



PLANNING COMMISSION REGULAR SESSION AGENDA
Monday, October 14, 2024 - 7:00 PM
Council Chambers, 169 SW Coast Hwy, Newport, Oregon 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 Erik Glover, City Recorder at 541.574.0613, or e.glover@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, and John Updike.

2. APPROVAL OF MINUTES

2.A Approval of the Planning Commission Work Session Meeting Minutes of September 23, 2024.

[Draft PC Work Session Minutes 09-23-2024](#)

[09-23-24 PC Work Session Meeting Video Link](#)

2.B Approval of the Planning Commission Regular Session Meeting Minutes of September 23, 2024.

[Draft PC Reg Session Minutes 09-23-2024](#)

[09-23-24 PC Regular Session Meeting Video Link](#)

3. CITIZENS/PUBLIC COMMENT

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

4. NEW BUSINESS

4.A Meet City Manager Nina Vetter.

5. ACTION ITEMS

6. PUBLIC HEARINGS

6.A File #3-NCU-24: Nonconforming Use Permit to Install a New Cold Box System to More Effectively Convert Natural Gas to a Liquid at the NW Natural LNG Plant.

[Staff Report](#)

[Attachment "A" - Application Form](#)

[Attachment "A-1" - Applicant's Narrative](#)

[Attachment "A-2" - County Assessor Information](#)

[Attachment "A-3" - Site Plan & Detail Drawing, Norwest Eng., dated 8-7-24](#)

[Attachment "B" - Zoning Map of the Area](#)

[Attachment "C" - Public Hearing Notice and Map](#)

6.B File #2-SUB-24: 4-Lot Townhouse Subdivision on Nye Street.

Staff Report

Attachment "A" – Application form

Attachment "B" – Applicant Narrative

Attachment "C" – Assessor's Property Record

Attachment "D" – Western Title Public Record Report

Attachment "E" – Applicant's Site Plan

Attachment "F" – Zoning Map of the Property

Attachment "G" – City Engineer Confirmation of Service Letter, 8/13/24

Attachment "H" – Central Lincoln PUD Confirmation of Service, 7/16/24

Attachment "I" – Century Link Confirmation of Service, 8/2/24

Attachment "J" – Public Notice

6.C File #1 & 2-PD-24 / 1-SUB-24 / 2-TIA-24: Wilder Remainder Phase (Planned Development, Final Development, Preliminary Subdivision Plat, and Traffic Impact Analysis).

Staff Report

Attachment A - Wilder Remainder Phase Narrative

Appendix 1 - Conceptual Development Plan

Appendix 2 - Application Form

Appendix 3 - Wetland Delineation Documents

Appendix 4 - Kit of Parts

Appendix 5 - TIA

Appendix 6 - Geotechnical Report

Appendix 7 - Drainage Design Memorandum

Appendix 8 - Utility Letters

Appendix 9 - Preliminary Title Report

Attachment B - DSL Delineation Approval

Attachment C - HHPR Comments

Attachment D - Truck Turn Radius Dowl

Attachment E - Fire Department Email

Attachment F - Public Notice

DOWL Updated Exhibit - 10-11-2024

7. UNFINISHED BUSINESS

8. DIRECTOR COMMENTS

9. ADJOURNMENT

**City of Newport
Draft Planning Commission Work Session Minutes
September 23, 2024**

LOCATION: CITY COUNCIL CHAMBERS, NEWPORT CITY HALL, 169 SW COAST HIGHWAY, NEWPORT	
Time Start: 6:01 P.M.	Time End: 6:58 P.M.

ATTENDANCE LOG/ROLLCALL

COMMISSIONER/ ADVISORY MEMBER	STAFF
Chair Bill Branigan	Derrick Tokos, Community Development Director
Commissioner Bob Berman	Sherri Marineau, Community Development Dept.
Commissioner Jim Hanselman	
Commissioner Gary East (absent)	
Commissioner Braulio Escobar	
Commissioner John Updike (by video)	
Citizen Advisory Member Dustin Capri (absent, excused)	
Citizen Advisory Member Greg Sutton (absent)	

AGENDA ITEM	ACTIONS
WORK SESSION MEETING	
CALL TO ORDER AND ROLL CALL	
a. Roll Call	None.
COMMUNITY PLANNING MONTH PROCLAMATION.	Mr. Tokos provided an overview on the community planning month proclamation. The Commission provided comments on grammatical errors. Branigan volunteered to attend the City Council meeting on October 4 th .
OREGON HOUSING NEEDS ANALYSIS RULEMAKING PROCESS.	
a. Staff report	Mr. Tokos provided an overview on how the State is moving forward with the Oregon Housing Needs Analysis (OHNA) rulemaking, and for the Department of Land Conservation and Development (DLCD) release of the draft OHNA methodology for public comment.
b. Commission feedback	Discussions include questions on the methodology used to determine needed housing; how population growth was considered; how infrastructure funding was tied into the housing forecasts; how to attribute vacation homes to loss homes; and water source considerations for Newport.

<p>SCOPE OF WORK FOR UPDATING NEWPORT'S SYSTEM DEVELOPMENT CHARGE METHODOLOGY.</p> <ul style="list-style-type: none"> a. Staff report b. Commission feedback 	<p>Mr. Tokos provided an overview of the scope of work for updating system development charges for Newport.</p> <p>Discussions included the need to see a comparison on the current fees for Newport compared to what was being proposed; minor edits for the draft; timeline issues to meet the next fiscal year budgeting schedule; and how to allocate points for the consultant proposals.</p>
<p>PLANNING COMMISSION WORK PROGRAM UPDATE.</p>	<p>None.</p>

Submitted by: _____
 Sherri Marineau, Executive Assistant

DRAFT

09-23-2024 - Planning Commission Work Session Meeting Video Link:

https://thecityofnewport.granicus.com/player/clip/1336?view_id=2&redirect=true

**City of Newport
Draft Planning Commission Regular Session Minutes
September 23, 2024**

LOCATION: CITY COUNCIL CHAMBERS, NEWPORT CITY HALL 169 SW COAST HIGHWAY NEWPORT
Time Start: 7:00 P.M. Time End: 7:36 P.M.

