line and said city limits line, Southerly 148 feet, more or less, to the southerly line of said deed (Assessor's Map 11.11.20AB);

15. Thence along said southerly line and said city limits line, Westerly 452 feet, more or less, to the easterly right-of-way line of said S Coast Highway (Assessor's Map 11.11.20AB);

16. Thence along said easterly right-of-way line and said city limits line, Southwesterly 205 feet, more or less, to the north line of Parcel 1 of Partition Plat No. 1990-11, Lincoln County Survey Records (Assessor's Map 11.11.20BA);

17. Thence along said north line and said city limits line, Easterly 143 feet, more or less, to the east line of said Parcel 1 (Assessor's Map 11.11.20BA);

18. Thence along said east line and said city limits line, Southerly 132 feet, more or less, to the north line of Instrument Number 2022-10255, Lincoln County Book of Records (Assessor's Map 11.11.20AB);

19. Thence along said north line and said city limits line, Easterly 369 feet, more or less, to the west line of Parcel II of Instrument Number 2017-08916, Lincoln County Book of Records (Assessor's Map 11.11.20AB);

20. Thence along said west line and said city limits line, Southerly 331 feet, more or less, to the south line of said Parcel II (Assessor's Map 11.11.20AB);

21. Thence along said south line and said city limits line, Easterly 89 feet, more or less, to the east line of said Parcel II (Assessor's Map 11.11.20AB);

22. Thence along said east line and said city limits line, Northerly 214 feet, more or less, to the south line of Parcel 1 of Partition Plat No. 2006-26, Lincoln County Survey Records (Assessor's Map 11.11.20AB);

23. Thence along said south line and said city limits line, Easterly 254 feet, more or less, to the east line of said Parcel 1 (Assessor's Map 11.11.20AB);

24. Thence along said east line and said city limits line, Northerly 306 feet, more or less, to the north line of said Partition Plat No. 2006-26 (Assessor's Map 11.11.20AB);

25. Thence along said north line and said city limits line, Easterly 641 feet, more or less, to the east line of the West One-Half of the Northeast One-Quarter of said Section 20 (Assessor's Map 11.11.20AB);

26. Thence along said east line and said city limits line, Southerly 1,823 feet, more or less, to the south line of the Northeast One-Quarter of said Section 20 (Assessor's Map 11.11.20);

27. Thence along said south line and said city limits line, Westerly 1,356 feet, more or less, to the west line of the Northeast One-Quarter of said Section 20 (Assessor's Map 11.11.20CA);

28. Thence along said west line and said city limits line, Northerly 427 feet, more or less, to the south line of Book 445, Page 272, Lincoln County Book of Records (Assessor's Map 11.11.20BD);

29. Thence along said south line and said city limits line, Westerly 721 feet, more or less, to the easterly right-of-way line of said S Coast Highway (Assessor's Map 11.11.20BD);

30. Thence along said easterly right-of-way line and said city limits line, Southwesterly 454 feet, more or less, to the north line of Parcel 1 of Partition Plat No. 2002-03, Lincoln County Survey Records (Assessor's Map 11.11.20CA);

31. Thence along said north line and said city limits line, Easterly 658 feet, more or less, to the east line of said Partition Plat No. 2002-03 (Assessor's Map 11.11.20CA);

32. Thence along said east line and said city limits line, Southerly 1,313 feet, more or less, to the south line of the Northeast One-Quarter of the Southwest One-Quarter of said Section 20 (Assessor's Map 11.11.20CA);

33. Thence along said south line and said city limits line, Westerly 1,108 feet, more or less, to the west line of the Northeast One-Quarter of the Southwest One-Quarter of said Section 20 (Assessor's Map 11.11.20CA);

34. Thence along said west line and said city limits line, Northerly 61 feet, more or less, to the southerly line of Instrument Number 2021-11969, Lincoln County Book of Records (Assessor's Map 11.11.20CA);

35. Thence along said southerly line and said city limits line, Easterly 103 feet, more or less, to the east line of said deed (Assessor's Map 11.11.20CA);

36. Thence along said east line and said city limits line, Northerly 153 feet, more or less, to the northerly line of said deed (Assessor's Map 11.11.20CA);

37. Thence along said northerly line and said city limits line, Northwesterly 102 feet, more or less, to the west line of the Northeast One-Quarter of the Southwest One-Quarter of said Section 20 (Assessor's Map 11.11.20CA);

38. Thence along said west line and the west line of Southeast One-Quarter of the Northwest One-Quarter of said Section 20 and said city limits line, Northerly 1,200 feet, more or less, to the south line of Parcel 2 of Book 231, Page 1164, Lincoln County Book of Records (Assessor's Map 11.11.20BD);

39. Thence along said south line and said city limits line, Easterly 429 feet, more or less, to the westerly right-of-way line of said S Coast Highway (Assessor's Map 11.11.20BD);

40. Thence along said westerly right-of-way line and said city limits line, Northeasterly 201 feet, more or less, to the north line of said deed (Assessor's Map 11.11.20BD);

41. Thence along said north line and said city limits line, Westerly 329 feet, more or less, to the easterly line of Book 206, Page 131, Lincoln County Book of Records (Assessor's Map 11.11.20BD);

42. Thence along said easterly line and said city limits line, Northeasterly 149 feet, more or less, to the north line of said deed (Assessor's Map 11.11.20BD);

43. Thence along said north line and said city limits line, Westerly 237 feet, more or less, to west line of Southeast One-Quarter of the Northwest One-Quarter of said Section 20 (Assessor's Map 11.11.20BD);

44. Thence along said west line and said city limits line, Northerly 924 feet, more or less, to the south line of Book 321, Page 1558, Lincoln County Book of Records (Assessor's Map 11.11.20BA);

45. Thence along said south line and the easterly extension thereof and said city limits line, Easterly 1,046 feet, more or less, to the easterly right-of-way line of said S Coast Highway (Assessor's Map 11.11.20BA);

46. Thence along said easterly right-of-way line and said city limits line, Southwesterly 318 feet, more or less, to the south line of Book 397, Page 2235, Lincoln County Book of Records (Assessor's Map 11.11.20BA);

47. Thence along said south line and said city limits line, Easterly 424 feet, more or less, to the east line of said deed (Assessor's Map 11.11.20BA);

48. Thence along said east line and said city limits line, Northerly 136 feet, more or less, to the south line of Parcel 2 of said Partition Plat No. 1990-11 (Assessor's Map 11.11.20BA);

49. Thence along said south line and said city limits line, Easterly 15 feet, more or less, to the east line of said Parcel 2 (Assessor's Map 11.11.20BA);

50. Thence along said east line and said city limits line, Northerly 223 feet, more or less, to the northerly line of said Parcel 2 (Assessor's Map 11.11.20BA);

51. Thence along said northerly line and said city limits line, Westerly 267 feet, more or less, to the easterly right-of-way line of said S Coast Highway (Assessor's Map 11.11.20BA);

52. Thence along said easterly right-of-way line and said city limits line, Southwesterly 94 feet, more or less, to the easterly extension of the south line of Parcel 3 of Partition Plat No. 2016-09, Lincoln County Survey Records (Assessor's Map 11.11.20BA);

53. Thence along said easterly extension and the south line of said Parcel 3 and said city limits line, Westerly 488 feet, more or less, to the west line of said Partition Plat No. 2016-09, also being on the easterly line of said Book 321, Page 1558 (Assessor's Map 11.11.20BA);

54. Thence along said easterly line and said city limits line, Northerly 1,210 feet, more or less, to the north line of said Section 20 (Assessor's Map 11.11.20BA);

55. Thence along said north line and said city limits line, Easterly 776 feet, more or less, to the Point of Beginning.

The above described tract of land contains 144 acres, more or less.

9/3/2025



EXHIBIT B

A TRACT OF LAND AND ROAD RIGHTS-OF-WAY,
LOCATED IN THE SOUTHEAST 1/4 OF SECTION 17, AND THE NORTHEAST AND NORTHWEST 1/4 OF SECTION 20,
TOWNSHIP 11 SOUTH, RANGE 11 WEST, WILLAMETTE MERIDIAN,
LINCOLN COUNTY, OREGON



LEGEND

- CITY OF NEWPORT CITY LIMITS LINE
- 2025 ANNEXATION BOUNDARY LINE
- 2025 ANNEXATION AREA

SCALE: 1" = 200 FEET
200 0 40 100 200
TOTAL AREA = 144 ACRES±

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

CITY OF NEWPORT
2025 ANNEXATION
NEWPORT OREGON
LINCOLN COUNTY

MAP OF ANNEXATION AREA

DESIGNED BY:	
DRAWN BY:	WCB
MANAGED BY:	LJM/NSW
CHECKED BY:	LJM/NSW

DATE: 9/3/2025

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JANUARY 9, 2007
NICK WHITE
70852LS
RENEWS: 6/30/26

REVISIONS

JOB NUMBER
12703

EXHIBIT
B

AKS DRAWING FILE: 12703 ANNEXATION MAP.DWG | LAYOUT: B

EXHIBIT B

AKS DRAWING FILE: 12703 ANNEXATION MAP.DWG | LAYOUT: 1



JOB NUMBER 12703	MAP OF ANNEXATION AREA	CITY OF NEWPORT 2025 ANNEXATION	AKS ENGINEERING & FORESTRY, LLC 12965 SW HERMAN RD, STE 100 TUALATIN, OR 97062 503.563.6151 WWW.AKS-ENG.COM
SHEET 1		NEWPORT LINCOLN COUNTY OREGON	ENGINEERING · SURVEYING · NATURAL RESOURCES FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON JANUARY 15, 2007 MARK WHITE 70852LS RENEWS: 6/30/26

DESIGNED BY: WCB
DRAWN BY: LJM/NSW
MANAGED BY: LJM/NSW
CHECKED BY: LJM/NSW
DATE: 7/15/2025

REVISIONS

AKS ENGINEERING & FORESTRY
12965 SW Herman Road, Suite 100, Tualatin, OR 97062
P: (503) 563-6151 F: (503) 563-6152

AKS Job #12703

EXHIBIT C

City of Newport
Light Industrial (I-1) Zone Description

A tract of land and road rights-of-way, located in the Southeast One-Quarter of Section 17, and in the Northeast and Northwest One-Quarters of Section 20, Township 11 South, Range 11 West, Willamette Meridian, Lincoln County, Oregon, and being more particularly described as follows:

Beginning at the north one-quarter corner of said Section 20, also being on the west right-of-way line of SW Abalone Street and the City of Newport city limits line (Assessor's Map 11.11.17DC);

1. Thence along said west right-of-way line and said city limits line, Northerly 459 feet, more or less, to the westerly extension of the south line of Instrument Number 2023-03623, Lincoln County Book of Records (Assessor's Map 11.11.17DC);

2. Thence leaving said city limits line along said west right-of-way line, Northerly 479 feet, more or less, to the intersection of said west right-of-way line and the southeasterly right-of-way line of SW Anchor Way (Assessor's Map 11.11.17DC);

3. Thence leaving said intersection, Northerly 100 feet, more or less, to the intersection of the northwesterly right-of-way line of SW Anchor Way and the east right-of-way line of SW Abalone Street (Assessor's Map 11.11.17DC);

4. Thence along said east right-of-way line, Southerly 575 feet, more or less, to the south line of said Instrument Number 2023-03623 and said city limits line (Assessor's Map 11.11.17DC);

5. Thence along said south line and said city limits line, Easterly 320 feet, more or less, to the westerly right-of-way line of S Coast Highway (US Highway 101) (Assessor's Map 11.11.17DC);

6. Thence leaving said westerly right-of-way line along said city limits line, Easterly 108 feet, more or less, to the north line of Number 2 of Parcel 2 of Instrument Number 2025-02704, Lincoln County Book of Records, also being on the easterly right-of-way line of S Coast Highway (US Highway 101);

7. Thence along said easterly right-of-way line and said city limits line, Northeasterly 457 feet, more or less, to the east right-of-way line of SE Ash Street;

8. Thence along said east right-of-way line and said city limits line, Southerly 852 feet, more or less, to the north right-of-way line of SE 40th Street;

9. Thence along said north right-of-way line and said city limits line, Westerly 40 feet, more or less, to the west right-of-way line of SE Ash Street;

10. Thence along said west right-of-way line and said city limits line, Northerly 329 feet, more or less, to the north line of Partition Plat No. 2001-08, Lincoln County Survey Records;

11. Thence along said north line and said city limits line, Westerly 278 feet, more or less, to the easterly right-of-way line of said S Coast Highway;

12. Thence along said easterly right-of-way line and said city limits line, Southwesterly 888 feet, more or less, to the north line of Instrument Number 2024-07227, Lincoln County Book of Records;

13. Thence along said north line and said city limits line, Easterly 351 feet, more or less, to the east line of said Deed;

14. Thence along said east line and said city limits line, Southerly 148 feet, more or less, to the southerly line of said Deed;

15. Thence along said southerly line and said city limits line, Westerly 452 feet, more or less, to the easterly right-of-way line of said S Coast Highway;

16. Thence along said easterly right-of-way line and said city limits line, Southwesterly 205 feet, more or less, to the north line of Parcel 1 of Partition Plat No. 1990-11, Lincoln County Survey Records;

17. Thence along said north line and said city limits line, Easterly 143 feet, more or less, to the east line of said Parcel 1;

18. Thence along said east line and said city limits line, Southerly 132 feet, more or less, to the north line of Instrument Number 2022-10255, Lincoln County Book of Records;

19. Thence along said north line and said city limits line, Easterly 369 feet, more or less, to the east line of said Deed;

20. Thence along said east line and said city limits line, Southerly 331 feet, more or less, to the south line of said Deed;

21. Thence leaving said city limits line along said south line, Westerly 369 feet, more or less, to the east line of Parcel 2 of Partition Plat No. 1990-11, Lincoln County Survey Records, and said city limits line;

22. Thence along said east line and said city limits line, Northerly 166 feet, more or less, to the northerly line of said Parcel 2;

23. Thence along said northerly line and said city limits line, Westerly 267 feet, more or less, to the easterly right-of-way line of said S Coast Highway;

24. Thence along said easterly right-of-way line and said city limits line, Southwesterly 94 feet, more or less, to the easterly extension of the south line of Parcel 3 of Partition Plat No. 2016-09, Lincoln County Survey Records;

25. Thence along said easterly extension and the south line of said Parcel 3 and said city limits line, Westerly 488 feet, more or less, to the west line of said Partition Plat No. 2016-09, also being on the easterly line of said Book 321, Page 1558;

26. Thence along said easterly line and said city limits line, Northerly 1,210 feet, more or less, to the north line of said Section 20;

27. Thence along said north line and said city limits line, Easterly 776 feet, more or less, to the Point of Beginning.

The above described tract of land contains 32 acres, more or less.