ATTENDANCE LOG/ROLLCALL

COMMISSIONER/ ADVISORY MEMBER	STAFF
Chair Bill Branigan	Derrick Tokos, Community Development Director
Commissioner Bob Berman	Sherrri Marineau, Community Development Dept.
Commissioner Jim Hanselman	
Commissioner Gary East (absent)	PUBLIC MEMBERS PRESENT
Commissioner Braulio Escobar	Meg Reed (by video)
Commissioner John Updike (by video)	Kent Doughty (by video)
	Mark Arnold

AGENDA ITEM	ACTIONS
REGULAR MEETING	
CALL TO ORDER AND ROLL CALL	
a. Roll Call	None.
APPROVAL OF THE MINUTES	
a. Meeting minutes of Work Session Meeting on August 26, 2024	Motion by Hanselman, seconded by Escobar, to approve the work session meeting minutes of August 26, 2024 as written. Motion carried unanimously in a voice vote.
b. Meeting minutes of Regular Session Meeting on August 26, 2024	Motion by Hanselman, seconded by Escobar, to approve the regular session meeting minutes of August 26, 2024 as written. Motion carried unanimously in a voice vote.
c. Meeting minutes of Work Session Meeting on September 9, 2024	Motion by Hanselman, seconded by Escobar, to approve the work session meeting minutes of September 9, 2024 as written. Motion carried unanimously in a voice vote.
CITIZEN/PUBLIC COMMENT	
	None.
ACTION ITEMS	
Initiate Legislative Amendments to Implement Limited Land Use Provisions of SB 1537.	Motion by Escobar, seconded by Berman, to initiate the legislative amendments to implement limited land use provisions of SB 1537 as set forth in the materials. Motion carried unanimously in a voice vote.

PUBLIC HEARINGS

**File 1-CP-24 / 1-Z-24 (Continued):
Amendments to the Comprehensive Plan and
Zoning Code to Implement the Updated
Yaquina Bay Estuary Management Plan.**

a. PUBLIC HEARING OPEN

7:15 p.m.

b. STAFF REPORT - DERRICK TOKOS

Tokos reviewed the staff report.

Berman noted minor edits to the draft document.

c. PUBLIC COMMENT

Meg Reed, with the DLCD, Kent Doughty, with the Audubon Society of Lincoln City, and Mark Arnold, Newport, were present and expressed gratitude for a job well done.

d. PUBLIC HEARING CLOSED

7:30 p.m.

e. COMMISSION DECISION

Escobar expressed his approval of the document. Hanselman appreciated the language in the document to protect the estuary. Berman agreed that the Plan was a good representation of protecting the estuary and he was in favor of it. Updike complimented Tokos for a wonderful job with the updates and felt the updates were crucial to the community. Branigan was in favor of the Plan and thanked the public who gave input to form the Plan.

Motion was made by Berman, seconded by Hanselman, to recommend the amendments to the Newport Comprehensive Plan, Zoning Ordinance, and Zoning Map to implement the 2023 Yaquina Bay Estuary Management Plan, File 1-CP-24 / 1-Z-24, with a positive recommendation. Motion carried unanimously in a voice vote.

Submitted by: _____

Sherry Marineau, Executive Assistant

09-23-2024 - Planning Commission Regular Session Meeting Video Link:

https://thecityofnewport.granicus.com/player/clip/1337?view_id=2&redirect=true

Case File: #3-NCU-24
 Date Filed: September 10, 2024
 Hearing Date: October 14, 2024/Planning Commission

PLANNING STAFF REPORT
Case File No. 3-NCU-24

- A. **APPLICANT:** NW Natural Gas Company (Mike Smith, Norwest Engineering, authorized representative).
- B. **REQUEST:** Approval of a request per Section 14.32/“Nonconforming Uses, Lots, and Structures” of the Newport Municipal Code, to install a new cold box system to more effectively convert natural gas to a liquid at the NW Natural LNG Plant. Improvements will include a foundation, process piping, and a new cold box.
- C. **LOCATION:** 1702 SE Bay Blvd.
- D. **LEGAL DESCRIPTION:** Lincoln County Assessor’s Tax Map 11-11-09, Tax Lot 01600 in the City of Newport, County of Lincoln, Oregon.
- E. **LOT SIZE:** Approximately 21.62 acres.
- F. **STAFF REPORT**
1. **REPORT OF FACT**
- a. **Plan Designation:** Shoreland.
 - b. **Zone Designation:** W-1/“Water Dependent.”
 - c. **Surrounding Land Uses:** An estuary to the south and east. Water dependent and industrial zoned land border the property to the north and west. Property to the north is being positioned for industrial development. A disposal site for dredge materials is situated to the west.
 - d. **Topography and Vegetation:** The subject property is flat and elevated just above the adjoining estuary. Riprap embankments exist along the perimeter of the site. Upland areas are vegetated with grass.
 - e. **Existing Structures:** A large natural gas tank, control building, process building and other small buildings surrounded by a security fence.
 - f. **Utilities:** All are available to the site.
 - g. **Development Constraints:** Portions of the property, namely along the perimeter of the site, are within the 100-year floodplain and tsunami hazards overlay.

h. **Past Land Use Actions:**

File 1-NCU-23, approved the construction of a 9-ft diameter, 40-ft tall enclosed flare, process piping, and foundation that will be an addition to the existing Natural Gas Pre-treatment process at the LNG Plant facility.

File 3-NCU-22, approved replacement and upgrades to electrical equipment. The new equipment will be placed on pile supported foundations near the existing electrical building. There will also be new underground conduit and cable trays.

File 2-NCU-21, approved the construction of three concrete equipment foundations on a vacant portion of the LNG Plant facility. The foundations support equipment, pressure vessels, process piping and a cable tray that are part of a Pretreatment Regen Optimization project.

File 2-NCU-18, approved the replacement of an existing glycol cooling system, which cool the compressors that maintain the natural gas as a liquid. The new equipment was placed on pile at two pad sites near the existing system, between the existing process building and the existing electrical building. New piping, a small oil cooler and a cable tray were also approved.

File 1-NCU-17, approved construction of for a new natural gas pre-treatment system to more effectively remove water, carbon dioxide, trace constituents and natural gas liquids from the domestic natural gas before it is delivered to the liquefaction plant.

File 2-NCU-15, approved the replacement of an existing office building (a.k.a. "Control Building") with a new, 3,893 sq. ft., single story office building.

- i. **Notification:** Notification to surrounding property owners and to city departments/public agencies was mailed on September 16, 2024; and the notice of public hearing was published in the Lincoln County Leader on October 2, 2024.

j. **Attachments:**

Attachment "A" – Application Form

Attachment "A-1" – Applicant's Narrative

Attachment "A-2" – County Assessor Information

Attachment "A-3" – Site Plan & Detail Drawing, Norwest Eng., dated 8/7/24

Attachment "B" – Zoning Map of the Area

Attachment "C" – Public Hearing Notice and Map

2. **Explanation of the Request:** Pursuant to Section 14.32.070/"Alteration, Expansion, or Replacement of Nonconforming Uses and Structures" of the Newport Municipal Code, after verification of the status of a nonconforming use pursuant to Subsection 14.32.060, the approval authority may authorize alteration, expansion, or replacement of any nonconforming use or structure when it is found that such alteration, expansion, or replacement will not result in a greater adverse impact on the neighborhood.

The applicant own property identified as Tax Lot 1600 on Tax Map 11-11-09. The property contains a Liquefied Natural Gas (LNG) storage tank, process buildings and a control building. The property appears to have been acquired by NW Natural in 1974 and the plant was commissioned in 1977. In their written narrative, the applicant states that they will be constructing a new cold box, process piping, foundation and will be an addition to the existing Natural Gas process. NW Natural is installing a new cold box system to more effectively convert natural gas to a liquid. This will modernize the existing facility. The new cold box has no emissions and will be monitored when in use. The equipment will improve the site's reliability, which ensures NW Natural can supply customers in the area with gas during any supply constraints. This addition to the Natural Gas process will be located to the south of the existing process building and generally be blocked from public view (from the street). The work area is shown on the applicant's site plan (Attachment "A-3").

3. **Evaluation of the Request:**

- a. **Comments:** No comments were received in response to the notice.
- b. **Application Submittal Requirements:** Pursuant to NMC 14.32.040, applications must include a completed application form, scaled site plan, names and addresses of property owners within the notification area, survey work if structures will not satisfy setback requirements and exterior architectural elevations if structures will exceed building height limitations.
- c. **Verification of Status of Nonconforming Use or Structure:** Pursuant to NMC Section 14.32.060, upon receiving an application to alter, expand, or replace a nonconforming use or structure, the approval authority shall determine that the use or structure is nonconforming. Such determination shall be based on findings that:
 - The use or structure was legally established at the time the Zoning Ordinance was enacted or amended; and
 - The use has not been discontinued for a continuous 12-month period.

The approval authority may require the applicant provide evidence that a use has been maintained over time. Evidence that a use has been maintained may include, but is not limited to, copies of utility bills, tax records, business licenses, advertisements, and telephone or trade listings

The approval authority shall verify the status of a nonconforming use as being the nature and extent of the use at the time of adoption or amendment of the Zoning Code provision disallowing the use (September 7, 1982). When determining the nature and extent of a nonconforming use, the approval authority shall consider:

- Description of the use;
- The types and quantities of goods or services provided and activities conducted;
- The scope of the use (volume, intensity, frequency, etc.), including fluctuations in the level of activity;
- The number, location, and size of physical improvements associated with the use;

- The amount of land devoted to the use; and
- Other factors the approval authority may determine appropriate to identify the nature and extent of the particular use.

A reduction of scope or intensity of any part of the use as determined under this subsection for a period of 12 months or more creates a presumption that there is no right to resume the use above the reduced level. Nonconforming use status is limited to the greatest level of use that has been consistently maintained since the use became nonconforming. The presumption may be rebutted by substantial evidentiary proof that the long-term fluctuations are inherent in the type of use being considered.

- d. **Applicable Criteria (Section 14.32.070):** After verification of the status of a nonconforming use pursuant to Subsection 14.32.060, the approval authority may authorize alteration, expansion, or replacement of any nonconforming use or structure when it is found that such alteration, expansion, or replacement will not result in a greater adverse impact on the neighborhood. In making this finding, the approval authority shall consider the factors listed below. Adverse impacts to one of the factors may, but shall not automatically, constitute greater adverse impact on the neighborhood.

- (1) The character and history of the use and of development in the surrounding area;
- (2) The comparable degree of noise, vibration, dust, odor, fumes, glare, or smoke detectable within the neighborhood;
- (3) Adequacy of infrastructure to accommodate the use. For the purpose of this subsection, infrastructure includes sewer, water, and streets;
- (4) The comparative numbers and kinds of vehicular trips to the site;
- (5) The comparative amount and nature of outside storage, loading, and parking;
- (6) The comparative visual appearance;
- (7) The comparative hours of operation;
- (8) The comparative effect on solar access and privacy;
- (9) Other factors that impact the character or needs of the neighborhood.

The approval authority must consider the purpose of the current zoning provisions that cannot be satisfied when determining whether or not the alteration, expansion, or replacement of a nonconforming use or structure will have a greater adverse impact on the neighborhood.

To the extent there is a rational nexus, and the City can establish that needed improvements are roughly proportional to proposed development, and alteration, expansion, or replacement of a nonconforming use or structure shall be brought into compliance with provisions of the Zoning Ordinance that relate to:

- (1) Surfacing or parking areas and landscaping;
- (2) Exterior design of structures;
- (3) Outdoor displays, storage, and signage.

e. **Staff Analysis:**

In order to grant the permit, the Planning Commission must find that the applicants have provided a complete application, that there is substantial evidence that the Commission can rely upon to verify the nature and extent of the existing nonconformity, and that the expansion will not result in a greater adverse impact on the neighborhood considering the criteria listed under NMC 14.32.070. With that in mind, staff offers the following analysis:

(1) The applicant's property is located in a W-1/"Water-Dependent" zoning district (Attachment "B"). Utility facilities, such as the LNG Plant, are not permitted uses in this district (NMC 14.03.080).

(2) Consistent with NMC 14.32.040, the applicant submitted a completed application form, narrative, names and addresses of property owners within the notification area, site plan, and structural details. In sum, this constitutes substantial evidence upon which the Planning Commission can decide as to whether or not the new improvements satisfy the City's standards for the alteration and expansion of a non-conforming use.

(3) With respect to NMC 14.32.060, regarding the non-conforming status of the LNG Plant, the applicant has previously provided assessment information indicating that the property was acquired in 1974 and evidence that the facility has been continuously maintained since it was commissioned in 1977. Per the Newport Zoning Ordinance, the LNG Plant is non-conforming if it is established that the facility existed and has been continuously maintained since September 7, 1982. Considering the above, it would be reasonable for the Planning Commission to find, as it has with the last six decisions (File Nos. 1-NCU-23, 3-NCU-22, 2-NCU-21, 2-NCU-18, 1-NCU-17 and 2-NCU-15), that there is substantial evidence in the City records that the LNG plant qualifies as non-conforming.

(4) After verification of the status of a non-conforming use, pursuant to NMC 14.32.070, the approval authority may authorize alteration, expansion, or replacement of any nonconforming use or structure when it is found that such alteration, expansion or replacement will not result in a greater adverse impact on the neighborhood. In making this finding the Planning Commission should consider the following factors:

a. The character and history of the use and of development in the surrounding area.

i. The applicant notes that the property has been utilized in continuous use as an LNG peak-shaving facility since its inception in June of 1977.

ii. The applicant further states that the addition of the cold box and related improvements is in keeping with the character of the other existing equipment and buildings on the site and surrounding neighborhood. The existing buildings on the site consist of metal paneling exterior walls and standing seam metal gabled roofs, and the proposed new buildings will be of similar construction and visual appearance to existing plant facilities.

iii. The surrounding properties are largely undeveloped. Lands to the north and west will likely develop in an industrial manner in the coming years, to complement the Port of Newport's International Terminal. This would be consistent with the water dependent or heavy industrial zoning that is in place. These types of uses would orient toward Bay Boulevard for the transport of goods and materials by truck or toward the bay for barge or shipping out of the terminal site. In either case, the properties would orient away from the LNG Plant facility.