9/15/2025



AKS ENGINEERING & FORESTRY
12965 SW Herman Road, Suite 100, Tualatin, OR 97062
P: (503) 563-6151 F: (503) 563-6152

AKS Job #12703

EXHIBIT C

City of Newport
Light Industrial (I-1) Zone Description

A tract of land and road rights-of-way, located in the Northwest and Southwest One-Quarters of Section 20, Township 11 South, Range 11 West, Willamette Meridian, Lincoln County, Oregon, and being more particularly described as follows:

Beginning at the southwest corner of Parcel 2 of Partition Plat No. 1990-11, Lincoln County

101) and the City of Newport city limits line;

1. Thence along said east right-of-way line and said city limits line, Southwesterly 150 feet, more or less, to the south line of Book 397, Page 2235, Lincoln County Book of Records;

2. Thence along said south line and said city limits line, Easterly 424 feet, more or less, to the east line of said Northwest One-Quarter;

3. Thence leaving said city limits line along said east line, Southerly 673 feet, more or less, to the south line of Book 445, Page 272, Lincoln County Book of Records, and said city limits line;

4. Thence along said south line and said city limits line, Westerly 721 feet, more or less, to the easterly right-of-way line of said S Coast Highway;

5. Thence along said easterly right-of-way line and said city limits line, Southwesterly 454 feet, more or less, to the north line of Parcel 1 of Partition Plat No. 2002-03, Lincoln County Survey Records;

6. Thence leaving said city limits line along said easterly right-of-way line, Southwesterly 1,127 feet, more or less, to the west line of the Northeast One-Quarter of said Southwest One-Quarter and said city limits line;

7. Thence along said west line and said city limits line and the west line of the Southeast One-Quarter of said Northwest One-Quarter, Northerly 1,182 feet, more or less, to the south line of Parcel 2 of Book 231, Page 1164, Lincoln County Book of Records;

8. Thence along said south line and said city limits line, Easterly 429 feet, more or less, to the westerly right-of-way line of said S Coast Highway;

9. Thence along said westerly right-of-way line and said city limits line, Northeasterly 201 feet, more or less, to the north line of said Deed;

10. Thence along said north line and said city limits line, Westerly 329 feet, more or less, to the easterly line of Book 206, Page 131, Lincoln County Book of Records;

11. Thence along said easterly line and said city limits line, Northeasterly 149 feet, more or less, to the north line of said Deed;

12. Thence along said north line and said city limits line, Westerly 237 feet, more or less, to the west line of Southeast One-Quarter of said Northwest One-Quarter;

13. Thence along said west line and said city limits line, Northerly 924 feet, more or less, to the south line of Book 321, Page 1558, Lincoln County Book of Records;

14. Thence along said south line and the easterly extension thereof and said city limits line, Easterly 1,046 feet, more or less, to the easterly right-of-way line of said S Coast Highway;

15. Thence along said easterly right-of-way line and said city limits line, Southwesterly 168 feet, more or less, to the Point of Beginning.

Survey Records, also being on the easterly right-of-way line of S Coast Highway (US Highway
The above described tract of land contains 35 acres, more or less.

9/15/2025



AKS ENGINEERING & FORESTRY
12965 SW Herman Road, Suite 100, Tualatin, OR 97062
P: (503) 563-6151 F: (503) 563-6152

AKS Job #12703

EXHIBIT C

City of Newport
Heavy Industrial (I-3) Zone Description

A tract of land and road rights-of-way, located in the Northwest and Southwest One-Quarters of Section 20, Township 11 South, Range 11 West, Willamette Meridian, Lincoln County, Oregon, and being more particularly described as follows:

Beginning at the northeast corner of Parcel 1 of Partition Plat No. 2002-03, Lincoln County Survey Records, also being on the City of Newport city limits line;

1. Thence along the east line of said Partition Plat No. 2002-03 and said city limits line, Southerly 1,313 feet, more or less, to the south line of the Northeast One-Quarter of the Southwest One-Quarter of said Section 20;

2. Thence along said south line and said city limits line, Westerly 1,108 feet, more or less, to the west line of the Northeast One-Quarter of the Southwest One-Quarter of said Section 20;

3. Thence along said west line and said city limits line, Northerly 61 feet, more or less, to the southerly line of Instrument Number 2021-11969, Lincoln County Book of Records;

4. Thence along said southerly line and said city limits line, Easterly 103 feet, more or less, to the east line of said Deed;

5. Thence along said east line and said city limits line, Northerly 153 feet, more or less, to the northerly line of said Deed;

6. Thence along said northerly line and said city limits line, Northwesterly 102 feet, more or less, to the west line of the Northeast One-Quarter of the Southwest One-Quarter of said Section 20;

7. Thence along said west line and said city limits line, Northerly 153 feet, more or less, to the easterly right-of-way line of S Coast Highway (US Highway 101);

8. Thence leaving said city limits line along said easterly right-of-way line, Northeasterly 1,127 feet, more or less, to the north line of Parcel 1 of said Partition Plat No. 2002-03 and said city

9. Thence along said north line and said city limits line, Easterly 658 feet, more or less, to the Point of Beginning.

The above described tract of land contains 27 acres, more or less.

9/15/2025



AKS ENGINEERING & FORESTRY
12965 SW Herman Road, Suite 100, Tualatin, OR 97062
P: (503) 563-6151 F: (503) 563-6152

AKS Job #12703

EXHIBIT C

City of Newport
Medium Density Single Family Residential (R-2) Zone Description

A tract of land located in the Northeast One-Quarter of Section 20, Township 11 South, Range 11 West, Willamette Meridian, Lincoln County, Oregon, and being more particularly described as follows:

limits line;

Beginning at the northeast corner of Parcel 3 of Partition Plat No. 2006-26, Lincoln County Survey Records, also being on the City of Newport city limits line, and also being on the east line of the West One-Half of said Northeast One-Quarter;

1. Thence along said east line and said city limits line, Southerly 490 feet, more or less, to the north line of Instrument Number 2014-05113, Lincoln County Book of Records;

2. Thence leaving said city limits line along said north line, Westerly 882 feet, more or less, to the west line of Instrument Number 2021-09342, Lincoln County Book of Records;

3. Thence along said west line, Northerly 5 feet, more or less, to the east line of Parcel II of Instrument Number 2017-08916, Lincoln County Book of Records, and said city limits line;

4. Thence along said east line and said city limits line, Northerly 214 feet, more or less, to the south line of Parcel 1 of said Partition Plat No. 2006-26;

5. Thence along said south line and said city limits line, Easterly 254 feet, more or less, to the east line of said Parcel 1;

6. Thence along said east line and said city limits line, Northerly 306 feet, more or less, to the north line of said Partition Plat No. 2006-26;

7. Thence along said north line and said city limits line, Easterly 641 feet, more or less, to the Point of Beginning.

9/15/2025



AKS ENGINEERING & FORESTRY
12965 SW Herman Road, Suite 100, Tualatin, OR 97062
P: (503) 563-6151 F: (503) 563-6152

AKS Job #12703

EXHIBIT C

City of Newport
Public Parks (P-2) Zone Description

A tract of land located in the Northeast One-Quarter of Section 20, Township 11 South, Range 11 West, Willamette Meridian, Lincoln County, Oregon, and being more particularly described as follows:

The above described tract of land contains 9 acres, more or less.

1. Thence along the east line of said Parcel 2 and said city limits line, Northerly 56 feet, more or less, to the north line of Instrument Number 2014-05113, Lincoln County Book of Records;

2. Thence leaving said city limits line along said north line, Easterly 369 feet, more or less, to the west line of Parcel II of Instrument Number 2017-08916, Lincoln County Book of Records, and said city limits line;

3. Thence continuing along said north line and said city limits line, Easterly 89 feet, more or less, to the east line of said Parcel II;

4. Thence leaving said city limits line along said north line, Easterly 887 feet, more or less, to the east line of the West One-Half of said Northeast One-Quarter and said city limits line;

5. Thence along said east line and said city limits line, Southerly 1,333 feet, more or less, to the south line of said Northeast One-Quarter;

6. Thence along said south line and said city limits line, Westerly 1,356 feet, more or less, to the west line of said Northeast One-Quarter;

7. Thence along said west line and said city limits line, Northerly 427 feet, more or less, to the south line of Book 445, Page 272, Lincoln County Book of Records;

8. Thence leaving said city limits line along said west line, Northerly 673 feet, more or less, to the south line of Book 397, Page 2235, Lincoln County Book of Records, and said city limits line;

9. Thence continuing along said west line and said city limits line, Northerly 136 feet, more or less, to the south line of Parcel 2 of said Partition Plat No. 1990-11;

10. Thence along said south line and said city limits line, Easterly 15 feet, more or less, to the Point of Beginning.

The above described tract of land contains 41 acres, more or less.

9/15/2025



Beginning at the southeast corner of Parcel 2 of Partition Plat No. 1990-03, Lincoln County Survey Records, also being on the City of Newport city limits line;

AKS ENGINEERING & FORESTRY
12965 SW Herman Road, Suite 100, Tualatin, OR 97062
P: (503) 563-6151 F: (503) 563-6152

AKS Job #12703

EXHIBIT C

City of Newport
Public Parks (P-2) Zone Description

A tract of land located in the Southeast One-Quarter of Section 20, Township 11 South, Range 11 West, Willamette Meridian, Lincoln County, Oregon, and being more particularly described as follows:

Commencing at the Center East One-Sixteenth corner of said Section 20, also being on the City of Newport city limits line;

1. Thence along the south line of said Northeast One-Quarter and said city limits line, Westerly 417 feet, more or less, to the easterly line of Section 2 of Instrument Number 2014-05113, Lincoln County Book of Records, and the Point of Beginning;

2. Thence leaving said city limits line along said easterly line, Southwesterly 733 feet, more or less, to the southerly line of said Section 2;

3. Thence along said southerly line, Westerly 235 feet, more or less, to the westerly line of said Section 2;

4. Thence along said westerly line, Northerly 620 feet, more or less, to the south line of said Northeast One-Quarter and said city limits line;

5. Thence along said south line and said city limits line, Easterly 735 feet, more or less, to the Point of Beginning.

The above described tract of land contains 6 acres, more or less.



AKS ENGINEERING & FORESTRY
12965 SW Herman Road, Suite 100, Tualatin, OR 97062
P: (503) 563-6151 F: (503) 563-6152

AKS Job #12703

EXHIBIT C

City of Newport
Public Parks (P-2) Zone Description

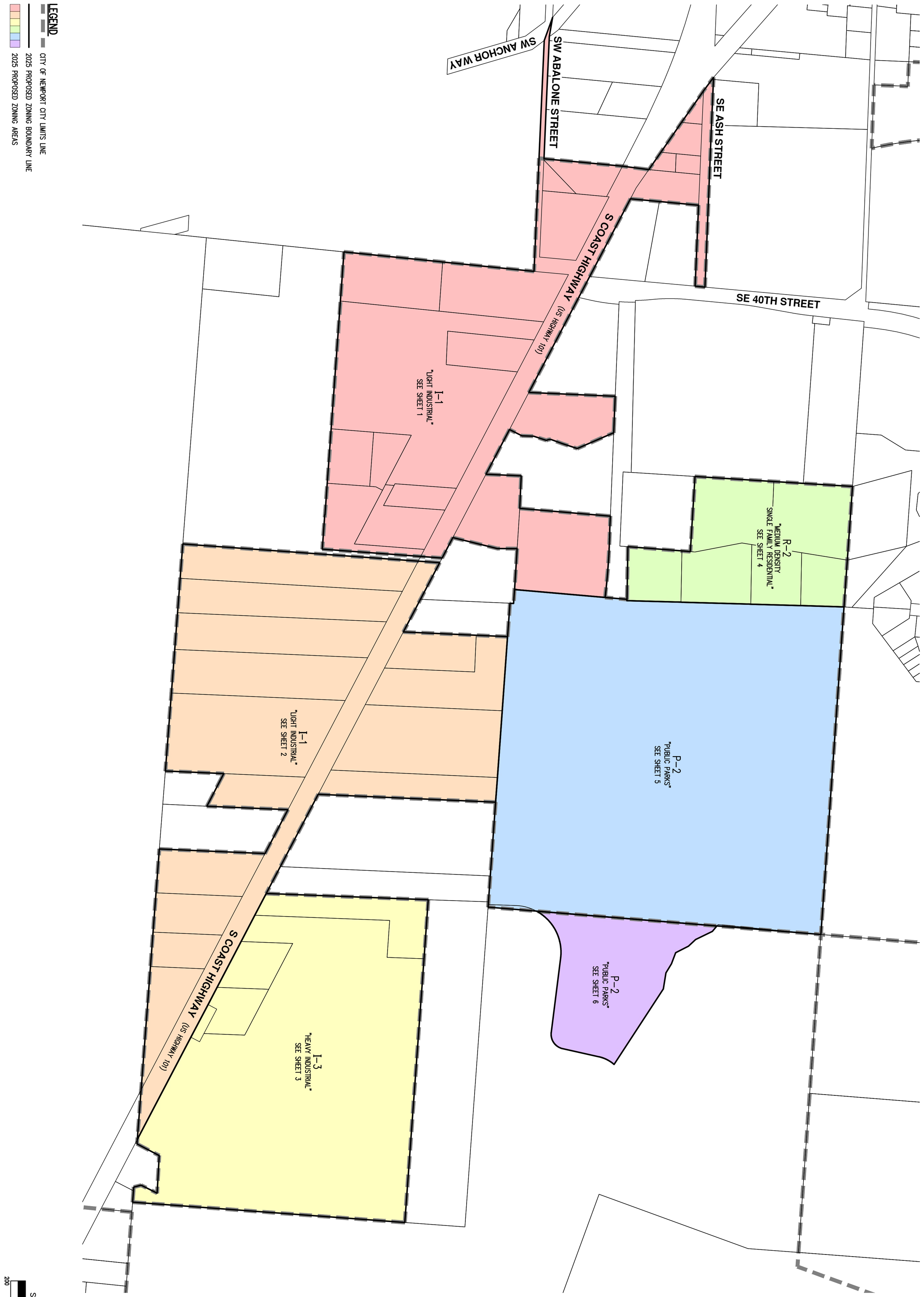
A tract of land located in the Southeast One-Quarter of Section 20, Township 11 South, Range 11 West, Willamette Meridian, Lincoln County, Oregon, and being more particularly described as follows:

9/15/2025



EXHIBIT D

AKS DRAWING FILE: 12703 ZONING MAP.DWG | LAYOUT: 0

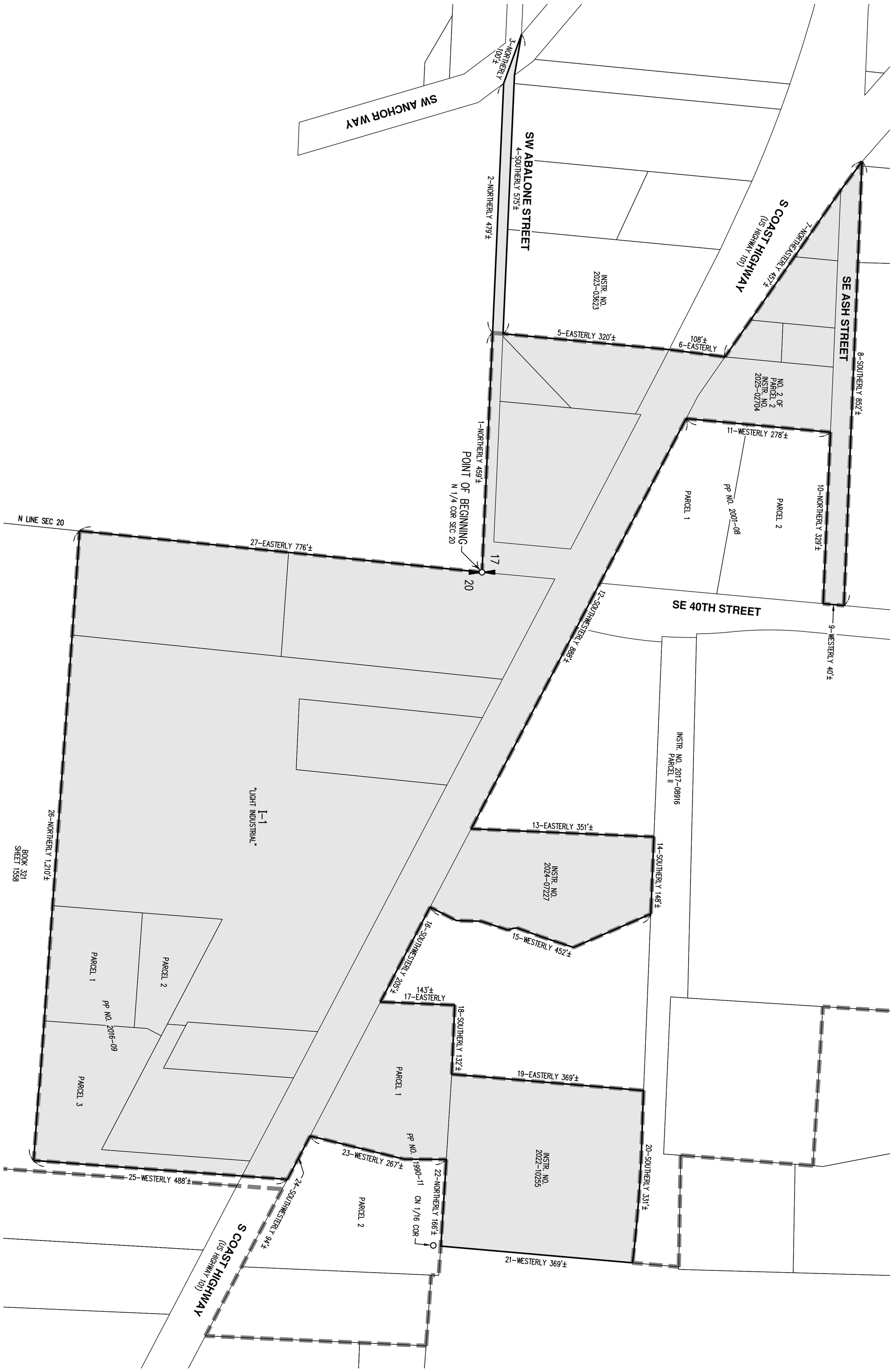


JOB NUMBER 12703	DESIGNED BY:	**MAP OF ZONING AREAS**	**CITY OF NEWPORT** **2025 PROPOSED ZONING** **NEWPORT** **OREGON** LINCOLN COUNTY
SHEET 0	DRAWN BY: WCB		
REVISIONS	MANAGED BY: LJM/NSW		
	CHECKED BY: LJM/NSW		
	DATE: 9/15/2025		

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JANUARY 9, 2007
NICK WHITE
70652LS
RENEWS: 6/30/26

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE



I-1
LIGHT INDUSTRIAL ZONE

CITY OF NEWPORT
2025 PROPOSED ZONING

NEWPORT **OREGON**

LINCOLN COUNTY

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

DESIGNED BY:
DRAWN BY: WCB
MANAGED BY: LJM/NSW
CHECKED BY: LJM/NSW
DATE: 9/15/2025

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JANUARY 9, 2007
NICK WHITE
70652LS
RENEWS: 6/30/26

REVISIONS

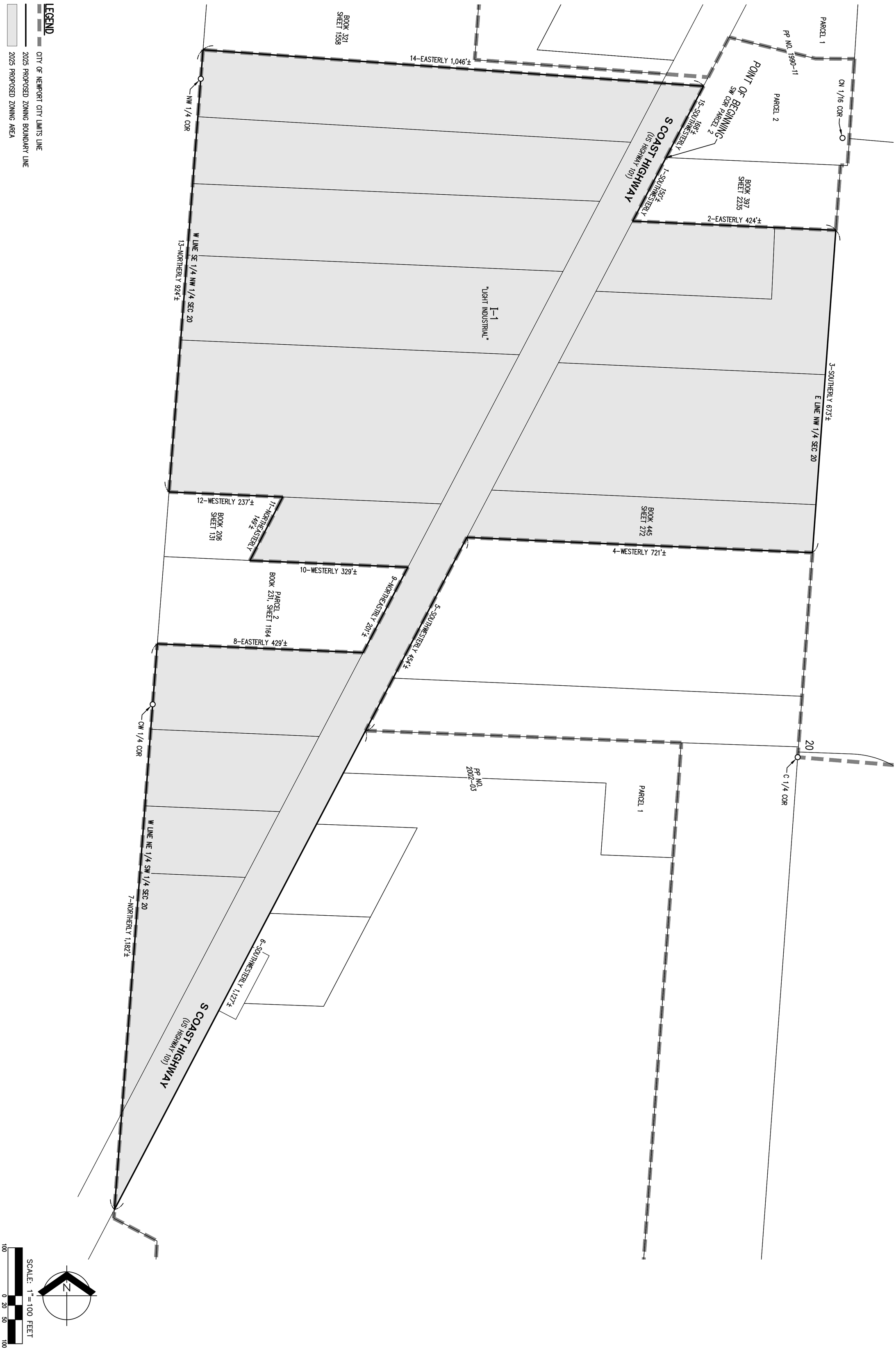
JOB NUMBER 12703

SHEET 1

AKS DRAWING FILE: 12703 ZONING MAP.DWG | LAYOUT: 2

LEGEND

- CITY OF NEWPORT CITY LIMITS LINE
- 2025 PROPOSED ZONING BOUNDARY LINE
- 2025 PROPOSED ZONING AREA



I-1
LIGHT INDUSTRIAL ZONE

CITY OF NEWPORT
2025 PROPOSED ZONING

NEWPORT OREGON

LINCOLN COUNTY

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS–ENG.COM

ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

DESIGNED BY:
DRAWN BY: WCB
MANAGED BY: LJM/NSW
CHECKED BY: LJM/NSW
DATE: 9/15/2025

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON JANUARY 9, 2007 NICK WHITE 70652LS
RENEWS: 6/30/26