iv. The alteration/expansion to the non-conforming use relates to the construction of a new cold box, process piping, and foundation. It will be an addition to the existing Natural Gas process, and NW Natural is installing the new cold box system to more effectively convert natural gas to a liquid. The equipment is situated in close proximity to the existing LNG storage tank, roughly 190-feet from the north property line and 324-feet from the west property line, within the fenced enclosure (Attachment "A-3"). Accordingly, there does not appear to be an increased risk to neighboring properties associated with the development.

v. The applicant provides community access to the estuary and portions of its property for recreational purposes. They are not required to do so, and the new cold box and related equipment does not impact these areas as it is located within the perimeter of the security fence.

vi. Considering the above, it is reasonable for the Planning Commission to conclude that the new cold box and related improvements are consistent with the character and history of development in the area given that the change will not further exacerbate the nonconforming situation.

b. The comparable degree of noise, vibration, dust, odor, fumes, glare, or smoke detectable within the neighborhood.

i. The applicant notes that the proposed cold box and related improvements are not anticipated to create any additional significant vibration, dust, odor, fumes, glare, noise or smoke. They further point out that the new equipment is comparable in design and function to other existing equipment on site.

ii. Nearby water-dependent and heavy industrial properties are envisioned to develop with uses that generate noise, vibration, dust, odor, fumes, glare, or smoke in excess of anything that could be attributed to the LNG Plant facility.

iii. Considering the above, it is reasonable for the Planning Commission to conclude that the cold box and related improvements will not create noise, vibration, dust, odor, fumes, glare, or smoke in a manner that would result in a greater adverse impact on the neighborhood.

c. Adequacy of infrastructure to accommodate the use (including sewer, water, and streets).

i. The applicant explains that the existing infrastructure to the site from SE Bay Blvd is adequate and will accommodate use of the new equipment. Access to the equipment is available via an existing gravel roadway (Attachment "A-3"). The proposed development does not place any additional demands on on-site water and wastewater infrastructure.

ii. Considering the above, it is reasonable for the Planning Commission to conclude that the cold box and related improvements will not cause any greater adverse impact on the neighborhood as it relates to the adequacy of infrastructure to serve the use.

d. The comparative numbers and kinds of vehicular trips to the site.

i. The applicant notes that no additional vehicular trips to the site are anticipated as a result of the proposed process equipment.

ii. Considering the above, it is reasonable for the Planning Commission to conclude that the cold box and related improvements will not cause any greater adverse impact on the neighborhood relative to this criterion.

e. The comparative amount and nature of outside storage, loading, and parking.

i. The applicant indicates that, per the zoning ordinance, there is no minimum / maximum number of parking spaces required for this development and that a loading area is not required. This is attributed to the nature of the improvements, which are a component of the gas processing operation that do not generate demand for additional staff or service trips that cannot otherwise be accommodated with existing on-site parking and service areas.

ii. The applicant's site plan illustrates where the cold box and related work is to be performed (Attachment "A-3"). It is an operational component of the LNG Plant facility that is secured to a foundation and is not being stored on-site.

iii. Given the above, it is reasonable for the Planning Commission to conclude that the cold box and related improvements will not cause any greater adverse impact on the neighborhood with respect to comparative amount and nature of outside storage, loading, and parking.

f. The comparative visual appearance.

i. The applicant states that the construction work will visually match the existing structures in color and general appearance, and surroundings so as to ensure good general visual appearance of the area.

ii. Applicant's site plan and detail drawing provides the Commission with a clear sense of the mass and height of the cold box and related improvements, and shows that the scale of the improvements is modest when compared to the adjacent 122-ft tall LNG tank (Attachment "A-3").

ii. Considering the above, it is reasonable for the Planning Commission to conclude that the cold box and related improvements will not cause any greater adverse impact on the neighborhood as it relates to comparative visual appearance.

g. The comparative hours of operation.

i. The applicant notes that the existing LNG Plant facility is in operation 24/7 and that the new cold box and related improvements are anticipated to be in operation on the same schedule.

ii. Based on the above, it is reasonable for the Planning Commission to conclude that the cold box and related improvements will not cause any greater adverse impact on the neighborhood as far as comparative hours of operation.

h. The comparative effect on solar access and privacy.

i. The applicant notes that the cold box and related improvements will be set a considerable distance from the adjacent neighbors. They further indicate that, at this time, no additional staff is anticipated to be needed and that they do not believe the project will have an effect on solar access or privacy.

ii. Given the above, it is reasonable for the Planning Commission to conclude that the proposed cold box and related improvements satisfy this criterion.

i. Other factors which impact the character or needs of the neighborhood.

i. The applicant asserts, and it would be reasonable for the Commission to accept, that there are no other factors that will impact the character or needs of the neighborhood. They point out that the new cold box and related improvements are of like kind to the longstanding and existing use of the property; that no additional vehicle or pedestrian traffic, visual or environmental impacts are anticipated; and that the proposed construction will not affect current public use of the surrounding area.

j. The approval authority must consider the purpose of the current zoning provisions that cannot be satisfied when determining whether or not the alteration, expansion, or replacement of a nonconforming use or structure will have a greater adverse impact on the neighborhood.

i. The LNG plant is in a W-1 zoning district and is nonconforming because utility facilities are not permitted in this zone district. The purpose of the W-1 zone is to protect Yaquina Bay shoreland areas for uses that need contact with or use water for water-borne transportation, recreation, energy production or water supply (NMC 14.03.040). The LNG Plant facility is not dependent upon the bay for any of the factors listed.

ii. The LNG Plant facility was constructed before the W-1 zoning was in place, and most of the applicant's property is dedicated to this use. In fact, it appears that the confines of the secure facility have remained more or less static. The new cold box and related improvements are being placed within the fence line, in close proximity to existing buildings and the LNG tank. Therefore, the addition of the equipment will not reduce the amount of land available for water-dependent development.

iii. Based on the above, it is reasonable for the Planning Commission to conclude that the cold box and related improvements will not result in a greater adverse impact on the neighborhood relative to the objectives of the current zoning provisions.

4. **Conclusion:** If the Planning Commission finds that the alteration/expansion of the nonconforming use will not result in a greater adverse impact on the neighborhood, and the applicant has met the criteria established in the Zoning Ordinance for authorizing alteration/expansion of a nonconforming use, then the Commission should approve the request. The Commission can attach reasonable conditions that are necessary to carry out the purposes of the Zoning Ordinance and the Comprehensive Plan. If the Commission finds that the request does not comply with the criteria, then the Commission should deny the application.