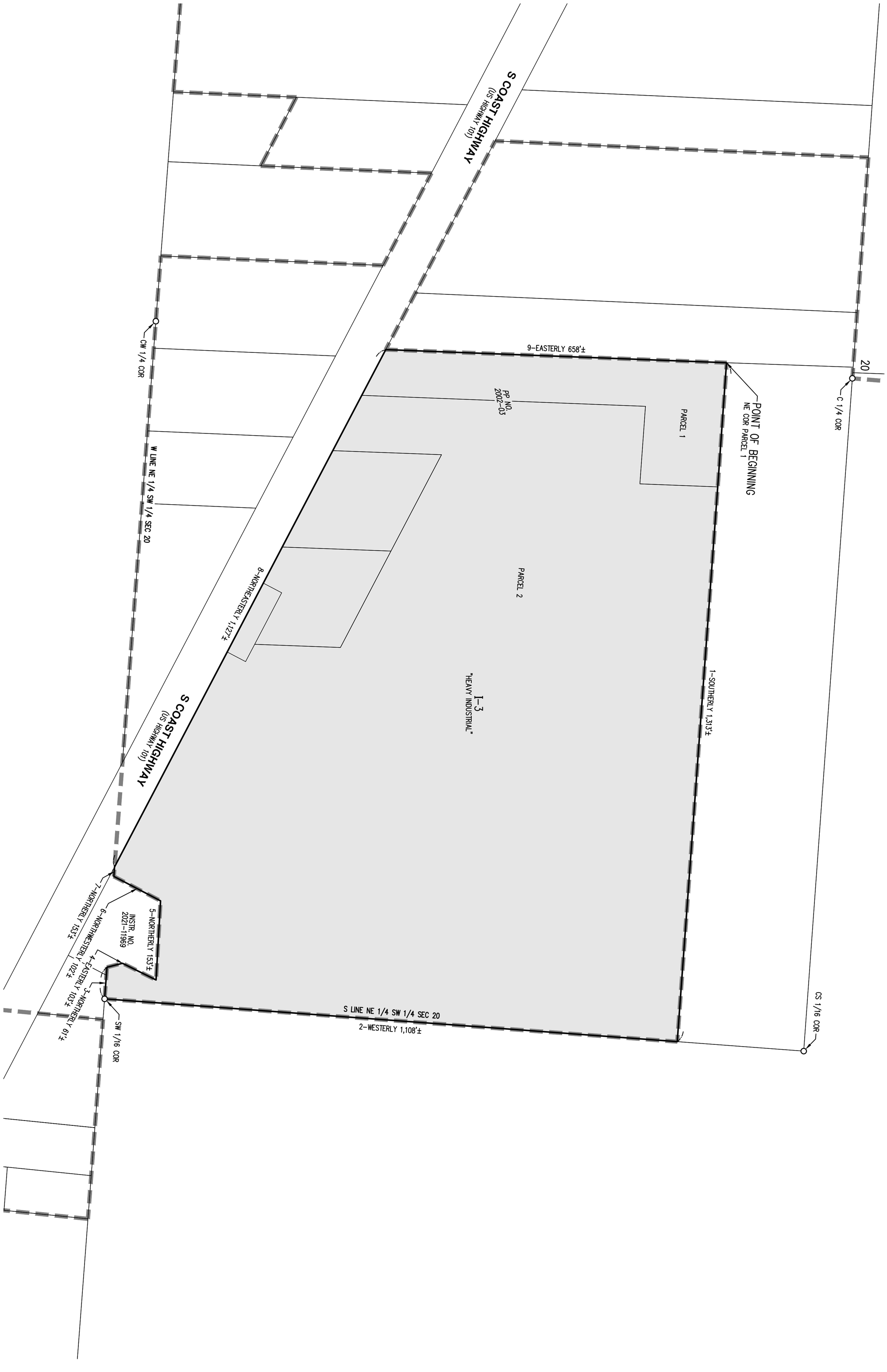
REVISIONS

JOB NUMBER 12703

SHEET 2

LEGEND

- CITY OF NEWPORT CITY LIMITS LINE
- 2025 PROPOSED ZONING BOUNDARY LINE
- 2025 PROPOSED ZONING AREA



I-3
HEAVY INDUSTRIAL ZONE

CITY OF NEWPORT
2025 PROPOSED ZONING

NEWPORT **OREGON**
LINCOLN COUNTY

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

DESIGNED BY:
DRAWN BY: WCB
MANAGED BY: LJM/NSW
CHECKED BY: LJM/NSW
DATE: 9/15/2025

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JANUARY 9, 2007
NICK WHITE
70652LS
RENEWS: 6/30/26

REVISIONS

JOB NUMBER 12703
SHEET 3



R-2
MEDIUM DENSITY SINGLE FAMILY RESIDENTIAL

CITY OF NEWPORT
2025 PROPOSED ZONING

NEWPORT **OREGON**
LINCOLN COUNTY

DESIGNED BY:
DRAWN BY: WCB
MANAGED BY: LJM/NSW
CHECKED BY: LJM/NSW
DATE: 9/15/2025

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JANUARY 9, 2007
NICK WHITE
70652LS
RENEWS: 6/30/26

REVISIONS

JOB NUMBER 12703
SHEET 4

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE



P-2
PUBLIC PARKS

CITY OF NEWPORT
2025 PROPOSED ZONING

NEWPORT **OREGON**
LINCOLN COUNTY

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

DESIGNED BY:
DRAWN BY: WCB
MANAGED BY: LJM/NSW
CHECKED BY: LJM/NSW
DATE: 9/15/2025

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JANUARY 9, 2007
NICK WHITE
70652LS
RENEWS: 6/30/26

REVISIONS

JOB NUMBER 12703
SHEET 5

LEGEND

- CITY OF NEWPORT CITY LIMITS LINE
- 2025 PROPOSED ZONING BOUNDARY LINE
- 2025 PROPOSED ZONING AREA

P-2
"PUBLIC PARKS"
MIKE MILLER PARK
INSTR. NO.
2014-05113
SECTION 2

MIKE MILLER PARK
INSTR. NO.
2014-05113

20

C 1/4 COR

5-EASTERLY 735'±

S LINE NE 1/4 SEC 20

POINT OF BEGINNING

1-WESTERLY 417'±

POINT OF COMMENCEMENT
CE 1/16 COR SEC 20

CE 1/16 COR

4-NORTHERLY 620'±

2-SOUTHWESTERLY 737'±

3-WESTERLY 235'±

SCALE: 1"=100 FEET

100 0 20 50 100

TOTAL AREA = 6 ACRES±

N

P-2
PUBLIC PARKS

CITY OF NEWPORT
2025 PROPOSED ZONING

NEWPORT OREGON
LINCOLN COUNTY

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

DESIGNED BY:
DRAWN BY: WCB
MANAGED BY: LJM/NSW
CHECKED BY: LJM/NSW
DATE: 9/15/2025

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JANUARY 9, 2007
NICK WHITE
70652LS
RENEWS: 6/30/26

REVISIONS

JOB NUMBER
12703

SHEET
6

CITY OF NEWPORT
NOTICE OF A PUBLIC HEARING.

The City of Newport Planning Commission will hold a public hearing on Monday, October 27, 2025, at 7:00 p.m. in the Council Chambers at City Hall to review File No. 1-AX-22 / 8-Z-22, a request for annexation, zone designation, and withdrawal, initiated by motion of the Newport City Council at its August 18, 2025 regular meeting. The Commission will make a recommendation to the City Council on this request, which will then hold a public hearing at a later date. Notice of that hearing will also be provided. The request is to (1) annex approximately 144 acres (consisting of real property surrounded by the Newport city limits situated on Lincoln County Assessor's Maps 11-11-17-DC, 11-11-20, 11-11-20-AB, 11-11-20-BA, 11-11-20-BD, and 11-11-20-CA) into the Newport city limits; (2) amend the City of Newport Comprehensive Plan Map for the portion of Mike Miller Park currently inside the City from Industrial to Public, such real property being a portion of Tax Lot 01100 of Assessor's Map 11-11-20; (3) amend the City of Newport Zoning Map to apply urban zoning to the real property described above; and (4) withdraw real property subject to this annexation from the Newport Rural Fire Protection District, the Seal Rock Water District, and the Lincoln County Library District. This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits. The applicable criteria for annexations (as per Oregon Revised Statute Chapter 222.750): Real property subject to the proposed annexation is surrounded by the city limits in the manner outlined in the statute; at least one public hearing by the governing body is held on the subject for which notice has been mailed to each record owner of real property in the territory proposed to be annexed; annexation by the city is undertaken by ordinance or resolution subject to referendum, with or without the consent of any owner of real property within the territory or resident in the territory; and for property that is zoned for, and in, residential use, the city shall specify an effective date for the annexation that is at least three years and not more than 10 years after the date the city proclaims the annexation approved. The applicable criteria for Zone Map Amendments (as per Newport Municipal Code Section 14.36.010): Findings that the proposed zoning is consistent with the Comprehensive Plan Map, furthers a public necessity, and promotes the general welfare. OAR 660-012-0060, the proposed zoning map change will not significantly affect existing or planned transportation facilities. Testimony and evidence must be directed toward the criteria described above or other criteria in the Newport Comprehensive Plan and its implementing ordinances that a person believes applies 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 and written testimony will be taken during the course of the public hearing. Letters 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 or must be submitted to the Planning Commission in person during the hearing. The hearing will include a report by staff, testimony (both oral and written) from the applicant, those in favor or opposed to the application, and questions and deliberation by the Planning Commission. Pursuant to ORS 197.797 (6), any person prior to the conclusion of the 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 purchased for reasonable cost at the Newport Community Development (Planning) Department (address above) seven days prior to the hearing. The application materials, applicable criteria, and other file materials are available for inspection at no cost or copies may be purchased for reasonable cost at this address. Contact Derrick Tokos, Community Development Director, (541) 574-0626; d.tokos@newportoregon.gov (address above).

(For Publication once on Wednesday, October 15, 2025)

10/15/2025

see an attorney immediately. If you need help in finding an attorney, you may contact the Oregon State Bar's Lawyer Referral Service online at http://www.oregonstatebar.org or by calling (503) 684-3763 (in the Portland metropolitan area) or toll-free elsewhere in Oregon at (800) 452-7636. Christopher B. Conley (OR Bar # 180708), Eck, Conley & Richardson, PLLC, 700 South 21st Street, Fort Smith, AR 72901, Email: lr@ecrlegal.com, Phone: (479) 452-5806, Fax:(501)770-7077, Attorney for Plaintiff 10/15/25 10/22/25 10/29/25 11/5/25

LCL25-537 PUBLIC NOTICE.

The Pacific Communities Health District Board of Directors will hold a Virtual meeting on Tuesday, October 21, 2025, at 4:00 p.m. by Microsoft Teams or in person at the Center for Health Education, 740 SW 9th St., Newport, Oregon 97365. Persons interested in joining the Virtual meeting must have the Microsoft Teams downloaded on a personal computer or cell phone. To request a Teams Meeting invite please email cmacnab@samhealth.org or call 541-574-4674 to join by phone (audio only) option, directly call 1-971-254-1254, followed by Conference ID: 690 365 553#. Agenda: Call to Order, Additions or Change to Agenda, Approval of Minutes from September 16, 2025, Invitation for Citizen Comments, Financial Reports, Report from Legal Counsel, Construction/Facilities/Water Resiliency Update, Hospital Update, PCHD Foundation Update, Board Items, Adjourn. 10/15/25

LCL25-536 THE FOLLOWING UNIT WILL BE SOLD AT PUBLIC AUCTION.

Starting 11/4/2025 at 9:00am, Ending 11/11/2025 at 9:00am for non-payment of rent and other fees. Auction to be pursuant to Auction Rules and Procedures for Truax Holdings. Rules are available at the facility office. All bidding will take place ONLINE at bid13.com. Unit# LG64, Sheri Baker 10/15/25 10/22/25

LCL25-535 NOTICE OF DEFAULT AND ELECTION TO SELL AND TRUSTEE'S NOTICE OF SALE.

Reference is made to that certain Deed of Trust, Fixture Filing, Assignment of Rents, and Security Agreement (Trust Deed") made, executed and delivered by CV The Haven At D River, LLC, an Oregon limited liability company as grantor ("Grantor"), to Fidelity National Title Insurance Company as trustee ("Trustee"), in favor of First Republic Bank as original beneficiary dated November 17, 2021, and recorded on November 23, 2021 as Instrument No. 2021-14842 in the real property records of Lincoln County, Oregon (the "Deed of Trust"). The Deed of Trust covers real property having a street address of 1070 and 1091 SE 1st Street, Lincoln City, OR 97367 and is more particularly described in the attached Exhibit A. The beneficial interest under the Trust Deed was assigned by the Federal Deposit Insurance Corporation, as Receiver for First Republic Bank, San Francisco, CA to JPMorgan Chase Bank, National Association (together with its predecessors in interest, "Beneficiary" or "Lender") by Assignment of Trust Deed By Beneficiary or His Successor In Interest dated November 1, 2023 and recorded on November 13, 2023 as Instrument No. 2023-07890 in the real property records of Lincoln County, Oregon. By Appointment of Successor Trustee recorded on May 15, 2025 as Instrument No. 2025-03128 in the real property records of Lincoln County, Oregon, Beneficiary appointed Susan T. Alterman, Keli, Alterman & Runstein, L.L.P. (the "Successor Trustee"), who is an active member of the Oregon State Bar and whose address is Keli, Alterman & Runstein, L.L.P., 520 S.W. Yamhill Street, Suite 600, Portland, OR 97204, as successor trustee of the Trust Deed. On or about November 17, 2021, Grantor executed and delivered to Beneficiary a Promissory Note ("Note") in the original principal amount of $9,750,000.00 secured by the Trust Deed (among other collateral). Borrower has defaulted on its obligations to Beneficiary under provisions of the Note, and the Trust Deed provides that performance of such obligations is secured by the Trust Deed and authorizes sale of the Property in the event of default. There are defaults by the Grantor in performance of the obligations secured by the Trust Deed with respect to provisions therein which authorize sale in the event of default, including the following: Grantor's failure to pay when due the following amounts which are now in arrears: monthly payments due for the months of June 1, 2025 through September 30, 2025, together with $15,225.00 for a foreclosure sale guarantee (together with late fees, if any, and all other amounts due under the Note, including interest presently accruing at the default rate, the "Indebtedness"). Notice is hereby given that the Beneficiary and Trustee, by reason of said defaults, have elected and do hereby elect to foreclose said Trust Deed by advertisement and sale pursuant to ORS 86.705 to 86.990, and the Trustee shall cause to be sold at public auction to the highest bidder for cash, in single or multiple lots, the interest in the above-described Property which the Grantor had, or had the power to convey, at the time of the execution by Grantor of the Trust Deed, together with any interest the Grantor or Grantor's successor in interest acquired after the execution of the Trust Deed, to satisfy the obligations secured by said Trust Deed and the expenses of the sale, including the compensation of the Trustee as provided by law, and the reasonable fees of Trustee's attorneys. Said sale will be held on FRIDAY, December 19, 2025, AT 10:00 A.M. in accordance with the standard of time established by ORS 187.110 at the following place: Lincoln County Courthouse, Outside the Front Entrance, 225 West Olive Street, Newport, Oregon 97365. Notice is further given that any person named in ORS 86.778 has the right, at any time prior to five (5) days before the date last set for the sale, to have this foreclosure proceeding dismissed and the Trust Deed reinstated by payment to the Beneficiary of the entire amount then due and by curing any other default complained of herein that is capable of being cured by tendering the performance required under the obligations or Trust Deed, and in addition to paying said sum or tendering the performance necessary to cure the default, by paying all costs and expenses actually incurred in enforcing the obligations and Trust Deed, together with Trustee's fees and attorney's fees not exceeding the amounts provided by ORS 86.778. Without limiting the Trustee's disclaimer of representations or warranties, Oregon law requires the Trustee to state in this notice that some residential property sold at a trustee's sale may have been used in manufacturing methamphetamines, the chemical components of which are known to be toxic. Prospective purchasers of residential property should be aware of this potential danger before deciding to place a bid for this property at the trustee's sale. In construing this notice, the singular includes the plural, the word "Grantor" includes each and every grantor, any successor in interest to the Grantor, as well as any other person owing an obligation, the performance of which is secured by said Deed of Trust, and the words "Trustee" and "Beneficiary" include their respective successors in interest, if any. /s Susan T. Alterman, Successor Trustee. EXHIBIT A LEGAL DESCRIPTION Real property in the County of Lincoln, State of Oregon, described as follows: PARCEL 1: THE SOUTHEASTERLY 85.00 FEET OF LOTS 1 AND 2, IN BLOCK 3, FIRST ADDITION TO DELAKE, LINCOLN COUNTY, OREGON, THE NORTHWESTERLY LINE OF SAID 85.00 FEET TO BE PARALLEL WITH THE SOUTHEASTERLY LINE OF BLOCK 3. SAVE AND EXCEPT THE SOUTHERLY 2.00 FEET OF SAID LOT 2, WHICH WAS DEEDED BY CALKINS TO GROH BY DEED RECORDED IN VOLUME 212, PAGE 53, OF LINCOLN COUNTY OREGON DEED RECORDS. TOGETHER WITH AN EASEMENT FOR INGRESS AND EGRESS OVER THE NORTHERLY 20.00 FEET OF THE SOUTHERLY 22.00 FEET OF THAT PORTION OF SAID LOT 2 LYING NORTHWESTERLY OF THE PARCEL HEREBY CONVEYED. ALSO TOGETHER WITH AN EASEMENT TO PERMIT THE SECOND STORY BALCONIES OF THE MOTEL CONSTRUCTED \/ OR TO BE CONSTRUCTED ON THE PARCEL ABOVE DESCRIBED TO ENCROACH AND OVERHANG NOT MORE THAT 6.00 FEET OVER THE EASTERLY PORTION OF SAID LOTS 1 AND 2 ADJACENT TO SAID MOTEL STRUCTURE; WHITH BALCONIES SHALL BE CONSTRUCTED ABOVE THE SHOPPING CENTER BUILDING WEST OF SAID MOTEL. ALSO TOGETHER WITH THE RIGHT TO CONSTRUCT AND MAINTAIN A SIGN ADVERTISING SAID WATERWAY. 10/15/25 10/22/25 10/29/25 11/5/25