G. **STAFF RECOMMENDATION:** As outlined in this report, this application to construct a new cold box and related improvements can satisfy the approval criteria provided conditions are imposed as outlined below. Accordingly, the Commission should approve this request, subject to the following:

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



Derrick I. Tokos AICP
Community Development Director
City of Newport

October 7, 2024



City of Newport Land Use Application

Attachment "A"

3-NCU-24

Applicant Name(s):	Property Owner Name(s) if other than applicant
Michael Smith	NW Natural, Wayne Pipes
Applicant Mailing Address:	Property Owner Mailing Address:
4110 NE 122nd Ave, STE 207, 97230	250 SW Taylor Street, Portland, OR
Applicant Phone No.	Property Owner Phone No.
503.701.2528	503.721.2496
Applicant Email	Property Owner Email
msmith@norwestengineering.com	wayne.pipes@nwnatural.com
Authorized Representative(s): Person authorized to submit and act on this application on applicant's behalf	
Tim Murphy	
Authorized Representative Mailing Address:	
250 SW Taylor Street, Portland, OR	
Authorized Representative Telephone No.	
515.570.4279	
Authorized Representative Email. Tim.Murphy@nwnatural.com	

Project Information

Property Location: Street name if address # not assigned		
1702 SE Bay Blvd		
Tax Assessor's Map No.: 11s11w09 (R500726)	Tax Lot(s): 11 -11 -09-00-0 1 600-00	
Zone Designation: W- 1 Water Dependent	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	See attachment 1	
2. Variance of 2 feet from the required 15-foot front yard setback		
Existing Structures: if any		
NW Natural LNG Plant including Control Building, Process BLDS and LNG Tank		
Topography and Vegetation:		
Fairly flat vacant site area with no vegetation		
Application Type (please check all that apply)		
<input type="checkbox"/> Annexation <input type="checkbox"/> Appeal <input type="checkbox"/> Comp Plan/Map Amendment <input type="checkbox"/> Conditional Use Permit <input checked="" type="checkbox"/> EC <input type="checkbox"/> Staff <input type="checkbox"/> Design Review <input type="checkbox"/> Geologic Permit	<input type="checkbox"/> Interpretation <input type="checkbox"/> Minor Replat <input type="checkbox"/> Partition <input type="checkbox"/> Planned Development <input type="checkbox"/> Property Line Adjustment <input type="checkbox"/> Shoreland Impact <input type="checkbox"/> Subdivision <input type="checkbox"/> Temporary Use Permit	<input type="checkbox"/> UGB Amendment <input type="checkbox"/> Vacation <input type="checkbox"/> Variance/Adjustment <input type="checkbox"/> PC <input type="checkbox"/> Staff <input type="checkbox"/> Zone Ord/Map <input type="checkbox"/> Amendment <input checked="" type="checkbox"/> Other NCU

FOR OFFICE USE ONLY

File No. Assigned: 3-NCU-23	
Date Received: 8/10/24 9/10/24	Fee Amount: 1,013
Received By: SI	Receipt No. 8332
Accepted By:	
City Hall 169, SW Coast Hwy Newport, OR 97365 541.574.0629	
1625-24-000052-PLNG	



City of Newport Land Use Application

I understand 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 also 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.

Applicant Signature(s)

9/9/24

Date

Tim A Murphy

Property Owner Signature(s) (if other than applicant)

9/6/24

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.

**NW NATURAL
COLD BOX REPLACENET
PROCESS EQUIPMENT**

1702 SE Bay Blvd.
Newport, Oregon 97365

Type III Design Review Submittal

Project Number: RV 1398

September 9, 2024

**The City of Newport
Community Development Department
169 SW Coast Highway
Newport, OR 97365**



4110 NE 122nd Avenue, Suite 207 Portland, OR 97230
Phone – 503.254.0110 Fax 503.256.1239

CONTACT INFORMATION

Applicant:**Norwest Engineering**

Contact: Mike Smith
msmith@norwestengineering.com
4110 NE 122nd Avenue, Suite 207
Portland, OR 97230
503.254.0110

Applicant's Representatives**NW Natural**

Contact: Tim Murphy
Tim.Murphy@nwnatural.com
220 NW Second Avenue
Portland, OR 97209

Property Owner:**NW Natural Gas Co**

Contact: Wayne Pipes
Wayne.pipes@nwnatural.com
220 NW Second Avenue
Portland, OR 97209
503.721.2496

NARRATIVE AND CODE CONFORMANCE

EXISTING CONDITIONS

The subject site is located on a property between Yaquina Bay Road and SE Bay Blvd. and bordered by Yaquina Bay in the City of Newport. The site is approximately 21.62 acres in size and carries the Water Dependent base zone.

Site Information	NW Natural Newport LNG Pre-Treatment process equipment
Location	1702 SE Bay Blvd.
Property ID	R500726
Tax Lots	Tax Lot 11-11-09-00-01600-00
Site Size	21.62 Acres
Land Use	
Jurisdiction	City of Newport
Comprehensive Plan	
Base Zone	W-1 Water Dependent
Overlay Zones	
Plan District	
Adjacent Base Zones	W-1 Water Dependent, I-3 Heavy
Existing Use	NW Natural Gas Co Control Building, Process Buildings and LNG Tank
Neighborhood District	
Surrounding Areas	Designation / Use
North	I-3 / Industrial, W-1
East	Yaquina Bay
South	Yaquina Bay
West	Yaquina Bay

PROJECT DESCRIPTION

The proposed development will consist of a new cold box, process piping, foundation and will be an addition to the existing Natural Gas process. NW Natural is installing a new cold box system to more effectively convert natural gas to a liquid. This will modernize the existing facility. The new cold box has no emissions and will be monitored when in use. The equipment will improve the site's reliability, which ensures NW Natural can supply customers in the area with gas during any supply constraints.

This addition to the Natural Gas process will be located to the south of the existing process building and generally be blocked from public view (from the street). Please see the attached drawings.

PROPOSAL SUMMARY

The applicant proposes installing a new cold box as an addition to the existing Natural Gas process. It will be located on a vacant portion of the LNG Plant facility property. It is anticipated that the equipment will be comprised of refrigeration equipment and process piping. The equipment will be oriented to the south of the existing process building and generally be blocked from public view (from the street).

Land Use Request

The applicant is requesting approval of a Type III Land Use Review application for a non-conforming use to allow construction of a new flare, that will operate in conjunction with Natural Gas Pre-Treatment process equipment centrally located on the site off of NE Bay Boulevard. This new LNG process equipment will be located amongst other existing buildings on the same site.

The proposed design is comparable to the existing non-conforming use in regard to the following:

- The character is of similar development in the surrounding neighborhood and the history of the use is well documented since its occupancy in 1977
- The degree of noise, vibration, dust, odor, fumes, glare, or smoke is consistent with the existing facility use
- There is adequate infrastructure to accommodate the use
- The numbers and kinds of vehicular trips to the site will remain unchanged
- The enclosed flare equipment's visual appearance is comparable to other equipment located on the site
- The enclosed flare equipment will maintain the same hours of operation
- The enclosed flare equipment does not have an adverse effect on solar access and privacy

WRITTEN FINDINGS OF FACT NARRATIVE

(a) The Character and history of the use and of development in the surrounding neighborhood.

The property has been in continuous use as an LNG peak-shaving facility since its inception in June of 1977. The addition of the enclosed flare equipment is in keeping with the character of the other existing equipment and buildings on the site and surrounding neighborhood. The existing buildings on the site consist of metal paneling exterior walls and standing seam metal gabled roofs, and the proposed new buildings will be of similar construction and visual appearance to existing plant facilities.

(b) The comparable degree of noise, vibration, dust, odor, fumes, glare, or smoke detectable within the neighborhood.

The proposed enclosed flare equipment is not anticipated to create any additional significant vibration, dust, odor, fumes, glare, noise or smoke. The new equipment is comparable in design and function to other existing equipment on site.

(c) Adequacy of infrastructure (sewer, water, and streets) to accommodate the use.

The existing infrastructure to the site from SE Bay Blvd. is adequate and will accommodate use of the new equipment.

(d) The comparative numbers and kinds of vehicular trips to the site.

No additional vehicular trips to the site are anticipated as a result of the proposed process equipment.

(e) The comparative amount and nature of outside storage, loading and parking.

Per the zoning ordinance standard there is no minimum / maximum number of parking spaces required for this development. A loading area is not required.

(f) The comparative visual appearance.

All construction works visually match the existing structures in color and general appearance, and surroundings so as to ensure good general visual appearance of the area.

(g) The comparative hours of operation.

The existing LNG Plant facility is in operation 24/7. The new enclosed flare equipment is anticipated to be in operation on the same schedule.

(h) The comparative effect on solar access and privacy.

The enclosed flare equipment is set along the west side of the property away a considerable distance from the adjacent neighbors. At this time, no additional staff is anticipated as a result of this new pre-treatment process equipment. Therefore, no effect on any neighboring solar access or privacy is anticipated.

(i) Other factors which impact the character or needs of the neighborhood.

The applicant does not see other factors which will impact the character or needs of the neighborhood. The proposed addition is of like kind to the longstanding and existing use of the property. No additional vehicle or pedestrian traffic, visual or environmental impacts are anticipated. The proposed construction will not affect current public use of the surrounding area.

Conclusion

The above narrative and the attached exhibits set forth evidence meeting all applicable standards and requirements set forth in The City of Newport Community Design Guidelines. Approval of this application will allow the Applicant to construct a well-designed addition to the existing Natural Gas process equipment project and prolong the life of the Newport LNG Plant facility so that it can continue to serve NW Natural customers into the future. The Applicant therefore respectfully requests approval of the subject application.

LINCOLNPROD PROPERTY RECORD CARD

Property ID: R500726

Map and Taxlot: 11-11-09-00-01600-00

Tax Year: 2024

Run Date: 10/7/2024 1:35:43 PM

PROPERTY SITUS ADDRESS

1702 SE BAY BLVD
Maintenance Area: 5-90

OWNER NAME AND MAILING ADDRESS

NORTHWEST NATURAL GAS CO
AIMONE DAVID W, TREASURY MGR
220 NW SECOND AVE
PORTLAND, OR 97209

LEGAL DESCRIPTION

TWNSHP 11, RNG 11, TRACT PCM1974-203,
ACRES 21.62, MF48-0147

GENERAL PROPERTY INFORMATION

Prop Class: 023
NBH Code: N277
Prop Type Code: IND
Prop Code: Z9: COMMERCIAL SOUTH & NEWPO
Next Appr Date:
Next Appr Reason:
Last Appr Date: 03/07/1990
Appraiser: BD
Zoning: I-3
Code Area: 104
Related Accts: P516137, P521770, P523903,
P530777, P531143, P531144,

VALUE HISTORY

Year	Land RMV	Imp RMV	Total RMV	Total AV	LSU Value
2023	0				
2022	0				
2021	0	0	0	0	0
2020	0	0	0	0	0
2019	0	0	0	0	0
2018	0	0	0	0	0

ASSESSMENT INFORMATION

Land Non-LSU: Improvement:	Prior MAV: Prior MAV Adj:	Except RMV: CPR:
Non-LSU RMV Total:	Prior AV:	EX. MAV:
Land LSU:	Prior AV Adj:	LSU:
RMV Total:	AV +3%:	New M50 AV:

SALES INFORMATION

Date	Type	Sale Price	Adj Sale Price	Validity	Inst. Type	Sale Ref
------	------	------------	----------------	----------	------------	----------

Acres: 21.62 Sqft:
Effective Acres: 21.62

BUILDING PERMITS AND INSPECTIONS

Type	Appraiser	Issue Date	Date Checked	% Comp	Comment
------	-----------	------------	--------------	--------	---------

PARCEL COMMENTS

GenCom- JV#1296 INPUT 8-22-89 ;JV#413 REMAP INPUT 11-26-03.
Land- CENTRALLY ASSESSED

EXEMPTIONS

Code	Exempt RMV
EXC	

Exceptions

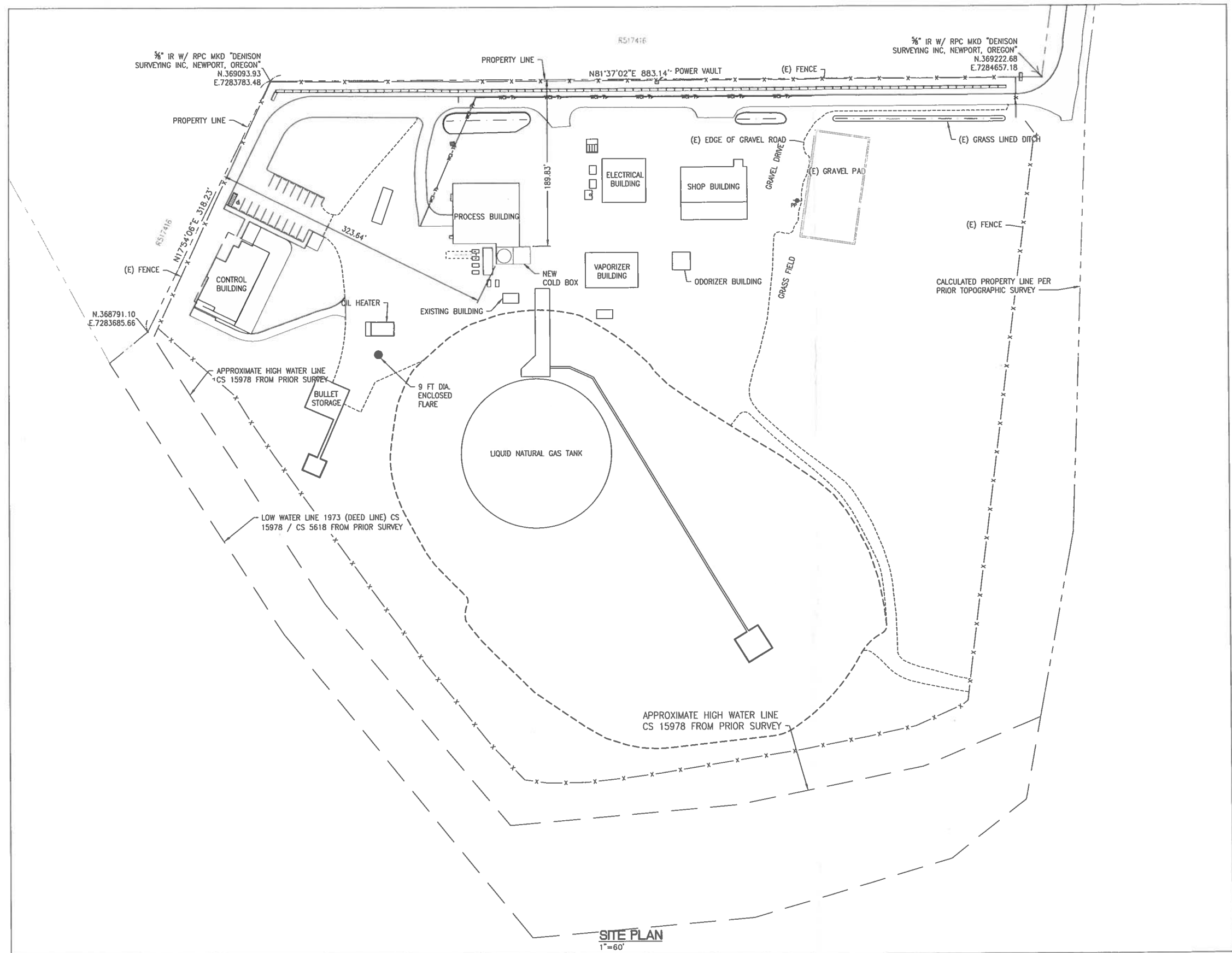
Code	Year	Amount	Method
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MARKET LAND INFORMATION