LCL25-534 CITY OF NEWPORT NOTICE OF A PUBLIC HEARING.

The City of Newport Planning Commission will hold a public hearing on Monday, October 27, 2025, at 7:00 p.m. in the Council Chambers at City Hall to review File No. 1-AX-22 / 8-Z-22, a request for annexation, zone designation, and withdrawal, initiated by motion of the Newport City Council at its August 18, 2025 regular meeting. The Commission will make a recommendation to the City Council on this request, which will then hold a public hearing at a later date. Notice of that hearing will also be provided. The request is to (1) annex approximately 144 acres (consisting of real property surrounded by the Newport city limits situated on Lincoln County Assessor's Maps 11-11-17-DC, 11-11-20, 11-11-20-AB, 11-11-20-BA, 11-11-20-BD, and 11-11-20-CA) into the Newport city limits; (2) amend the City of Newport Comprehensive Plan Map for the portion of Mike Miller Park currently inside the City from Industrial to Public, such real property being a portion of Tax Lot 01100 of Assessor's Map 11-11-20; (3) amend the City of Newport Zoning Map to apply urban zoning to the real property described above; and (4) withdraw real property subject to this annexation from the Newport Rural Fire Protection District, the Seal Rock Water District, and the Lincoln County Library District. This annexation is being pursued to (a) make it easier for the City to provide infrastructure and services to the subject properties; (b) normalize the municipal boundaries for emergency service providers; (c) increase the City's inventory of developable property (particularly industrial sites); (d) create conditions where urban scale development can occur; and (e) allow for properties to be connected to sewer service which is available but underutilized because it can only be provided to property in the city limits. The applicable criteria for annexations (as per Oregon Revised Statute Chapter 222.750): Real property subject to the proposed annexation is surrounded by the city limits in the manner outlined in the statute; at least one public hearing by the governing body is held on the subject for which notice has been mailed to each record owner of real property in the territory proposed to be annexed; annexation by the city is undertaken by ordinance or resolution subject to referendum, with or without the consent of any owner of real property within the territory or resident in the territory; and for property that is zoned for, and in, residential use, the city shall specify an effective date for the annexation that is at least three years and not more than 10 years after the date the city proclaims the annexation approved. The applicable criteria for Zone Map Amendments (as per Newport Municipal Code Section 14.36.010): Findings that the proposed zoning is consistent with the Comprehensive Plan Map, furthers a public necessity, and promotes the general welfare. OAR 660-012-0060, the proposed zoning map change will not significantly affect existing or planned transportation facilities. Testimony and evidence must be directed toward the criteria described above or other criteria in the Newport Comprehensive Plan and its implementing ordinances that a person believes applies 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 and written testimony will be taken during the course of the public hearing. Letters 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 or must be submitted to the Planning Commission in person during the hearing. The hearing will include a report by staff, testimony (both oral and written) from the applicant, those in favor or opposed to the application, and questions and deliberation by the Planning Commission. Pursuant to ORS 197.797 (6), any person prior to the conclusion of the 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. Any person who testifies before the Planning Commission at the public hearing or submits written comments prior to the close of the record may appeal the Planning Commission's decision to the City Council. Failure to raise an issue with sufficient specificity to afford the Council and the parties an opportunity to respond to that issue precludes an appeal to the Land Use Board of Appeals based on that issue. A City Council hearing is tentatively scheduled for December 1, 2025 at 7:00 p.m. at the Council Chambers. Written comments may be submitted to the Community Development Department prior to the hearing or presented in person at the hearing. Oral testimony may also be presented at the hearing. The failure of a person to present testimony, either written or oral, precludes that person from appealing the City Council's decision on this matter. The application, all documents and evidence submitted by or on behalf of the applicant, and applicable criteria are available for inspection at no cost at the Community Development Department, and copies will be provided at reasonable cost. A staff report will be available for inspection at no cost at least seven days before the hearing, and copies will be provided at reasonable cost. For more information, contact Derrick I. Tokos, Community Development Director, at 541-574-0626 (address above) or d.tokos@newportoregon.gov. 10/15/25

LCL25-532 ESTATE OF SHARRALYNN PIERCE WOOLWORTH, AKA SHARRALYNN PHYLLIS WOOLWORTH, BORN SHARON PHYLLIS LANGERT.

Notice to Interested Persons (No. 25PB08356). In the Circuit Court of the State of Oregon for the County of Lincoln, Probate Department. In the Matter of the Estate of Sharralynn Pierce Woolworth, aka Sharralynn Phyllis Woolworth, born Sharon Phyllis Langert, Deceased. Notice is hereby given that Darin J. Dooley has been appointed as personal representative of the above estate. All persons having claims against the estate are required to present them to the undersigned personal representative in care of the undersigned attorney at 4949 Meadows Road, Suite 600, Lake Oswego, Oregon 97035 within four months after the date of publication of this notice, as stated below, or such claims may be barred. All persons whose rights may be affected by the proceedings in this estate may obtain additional information from the records of the Court, the personal representative or the attorney for the personal representative. Dated and published October 15, 2025. Darin J. Dooley, Personal Representative, Darin J. Dooley, OSB No. 073693, Dranees Huglin Dooley LLC, Attorney for Personal Representative, 4949 Meadows Road, Suite 600 Lake Oswego, OR 97035, Tel: (503) 496-5500, Fax: (503) 496-5510, Email : darin@dranealsaw.com. Published October 15, 2025 10/15/25

LCL25-531 IN THE CIRCUIT COURT OF THE STATE OF OREGON; FOR THE COUNTY OF LINCOLN; PROBATE DEPARTMENT;

In the Matter of the Estate of WILLIAM JAY RATLIFF, Deceased; Case No. 25PB08285. NOTICE TO INTERESTED PERSONS. NOTICE IS HEREBY GIVEN that Kalyanii Kennedy has been appointed personal representative. All persons having claims against the estate are required to present them, with vouchers attached, to the undersigned personal representative at PO Box 781, Corvallis, Oregon 97339, within four months after the date of first publication of this notice, or the claims may be barred. All persons whose rights may be affected by the proceedings may obtain additional information from the records of the court, the personal representative, or the attorney for the personal representative, John H. Myers, Evashevski Elliott PC, PO Box 781, Corvallis, OR 97339. Dated and first published on October 15, 2025. Kalyanii Kennedy, Personal Representative 10/15/25

LCL25-528 THE HOUSING AUTHORITY OF LINCOLN COUNTY

Has developed its FY 2026 annual plan in compliance with the quality housing and work responsibility act of 1998 and its 2026 Capital fund five-year action plan. The draft plans will be available for review beginning 9am October 9thth,2025 and continuing through 9am November 24th 2025. The housing authority office is located at 1039 NW Nye Street Newport, Oregon. Copies are available for review by contacting the office at 541-265-5326 Monday tough Friday 9am-4pm. A copy of the plan will also be available on our web site, www.housinglincolncountyor.gov. A public hearing will be held at 9am on November 24th, 2025 at the Housing authority office. Written comments regarding the plans will be accepted for consideration until 9 am November 24th,2025 and may be mailed to the attention of Executive Director, PO Box 1470, Newport, Oregon 97365, or emailed to Krockwell@housinglincolncountyor.gov. 10/8/25 10/15/25

LCL25-527 NOTICE OF PUBLIC HEARING.

The City Council of the City of Lincoln City, Lincoln County, State of Oregon, will conduct a public hearing on Monday Oct 27th, 2025, at 6:00pm in the Council Chambers, Third Floor, Lincoln Square, 801 SW Highway 101, for the purpose of receiving citizens comments on an increase on Parks system development charges (SDC). This hearing date has been rescheduled from Mon. Oct. 13th, 150, Lake Oswego, Oregon 97035, no later than midnight on the 16th day of October, 2025. Minimum bid shall be $13,310.96, which said amount includes unpaid taxes, all of which is to be paid by purchaser. Please contact Erik Hess for more information and/or questions at 360-546-3341. 10/8/25 10/15/25

LCL25-524 SALE OF ABANDONED MANUFACTURED HOME

One (1) 1974 Parkway (unknown model), manufactured dwelling, Home ID number 195259, Serial number 114614X703472, X-Plate No 121098, has been abandoned Lissa Marie W Scrimgeour. Said property is located at Bayview Mobile Home Park, 955 NE Mill Street, Space D-3, Waldport, OR 97394. Said dwelling shall be sold by private bidding, with sealed bids, and "as is." Bids to be delivered to: Sterling Properties Real Estate Services, LLC, 5200 SW Meadows Road, Suite 150, Lake Oswego, Oregon 97035, no later than midnight on the 16th day of October, 2025. Minimum bid shall be $8,203.83, which said amount includes unpaid taxes, all of which is to be paid by purchaser. Please contact Erik Hess for more information and/or questions at 360-546-3341. 10/8/25 10/15/25

LCL25-522 PURSUANT TO ORS CHAPTER 819

Notice is hereby given that the following vehicle will be sold, for cash to the highest bidder, on 10/24/2025. The sale will be held at 10:00am by ROWLEY'S TOWING 4822 S COAST HWY S. BEACH, OR. RAM 250 4W VIN = 3C6UR5CL-

Trustee, Nathan F. Smith, OSB #120112, have elected to sell the said real property to satisfy the obligations secured by said Trust Deed and notice has been recorded pursuant to Section 86.752(3) of Oregon Revised Statutes. The default for which the foreclosure is made is the Grantor's failure to pay: Failed to pay payments which became due Total Monthly Payment(s): Total Monthly Payment(s) from 03/01/2025 to 08/01/2025 at $12,291.38 Total Late Charge(s): Total Late Charge(s) at $390.50 By this reason of said default the Beneficiary has declared all obligations secured by said Trust Deed immediately due and payable, said sums being the following, to-wit: The sum of $533,852.79 together with interest thereon at the rate of 3.00000% per annum from February 1, 2025 until paid; plus all accrued late charges thereon; and all Trustee's fees, foreclosure costs and any sums advanced by the Beneficiary pursuant to the terms of said Trust Deed. Wherefore, notice is hereby given that, the undersigned Trustee will on January 5, 2026 at the hour of 10:00 AM, Standard of Time, as established by Section 187.110, Oregon Revised Statues, at the south entrance of the Lincoln County Courthouse, 225 W Olive St, Newport, OR 97365 County of Lincoln, sell at public auction to the highest bidder for cash the interest in the said described real property which the Grantor had or had power to convey at the time of the execution by him of the said Trust Deed, together with any interest the Grantor or his successors in interest acquired after the execution of the said Trust Deed, to satisfy the foregoing obligations thereby secured and the costs and expenses of sale, including a reasonable charge by the Trustee. Notice is further given that any person named in ORS 86.778 has the right to have the foreclosure proceeding dismissed and the Trust Deed reinstated by payment to the Beneficiary herein declares all sums due under the Trust Deed to be immediately due, owing, and payable without further demand. The true amount due and owing the Beneficiary by the Grantor herein is as follows: $90,950.99 (principal); $ 2,392.13 (accrued, unpaid interest to July 15, 2025) $ 432.00 (foreclosure guarantee) $ 1,776.00 (incurred legal expense) $95,551.12 Balance due on Trust Deed as of July 15, 2025 plus interest accruing thereafter on the principal sum at the rate of six percent (6%) per annum ($14.9508 per diem), until paid in full, plus the cost of foreclosure report, attorney's fees, and trustee's fees; together with any other sums due or that may become due under the Note or by reason of the default, this foreclosure and any further advances made by Beneficiary as allowed by the Note and Deed of Trust. Notice is hereby given that the undersigned will on January 8, 2026 at 10:00 o'clock a.m., Pacific Time, on the front steps of the Lincoln County Courthouse, 225 W. Olive Street, Newport, OR 97365, sell at public auction to the highest bidder for cash the interest in the said described real property which the Grantors had or had power to convey at the time of the execution by them of the Trust Deed, to satisfy the foregoing obligations thereby secured and the costs and expenses of sale, including a reasonable charge by the trustee. Notice is further given that any person named in ORS 86.778 has the right

LCL 25-509 TRUSTEE'S NOTICE OF SALE

Walker Gean Carter, Jr. and Gloria Larson, as Grantor(s), made, executed, and delivered to Western Title & Escrow Company, as Trustee (Sherman, Sherman, Johnnie and Hoyt, LLP is now the duly appointed Successor Trustee), in favor of Albert W. Richards and Joann P. Richards, as Beneficiary, that certain trust deed dated April 21, 2020, and recorded on April 22, 2020, as Instrument No. 2020-04017 of the

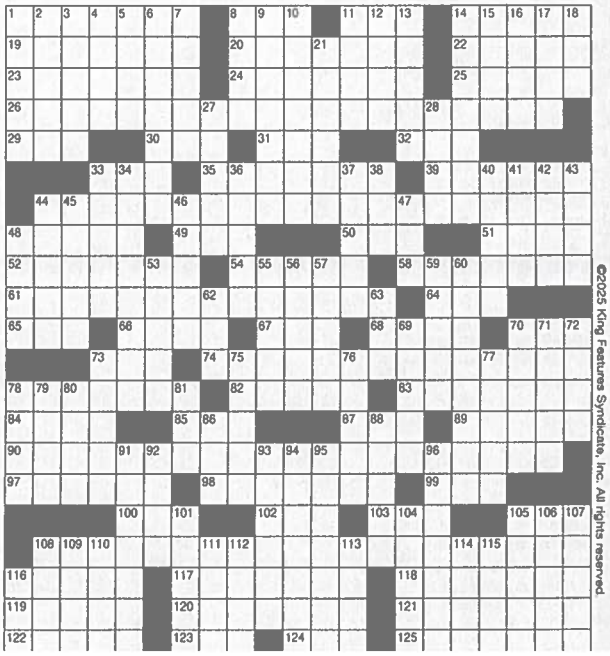
Super Crossword — THINK INK

ACROSS

1 Direct applause toward
8 Finder's cry
11 April follower
14 Mimic a bird
19 Singer Patti
20 Take by force
22 Capital on the Red River
23 Art studio
24 Phases
25 "Tiny Dancer" singer John
26 Start of a riddle
29 Booming jet of old, in brief
30 Inseparable
31 Spike of corn
32 Olive bugged by Bluto
33 Prefix with light or night
35 Part of AOL
39 Thing with rungs
44 Riddle, part 2
48 Zac of 2017's "Baywatch"
49 German linking word
50 Org. for teachers
51 "Sure, we should do it!"
52 Desperate, as a situation
54 Syrian president
58 Auto racer's warm-up circuit
61 Riddle, part 3
64 In-vogue thing
65 Brand of fuel additives
66 Forearm bone
67 Crew tool
68 "You folks," in the South
70 West of "Diamond Lil"
73 "General" of Chinese cuisine
74 Riddle, part 4
78 Museum overseer
82 Golfer Sam
83 Eighth parts of circles
84 Redding of soul
85 Sly laugh sound
87 Gp. with merit badges
89 On a cruise
90 End of the riddle
97 "Strut" singer Easton
98 Affirm strongly
99 Flying geese formation
100 High peak: Abbr.
102 "No more details!," in texts
103 Sushi tuna
105 Archer's skill
108 Riddle's answer
116 Really vinle
117 Apollo 7 astronaut Wally
118 Annuls, as a law
119 Resilient strength
120 Certain support group for adolescents
121 Lay out for printing
122 Gather bit by bit
123 Ad- — (improvise)
124 Zig's reverse
125 Rind-shaving tools

DOWN

1 Feline nails
2 Trellis strips
3 Skip — (flutter, as the heart)
4 Bombard
5 French policeman, informally
6 Butterlike product of beef fat
7 Air again
8 Many a prep sch.
9 Star of the past
10 Shows up
11 Part of 102-Across
12 Johnson of old comedy
13 Simple kind of question
14 Place with beakers, in brief
15 Disease-free
16 Engrossed by
17 Building top
18 Wrestling win
21 Game of falling shapes
27 Find out
28 "The Clan of the Cave Bear" heroine
33 Rosebush sticker
34 Hurricane hazard
36 Win gold, say
37 Rice of Bush's Cabinet, informally
38 Prop- or hex- ender
40 Meted
41 Mano-a-mano fight
42 "At Last" singer James
43 Filing tool
44 In progress
45 Common baby ailment
46 Scheduled to arrive
47 Interval
48 Ice cream brand
53 Inuit dwelling
55 Feel faint from ecstasy
56 Divide up
57 Vital blood line
59 Insurer with a duck icon
60 Sch. with a Fresno branch
62 Univ. dorm supervisors
63 Thesaurus word: Abbr.
69 Score — (earn some points)
70 Minister's residence
71 Modify
72 Anna's sister in "Frozen"
73 Eat a bit of
75 "Poppycock!"
76 "Sounds likely to me"
77 Unglossy photo finish
78 Simple beds
79 Neighbor of Colorado
80 Initiation, e.g.
81 Pi-sigma link
86 Very bad grades
88 Scandinavian "Salut!"
91 1986 #1 hit for 19-Across and Michael McDonald
92 Vow
93 Revel at a really hoppin' party
94 "Carlos" star Edgar
95 Neighbor of Ethiopia
96 Sinister gaze
101 Like some congestion
104 Rival of Avis
105 Demean
106 Lazybones
107 Ship spars
108 Postmarked pieces
109 Zapzyl target
110 Pertman of "Cheers"
111 Roman 651
112 "Moby-Dick" captain
113 Zingy flavor
114 Smartphone games, often
115 Cross paths
116 Soup flavor enhancer, for short



©2025 King Features Syndicate, Inc. All rights reserved

14.03.040 - Intent of Zoning Districts

Each zoning district is intended to serve a general land use category that has common locations, development, and service characteristics. The following sections specify the intent of each zoning district:

E-C/"Estuary Conservation." The intent of the E-C district is to conserve, protect, and where appropriate enhance renewable estuarine resources for long-term uses and to manage for uses that do not substantially degrade the natural or recreational resources or require major alterations to the estuary.

E-D/"Estuary Development." The intent of the E-D district is to provide for water dependent and water related development. Permissible uses in areas managed for water-dependent activities shall be navigation and water-dependent commercial and industrial uses. Non-water related uses may also be permitted in this district.

E-N/"Estuary Natural." The intent of the E-N district is to preserve, protect and where appropriate enhance these areas and support the values and functions they provide. These areas shall be managed to ensure the protection of significant fish and wildlife habitats; of continued biological productivity within the estuary; and of scientific, research, and educational needs.

R-1/"Low Density Single-Family Residential." The intent of the R-1 district is to provide for large lot residential development. This district should also be applied where environmental constraints such as topography, soils, geology, or flooding restrict the development potential of the land.

R-2/"Medium Density Single-Family Residential." The intent of this district is to provide for low density, smaller lot size residential development. It is also the ambition of this district to serve as a transitional area between the low density residential district and higher density residential districts.

R-3/"Medium Density Multi-Family Residential." This district is intended for medium density multi-family residential development. It is planned for areas that are able to accommodate the development of apartments. New R-3 zones should be near major streets, on relatively flat land, and near community or neighborhood activity centers.

R-4/"High Density Multi-Family Residential." This district is intended to provide for high density multi-family residential and some limited commercial development. New R-4 zones should be on major streets, on relatively flat land, and near commercial centers.

C-1/"Retail and Service Commercial." The intent of the C-1 district is to provide for retail and service commercial uses. It is also intended that these uses will supply personal services or goods to the average person and that a majority of the floor space will be devoted to that purpose.

Manufacturing, processing, repair, storage, or warehousing is prohibited unless such activity is clearly incidental to the business and occupies less than 50 percent of the floor area.

C-2/"Tourist Commercial." The intent of this zone is to provide for tourist needs, as well as for the entertainment needs of permanent residents.

C-3/"Heavy Commercial." The intent of this zone is to provide for commercial uses that are frequently incompatible with retail and service commercial uses. This zone is also intended to provide uses that utilize more than 50 percent of the floor area for storage, repair, or compounding of products but do not constitute a nuisance because of noise, dust, vibration or fumes.

I-1/"Light Industrial." The intent of this zone is to provide for commercial and industrial uses that can be located near residential or commercial zones. Uses that are associated with excessive noise, dust, vibration, or fumes shall be prohibited.

I-2/"Medium Industrial." The intent of this zone is to provide areas suitable for industrial activities, including manufacturing, fabricating, processing, packing, storage, repairing, and wholesaling. This classification should be applied to industrial areas having good access to transportation facilities and not near residential zones.

I-3/"Heavy Industrial." The intent of this zone is to provide for industrial uses that involve production and processing activities generating noise, vibration, dust, and fumes. Typically, this zone requires good access to transportation, large lots, and segregation from other uses due to nuisances.

W-1/"Water-Dependent." The intent of the W-1 district is to protect areas of the Yaquina Bay Shorelands, as identified in the Newport Comprehensive Plan, for water-dependent uses. For purposes of this section, a water-dependent use is one which needs contact with or use of the water for water-borne transportation, recreation, energy production, or water supply. All uses in a W-1 district shall comply with the following standards:

A. Existing water-dependent uses or future water-dependent uses anticipated by the Comprehensive Plan shall not be preempted or restricted by non-water-dependent uses. In determining whether or not a use preempts or restricts a water-dependent use, the following shall be considered:
    1. Water-related uses accessory to and in conjunction with water-dependent uses.
    2. Temporary or mobile uses such as parking lots or temporary storage areas.
    3. Incidental and accessory non-water-dependent uses sharing an existing structure with a water-dependent use.

B. Applicable policies in the Yaquina Bay Estuary and Yaquina Bay Shoreland sections of the Comprehensive Plan shall be followed.

C. In determining whether a conditional use should be allowed, consideration shall be given to whether the site or portion thereof is within an area designated as especially suited for water-dependent or water-related uses in the Comprehensive Plan. If the property is within that area, then the site shall be protected for water-dependent and water-related recreational, commercial, and industrial uses.

W-2/"Water-Related." The intent of the W-2 district is to provide areas within and adjacent to the Yaquina Bay Shorelands for water-dependent, water-related, and other uses that are compatible or in conjunction with water-dependent and water-related uses. In determining whether or not a use is water-related, the following shall be uses:

A. The proposed use is directly associated with a water-dependent use by supplying materials or services, or by using projects of water-dependent uses; and

B. Location away from the water would result in a public loss in the quality of goods or services after considering economic, social, environmental, and energy effects.

All conditional uses in a W-2 district shall also comply with the following standard:

In areas considered to be historic, unique, or scenic, the proposed use shall be designed to maintain or enhance the historic, unique, or scenic quality.

(Ordinance No. 2225, October 7, 2024)

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	R-3	R-4
	1. Single-Family	P	P	P	P
	2. Two-family	P	P	P	P
	3. Townhouse	X	P	P	P
	4. Single Room Occupancy [4]	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
	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.	Rooming and Boarding Houses	X	X	C	P
K.	Beauty and Barber Shops	X	X	X	C
L.	Colleges and Universities	C	C	C	C
M.	Hospitals	X	X	X	P
N.	Membership Organizations	X	X	X	p
O.	Museums	X	X	X	P

P.	Condominiums [2]	X	P	P	P
Q.	Hostels	X	X	X	C
R.	Golf Courses	C	C	C	X
S.	Recreational Vehicle Parks	X	X	X	C
T.	Necessary Public Utilities and Public Service Uses or Structures	C	C	C	C
U.	Residential Facility	X	X	P	P
V.	Movies Theaters	X	X	X	C
W.	Assisted Living Facilities	X	C	P	P
X.	Bicycle Shop	X	X	X	C
Y.	Short-Term Rentals (subject to requirements of Chapter 14.25)	P	P	P	P
Z.	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.

(Ordinance No. 2144, May 6, 2019; Ordinance No. 2182, May 17, 2021; Ordinance No. 2194, May 16, 2022; Ordinance No. 2216, January 2, 2024)

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, 9]	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	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-2 zoned property within the Historic Nye Beach Design Review District.

[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.

[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] Use limited to a maximum of 2,000 square feet of gross floor area.

[9] 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.

(Ordinance No. 2125, December 4, 2017; Ordinance No. 2180, April 5, 2021; Ordinance No. 2194, May 16, 2022; Ordinance No. 2199, August 15, 2022; Ordinance No. 2196, November 7, 2022; Ordinance No. 2216, January 2, 2024; Ordinance No. 2220, February 20, 2024; Ordinance No. 2222, September 16, 2024)

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.
"C" = Conditional uses; permitted subject to the approval of a conditional use permit.
"X" = Not allowed.

		P-1	P-2	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

(Ordinance No. 1858, September 2, 2003; Ordinance No. 2199, August 15, 2022)

222.750 Annexation of unincorporated territory surrounded by city; delayed annexation for certain property. (1) As used in this section:

(a) "Creek" means a natural course of water that is smaller than, and often tributary to, a river, but is not shallow or intermittent.

(b) "River" means a large, continuous and natural stream of water that is fed along its course by converging tributaries and empties into an ocean, lake or other body of water.