Type	Table	Method	Acres	Base Value	Adjustment Code - %	NBHD %	Total Adj %	Final Value
EXC: CENTRALLY ASSESSED		F	21.620			0.000	0.000	
			Total Acres:	21.620	Total Market Land Value:			

LAND SPECIAL USE

Code	SAV	Unt	Pr	MSAV	Unt	Pr	LSU
Total LSU:							



VICINITY MAP
SCALE: NTS

ADDRESS: 1702 SE BAY BLVD,
NEWPORT, OR 97365
LEGAL DESCRIPTION: TOWNSHIP 11, RING 11,
TRACT PCM1974-203,
ACRES 21.62, MF48-0147
TAX ACCOUNT #: R500726
PARKING SPACES: 16 AND 1 ADA SPACE

GENERAL NOTES

- STATE PLANE COORDINATES ARE BASED ON OREGON STATE PLANE, NORTH ZONE, NAD 83, INTERNATIONAL FEET.

SITE PLAN
1"=60'



NORWEST ENGINEERING, INC.
CONSULTING ENGINEERS
PORTLAND, OREGON 503-254-0110
IRVINE, CALIFORNIA
www.NorwestEngineering.com

N.E. #
RV1439

REV	DR.	APP.	ISSUED FOR PERMIT	REVISION	DATE
0	TKB	MJS	ISSUED FOR PERMIT		08/13/24

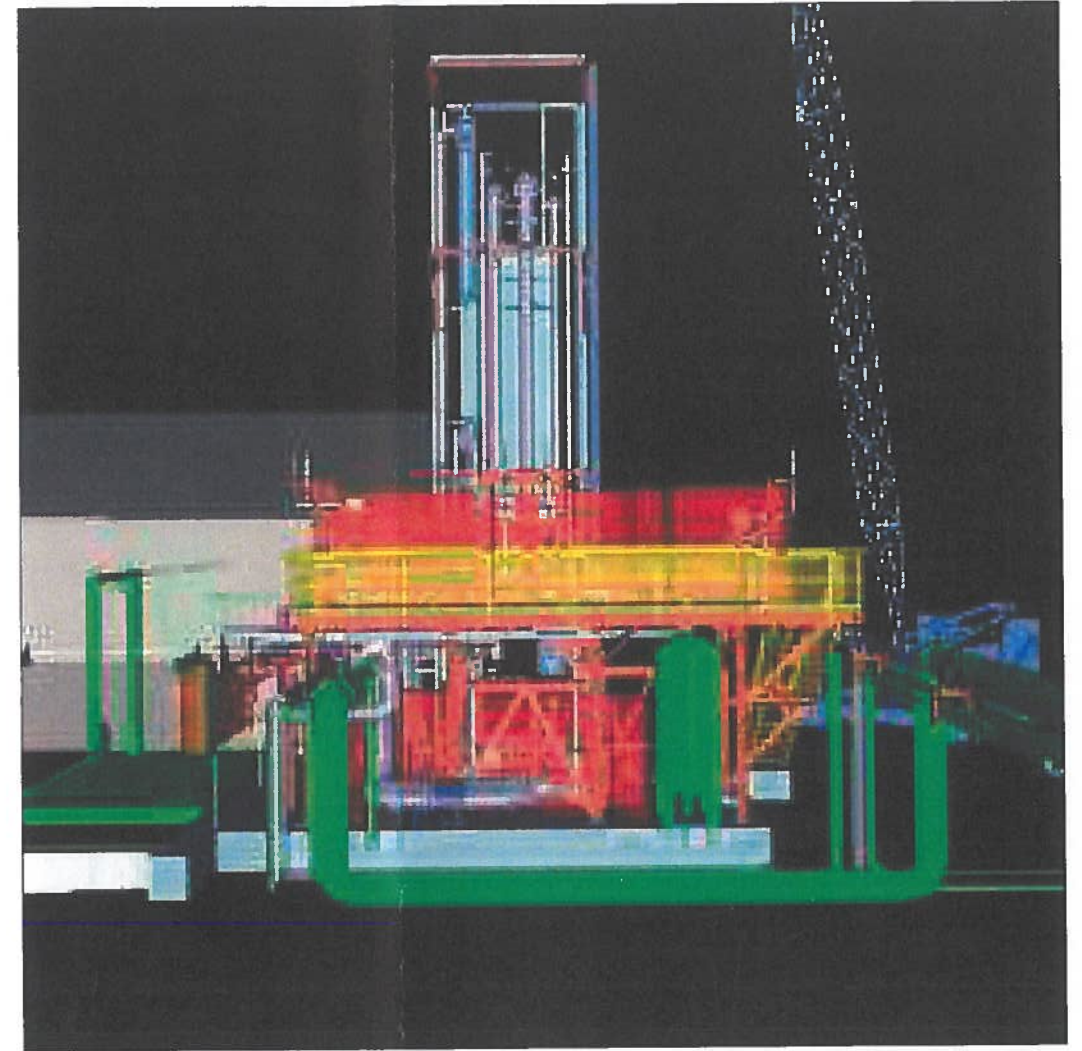
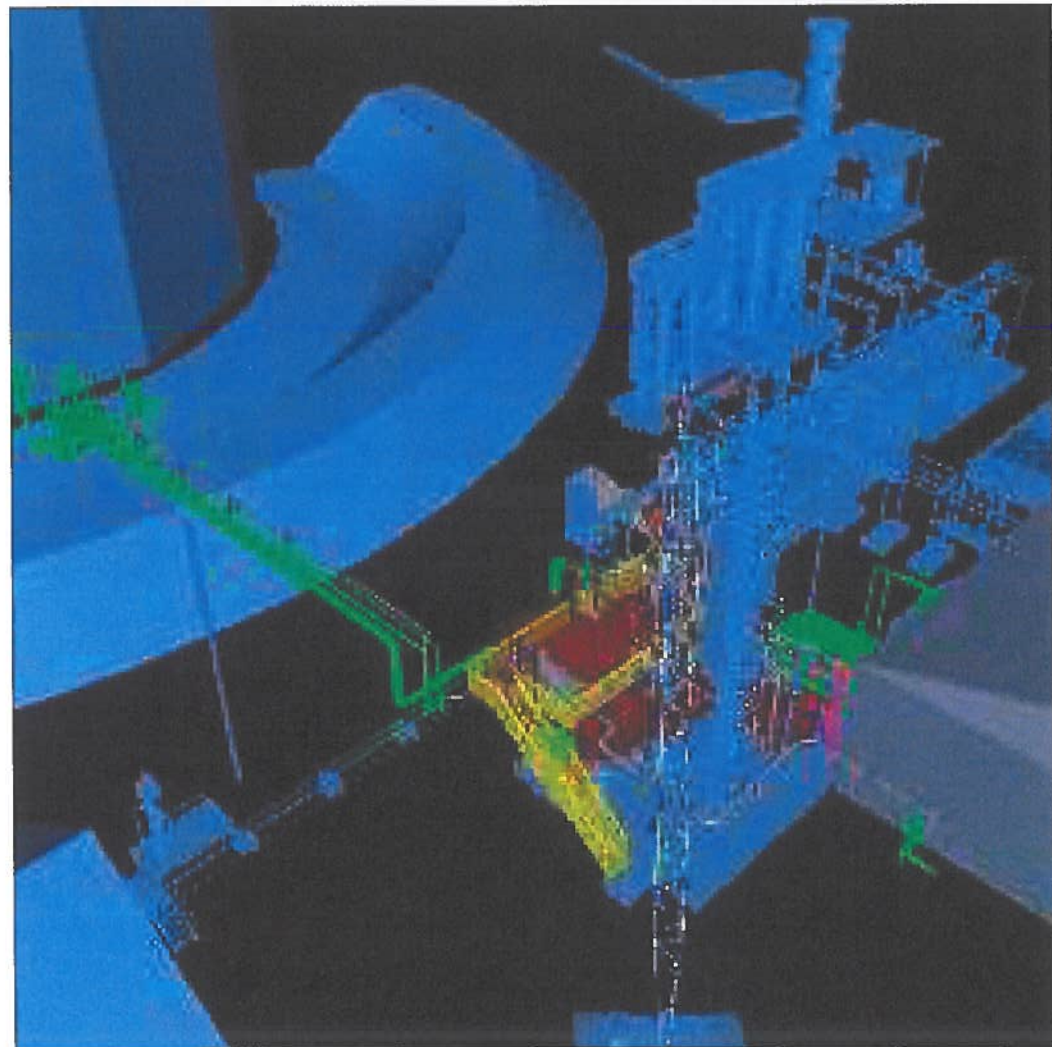
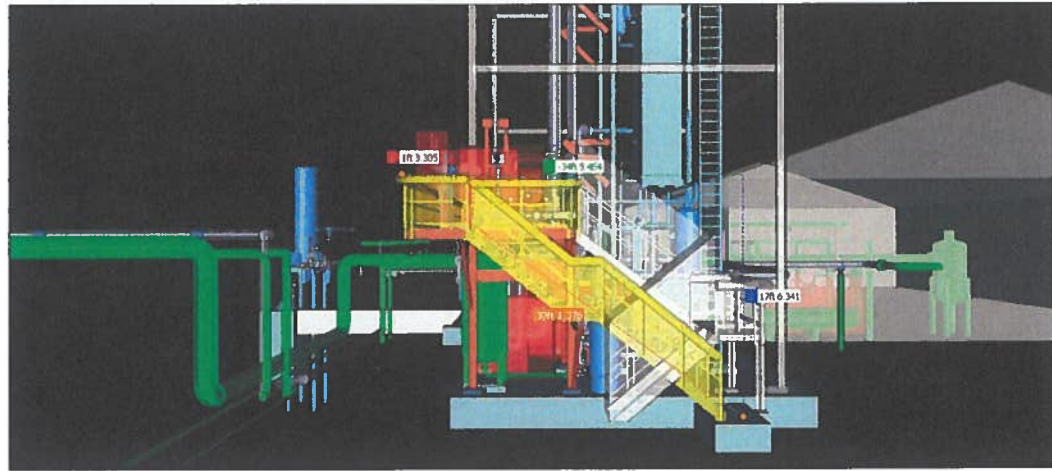




NEW COLD BOX
LOCATION AND SITE PLAN
NEWPORT LNG PLANT, NEWPORT, OREGON