(2) When territory not within a city is surrounded by the corporate boundaries of the city, or by the corporate boundaries of the city and the corporate boundaries of another city, the ocean shore, a river, a creek, a bay, a lake or Interstate Highway 5, the city may annex the territory pursuant to this section after holding at least one public hearing on the question for which notice has been mailed to each record owner of real property in the territory proposed to be annexed.

(3) This section does not apply if the territory not within a city:

(a) Is surrounded entirely by water; or

(b) Is surrounded as provided in subsection (2) of this section, but a portion of the corporate boundaries of the city that consists only of a public right of way, other than Interstate Highway 5, constitutes more than 25 percent of the perimeter of the territory.

(4) Unless otherwise required by the city charter, annexation by a city under this section must be by ordinance or resolution subject to referendum, with or without the consent of any owner of real property within the territory or resident in the territory.

(5) For property that is zoned to allow residential use as a permitted use in the zone and is in residential use when annexation is initiated by the city under this section, the city shall specify an effective date for the annexation that is at least three years and not more than 10 years after the date the city proclaims the annexation approved. The city recorder or other officer performing the duties of the city recorder shall:

(a) Cause notice of the delayed annexation to be recorded by the county clerk of the county in which any part of the territory subject to delayed annexation is located within 60 days after the city proclaims the annexation approved; and

(b) Notify the county clerk of each county in which any part of the territory subject to delayed annexation is located not sooner than 120 days and not later than 90 days before the annexation takes effect.

(6) Notwithstanding subsection (5) of this section:

(a) Property that is subject to delayed annexation becomes part of the city immediately upon transfer of ownership.

(b) The record owner of real property described in subsection (5) of this section that is located in the territory to be annexed may waive the delay of the effective date of the annexation provided under subsection (5) of this section. The property becomes part of the city immediately upon the waiver.

(7) This section does not limit provisions of a city charter, ordinance or resolution that are more restrictive than the provisions of this section for creating or annexing territory that is surrounded as described in subsection (2) of this section.

(8) If a city charter, ordinance or resolution requires the city to conduct an election in the city, the city shall allow electors, if any, in the territory proposed to be annexed to vote in the election on the question of annexation. If the governing body of the city finds that a majority of the votes cast in the city and the territory combined favor annexation, the governing body, by ordinance or resolution, shall proclaim the annexation approved. The proclamation shall contain a legal description of each territory annexed. [Amended by 1963 c.444 §1; 1985 c.702 §16; 2007 c.654 §1; 2007 c.706 §1; 2019 c.197 §1; 2019 c.315 §3]

222.524 Procedure for withdrawal of part of district from district. (1) If as authorized by ORS 222.520 the governing body of the city elects to cause the withdrawal from a district named in ORS 222.510 of that part of such district theretofore incorporated in or annexed to the city, it shall hold a public hearing on the question of such withdrawal. At the hearing, the governing body of the city shall hear objections to the withdrawal and shall determine whether such withdrawal is for the best interest of the city.

(2) The governing body shall fix a date, time and place for the hearing and cause notice of the date, time, place and purpose of the hearing to be published once each week for two successive weeks prior to the date of the hearing in a newspaper of general circulation in the city, and shall cause notices of the hearing to be posted in four public places in the city for a like period.

(3) After the hearing, the governing body of the city may by ordinance declare that the part of the district which was theretofore incorporated as or annexed to the city is withdrawn from the district.

(4) The ordinance referred to in subsection (3) of this section is subject to referendum.

(5) The city may withdraw from all of such districts at the same time in one proceeding under this section or may withdraw from each district in separate proceedings at different times.

(6) The public hearing and ordinance referred to in this section may be the same as the public hearing and ordinance in ORS 222.120. [1957 c.401 §3; 1963 c.347 §3; 1965 c.509 §3; 1985 c.702 §14]

Land Conservation and Development Department

Chapter 660

Division 12
TRANSPORTATION PLANNING

660-012-0060
Plan and Land Use Regulation Amendments

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

(b) Change standards implementing a functional classification system; or

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection. If a local government is evaluating a performance standard based on projected levels of motor vehicle traffic, then the results must be based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the performance standards of the facility measured or projected at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in subsections (a) through (e) below, unless the amendment meets the balancing test in subsection (e) or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.

(a) Adopting measures that demonstrate allowed land uses are consistent with the performance standards of the transportation facility.

(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements, or services adequate to support the proposed land uses consistent with the requirements of this division. Such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.

(c) Amending the TSP to modify the performance standards of the transportation facility.

(d) Providing other measures as a condition of development or through a development agreement or similar funding method, including, but not limited to, transportation system management measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.

(e) Providing improvements that would benefit modes other than the significantly affected mode, improvements to facilities other than the significantly affected facility, or improvements at other locations, if:

(A) The provider of the significantly affected facility provides a written statement that the system-wide benefits are sufficient to balance the significant effect, even though the improvements would not result in consistency for all performance standards;

(B) The providers of facilities being improved at other locations provide written statements of approval; and

(C) The local jurisdictions where facilities are being improved provide written statements of approval.

(3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without ensuring that the allowed land uses are consistent with the performance standards of the facility where:

(a) In the absence of the amendment, planned transportation facilities, improvements, and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the performance standard for that facility by the end of the planning period identified in the adopted TSP;

(b) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;

(c) The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C); and

(d) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (c) of this section.

(4) Determinations under sections (1)–(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.

(a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.

(b) Outside of interstate interchange areas, the following are considered planned facilities, improvements, and services:

(A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.

(B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements, or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.

(C) Transportation facilities, improvements, or services in a metropolitan planning organization (MPO) area that are part of the area’s federally-approved, financially constrained regional transportation system plan.

(D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.

(E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement, or service is reasonably likely to be provided by the end of the planning period.

(c) Within interstate interchange areas, the improvements included in paragraphs (b)(A)–(C) are considered planned facilities, improvements, and services, except where:

(A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements

identified in paragraphs (b)(D) and (E) of this section; or

(B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b)(D) and (E) of this section.

(d) As used in this section and section (3):

(A) Planned interchange means new interchanges and relocation of existing interchanges that are authorized in an adopted transportation system plan or comprehensive plan;

(B) Interstate highway means Interstates 5, 82, 84, 105, 205, and 405; and

(C) Interstate interchange area means:

(i) Property within one-quarter mile of the ramp terminal intersection of an existing or planned interchange on an Interstate Highway; or

(ii) The interchange area as defined in the Interchange Area Management Plan adopted as an amendment to the Oregon Highway Plan.

(e) For purposes of this section, a written statement provided pursuant to paragraphs (b)(D), (b)(E) or (c)(A) provided by ODOT, a local government or transportation facility provider, as appropriate, shall be conclusive in determining whether a transportation facility, improvement, or service is a planned transportation facility, improvement, or service. In the absence of a written statement, a local government can only rely upon planned transportation facilities, improvements, and services identified in paragraphs (b)(A)-(C) to determine whether there is a significant effect that requires application of the remedies in section (2).

(5) The presence of a transportation facility or improvement shall not be a basis for an exception to allow residential, commercial, institutional, or industrial development on rural lands under this division or OAR 660-004-0022 and 660-004-0028.

(6) If a local government is determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in sections (1) and (2) using a performance standard based on projected levels of motor vehicle traffic, then the local government shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in subsections (a)–(d);

(a) Absent adopted local standards or detailed information about the vehicle trip reduction benefits of mixed-use, pedestrian-friendly development, local governments shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10 percent fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual that do not specifically account for the effects of mixed-use, pedestrian-friendly development. The 10 percent reduction allowed for by this subsection shall be available only if uses that rely solely on auto trips, such as gas stations, car washes, storage facilities, and motels are prohibited;

(b) Local governments shall use detailed or local information about the trip reduction benefits of mixed-use, pedestrian-friendly development where such information is available and presented to the local government. Local governments may, based on such information, allow reductions greater than the 10 percent reduction required in subsection (a);

(c) Where a local government assumes or estimates lower vehicle trip generation as provided in subsection (a) or (b), it shall ensure through conditions of approval, site plans, or approval standards that subsequent development approvals support the development of a mixed-use, pedestrian-friendly center or neighborhood and provide for on-site bike and pedestrian connectivity and access to transit as provided for in OAR 660-012-0045(3) and (4). The provision of on-site bike and pedestrian connectivity and access to transit may be accomplished through application of acknowledged ordinance provisions which comply with OAR 660-012-0045(3) and (4) or through conditions of approval or findings adopted with the plan amendment that ensure compliance with these rule requirements at the time of development approval; and

(d) The purpose of this section is to provide an incentive for the designation and implementation of pedestrian-friendly, mixed-use centers and neighborhoods by lowering the regulatory barriers to plan amendments that accomplish this type of development. The actual trip reduction benefits of mixed-use, pedestrian-friendly development will vary from case to case and may be somewhat higher or lower than presumed pursuant to subsection (a). The commission concludes that this assumption is warranted given general information about the expected effects of mixed-use, pedestrian-friendly development and its intent to encourage changes to plans and development patterns. Nothing in this section is intended to affect the application of provisions in local plans or ordinances that provide for the calculation or assessment of systems development charges or in preparing conformity determinations required under the federal Clean Air Act.

(7) Amendments to acknowledged comprehensive plans and land use regulations that meet all of the criteria listed in subsections (a)–(c) shall include an amendment to the comprehensive plan, transportation system plan, the adoption of a

local street plan, access management plan, future street plan, or other binding local transportation plan to provide for on-site alignment of streets or accessways with existing and planned arterial, collector, and local streets surrounding the site as necessary to implement the requirements in OAR 660-012-0020(2)(b) and 660-012-0045(3):

(a) The plan or land use regulation amendment results in designation of two or more acres of land for commercial use;

(b) The local government has not adopted a TSP or local street plan that complies with OAR 660-012-0020(2)(b) or, in the Portland Metropolitan Area, has not complied with Metro's requirement for street connectivity as contained in Title 1, Section 3.08.110 of the Regional Transportation Functional Plan; and

(c) The proposed amendment would significantly affect a transportation facility as provided in section (1).

(8) A "mixed-use, pedestrian-friendly center or neighborhood" for the purposes of this rule, means:

(a) Any one of the following:

(A) An existing central business district or downtown;

(B) An area designated as a central city, regional center, town center, or main street in the Portland Metro 2040 Regional Growth Concept;

(C) An area designated in an acknowledged comprehensive plan as a transit-oriented development or a pedestrian district; or

(D) An area designated as a special transportation area as provided for in the Oregon Highway Plan.

(b) An area other than those listed in subsection (a) which includes or is planned to include the following characteristics:

(A) A concentration of a variety of land uses in a well-defined area, including the following:

(i) Medium to high density residential development (12 or more units per acre);

(ii) Offices or office buildings;

(iii) Retail stores and services;

(iv) Restaurants; and

(v) Public open space or private open space that is available for public use, such as a park or plaza.

(B) Generally include civic or cultural uses;

(C) A core commercial area where multi-story buildings are permitted;

(D) Buildings and building entrances oriented to streets;

(E) Street connections and crossings that make the center safe and conveniently accessible from adjacent areas;

(F) A network of streets and, where appropriate, accessways and major driveways that make it attractive and highly convenient for people to walk between uses within the center or neighborhood, including streets and major driveways within the center with wide sidewalks and other features, including pedestrian-oriented street crossings, street trees, pedestrian-scale lighting and on-street parking;

(G) One or more transit stops (in urban areas with fixed route transit service); and

(H) Limit or do not allow low-intensity or land extensive uses, such as most industrial uses, automobile sales and services, and drive-through services.

(9) Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met.

(a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;

(b) The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and

(c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.

(10) Notwithstanding sections (1) and (2) of this rule, a local government may amend a functional plan, a comprehensive plan, or a land use regulation without applying performance standards related to motor vehicle traffic congestion (e.g. volume to capacity ratio or V/C), delay, or travel time if the amendment meets the requirements of subsection (a) of this section. This section does not exempt a proposed amendment from other transportation performance standards or policies that may apply including, but not limited to, safety for all modes, network connectivity for all modes (e.g. sidewalks, bicycle lanes) and accessibility for freight vehicles of a size and frequency required by the development.

(a) A proposed amendment qualifies for this section if it:

(A) Is a map or text amendment affecting only land entirely within a multimodal mixed-use area (MMA); and

(B) Is consistent with the definition of an MMA and consistent with the function of the MMA as described in the findings designating the MMA.

(b) For the purpose of this rule, “multimodal mixed-use area” or “MMA” means an area:

(A) With a boundary adopted by a local government as provided in subsection (d) or (e) of this section and that has been acknowledged;

(B) Entirely within an urban growth boundary;

(C) With adopted plans and development regulations that allow the uses listed in paragraphs (8)(b)(A) through (C) of this rule and that require new development to be consistent with the characteristics listed in paragraphs (8)(b)(D) through (H) of this rule;

(D) With land use regulations that do not require the provision of off-street parking, or regulations that require lower levels of off-street parking than required in other areas and allow flexibility to meet the parking requirements (e.g. count on-street parking, allow long-term leases, allow shared parking); and

(E) Located in one or more of the categories below:

(i) At least one-quarter mile from any ramp terminal intersection of existing or planned interchanges;

(ii) Within the area of an adopted Interchange Area Management Plan (IAMP) and consistent with the IAMP; or

(iii) Within one-quarter mile of a ramp terminal intersection of an existing or planned interchange if the mainline facility provider has provided written concurrence with the MMA designation as provided in subsection (c) of this section.

(c) When a mainline facility provider reviews an MMA designation as provided in subparagraph (b)(E)(iii) of this section, the provider must consider the factors listed in paragraph (A) of this subsection.

(A) The potential for operational or safety effects to the interchange area and the mainline highway, specifically considering:

(i) Whether the interchange area has a crash rate that is higher than the statewide crash rate for similar facilities;

(ii) Whether the interchange area is in the top ten percent of locations identified by the safety priority index system (SPIS) developed by ODOT; and

(iii) Whether existing or potential future traffic queues on the interchange exit ramps extend onto the mainline highway or the portion of the ramp needed to safely accommodate deceleration.

(B) If there are operational or safety effects as described in paragraph (A) of this subsection, the effects may be addressed by an agreement between the local government and the facility provider regarding traffic management plans favoring traffic movements away from the interchange, particularly those facilitating clearing traffic queues on the interchange exit ramps.

(d) A local government may designate an MMA by adopting an amendment to the comprehensive plan or land use regulations to delineate the boundary following an existing zone, multiple existing zones, an urban renewal area, other existing boundary, or establishing a new boundary. The designation must be accompanied by findings showing how the area meets the definition of an MMA. Designation of an MMA is not subject to the requirements in sections (1) and (2) of this rule.

(e) A local government may designate an MMA on an area where comprehensive plan map designations or land use regulations do not meet the definition, if all of the other elements meet the definition, by concurrently adopting comprehensive plan or land use regulation amendments necessary to meet the definition. Such amendments are not subject to performance standards related to motor vehicle traffic congestion, delay, or travel time.

(11) A local government may approve an amendment with partial mitigation as provided in section (2) of this rule if the amendment complies with subsection (a) of this section, the amendment meets the balancing test in subsection (b) of this section, and the local government coordinates as provided in subsection (c) of this section.

(a) The amendment must meet paragraphs (A) and (B) of this subsection.

(A) Create direct benefits in terms of industrial or traded-sector jobs created or retained by limiting uses to industrial or traded-sector industries.

(B) Not allow retail uses, except limited retail incidental to industrial or traded sector development, not to exceed five percent of the net developable area.

(C) For the purpose of this section:

(i) “Industrial” means employment activities generating income from the production, handling, or distribution of goods including, but not limited to, manufacturing, assembly, fabrication, processing, storage, logistics, warehousing, importation, distribution and transshipment, and research and development.

(ii) “Traded-sector” means industries in which member firms sell their goods or services into markets for which national or international competition exists.

(b) A local government may accept partial mitigation only if the local government determines that the benefits outweigh the negative effects on local transportation facilities and the local government receives from the provider of any transportation facility that would be significantly affected written concurrence that the benefits outweigh the negative effects on their transportation facilities. If the amendment significantly affects a state highway, then ODOT must coordinate with the Oregon Business Development Department regarding the economic and job creation benefits of the proposed amendment as defined in subsection (a) of this section. The requirement to obtain concurrence from a provider is satisfied if the local government provides notice as required by subsection (c) of this section and the provider does not respond in writing (either concurring or non-concurring) within 45 days.

(c) A local government that proposes to use this section must coordinate with Oregon Business Development Department, Department of Land Conservation and Development, area commission on transportation, metropolitan planning organization, and transportation providers and local governments directly impacted by the proposal to allow opportunities for comments on whether the proposed amendment meets the definition of economic development, how it would affect transportation facilities and the adequacy of proposed mitigation. Informal consultation is encouraged throughout the process starting with pre-application meetings. Coordination has the meaning given in ORS 197.015 and Goal 2 and must include notice at least 45 days before the first evidentiary hearing. Notice must include the following:

(A) Proposed amendment.

(B) Proposed mitigating actions from section (2) of this rule.

(C) Analysis and projections of the extent to which the proposed amendment in combination with proposed mitigating actions would fall short of being consistent with the performance standards of transportation facilities.

(D) Findings showing how the proposed amendment meets the requirements of subsection (a) of this section.

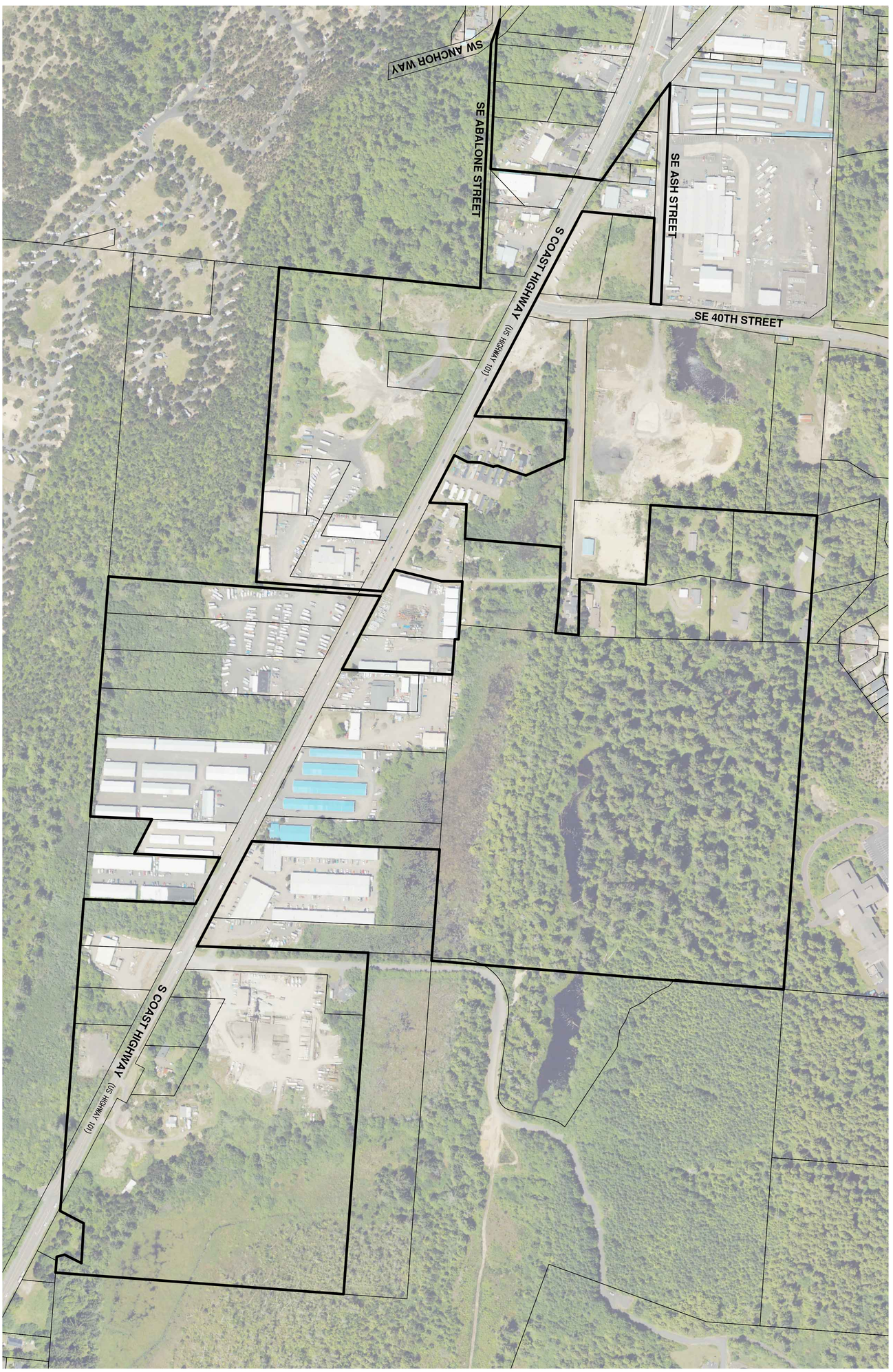
(E) Findings showing that the benefits of the proposed amendment outweigh the negative effects on transportation facilities.

Statutory/Other Authority: ORS 197.040
Statutes/Other Implemented: ORS 195.025, ORS 197.230, ORS 197.245, ORS 197.610 – 197.625, ORS 197.628 – 197.646, ORS 197.712, ORS 197.717, ORS 197.732 & ORS 197.798
History:
LCDD 3-2022, amend filed 08/17/2022, effective 08/17/2022
LCDD 2-2022, temporary amend filed 06/01/2022, effective 06/01/2022 through 11/27/2022
LCDD 7-2016, f. 7-29-16, cert. ef. 8-1-16
LCDD 11-2011, f. 12-30-11, cert. ef. 1-1-12
LCDD 3-2005, f. & cert. ef. 4-11-05
LCDD 6-1999, f. & cert. ef. 8-6-99
LCDD 6-1998, f. & cert. ef. 10-30-98
LCDC 1-1991, f. & cert. ef. 5-8-91

AKS DRAWING FILE: 12703 ANNEXATION MAP.DWG | LAYOUT: C

EXHIBIT C

A TRACT OF LAND AND ROAD RIGHTS-OF-WAY,
LOCATED IN THE SOUTHEAST 1/4 OF SECTION 17, AND THE NORTHEAST AND NORTHWEST 1/4 OF SECTION 20,
TOWNSHIP 11 SOUTH, RANGE 11 WEST, WILLAMETTE MERIDIAN,
LINCOLN COUNTY, OREGON



LEGEND

2025 ANNEXATION BOUNDARY LINE

N

SCALE: 1"=200 FEET

200 0 40 100 200

TOTAL AREA = 144 ACRES±

JOB NUMBER	12703
EXHIBIT	C

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON JANUARY 19, 2007 MARK WHITE 70852LS
RENEWS: 6/30/26

REVISIONS

DESIGNED BY: WCB
DRAWN BY:
MANAGED BY: LJM/NSW
CHECKED BY: LJM/NSW
DATE: 9/3/2025

MAP OF ANNEXATION AREA WITH AERIAL PHOTO

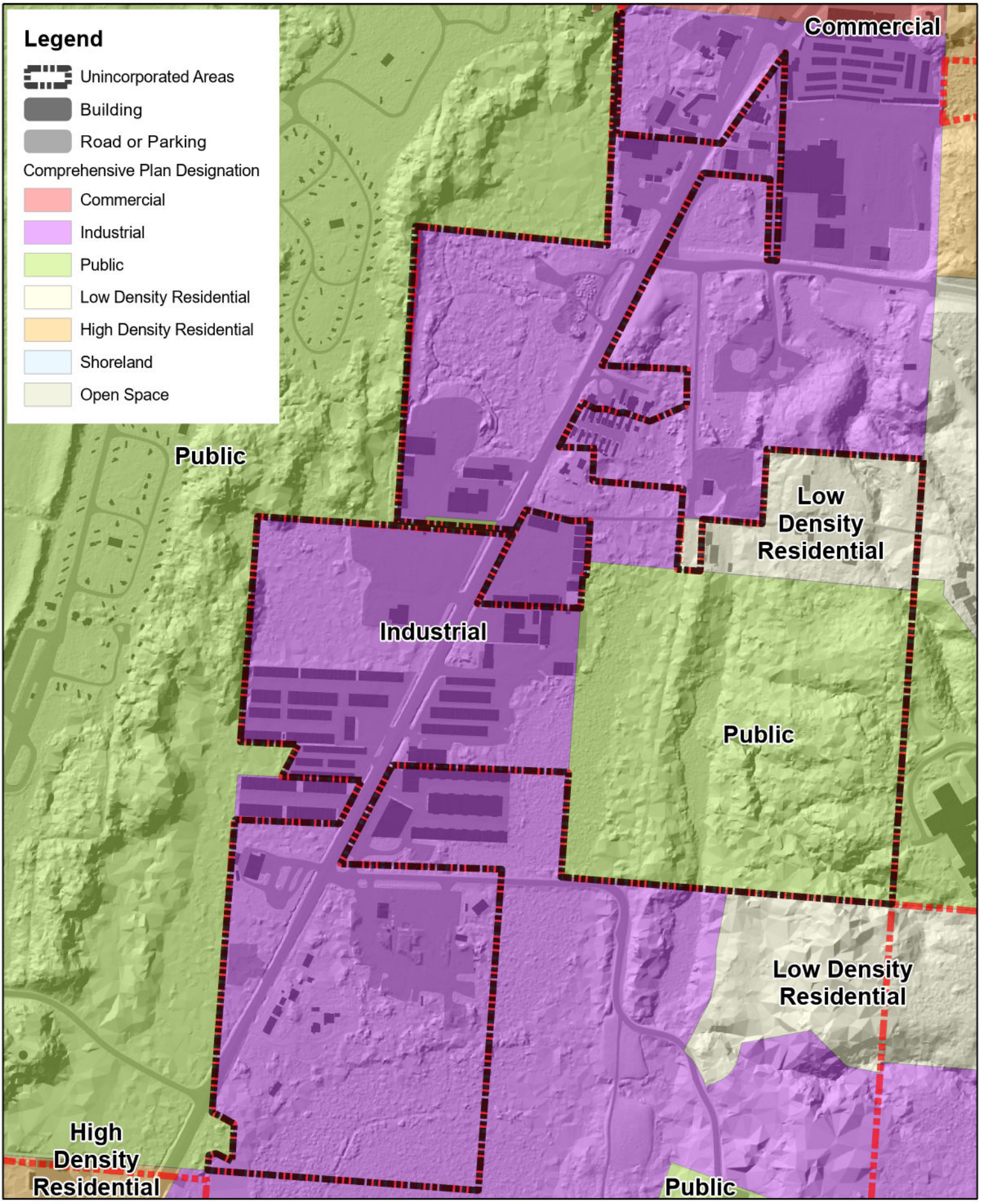
CITY OF NEWPORT 2025 ANNEXATION

NEWPORT
LINCOLN COUNTY
OREGON

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

AKS

ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE



City of Newport
Community Development Department
169 SW Coast Highway
Newport, OR 97365
Phone:1.541.574.0629
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.

Comprehensive Plan Designations
South Beach Unincorporated Pocket

Image Taken July 2018
4-inch, 4-band Digital Orthophotos
Quantum Spatial, Inc. Corvallis, OR

0 250 500 1,000 Feet

N