BAR IS ONE INCH ON ORIGINAL DRAWING.
ADJUST SCALE AS SHOWN ACCORDINGLY.

D1439-C002
DWG. NO.
SHEET 1 of 1
SCALE AS SHOWN

DR. TKB
APP. DATE 08/07/24
APP. BY MJS



 <p>NORWEST ENGINEERING, INC. CONSULTING ENGINEERS PORTLAND, OREGON 503-254-0110</p>	<p>N.E. #</p> <p>RV1439</p>	<p>IRVINE, CALIFORNIA www.NorwestEngineering.com</p>	<p>ISSUED FOR PERMIT</p> <p>08/13/24</p>	<p>DATE</p>	 <p>NW Natural 220 NW 2ND AVENUE PORTLAND, OR 97209</p>	<p>NEW COLD BOX LOCATION AND SITE PLAN NEWPORT LNG PLANT, NEWPORT, OREGON</p>	<p>BAR IS ONE INCH ON ORIGINAL DRAWING.</p> <p>ADJUST SCALE AS SHOWN ACCORDINGLY.</p>	<p>D1439-C002A</p> <p>SHEET 1 of 1 DR. TKB APP. DATE 08/07/24 APP. BY MJS</p>											
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;">REV</th> <th style="width: 5%;">TKB</th> <th style="width: 5%;">MJS</th> <th style="width: 5%;">ISSUED FOR PERMIT</th> <th style="width: 10%;">REVISION</th> <th style="width: 10%;">DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		REV	TKB	MJS	ISSUED FOR PERMIT	REVISION	DATE											
REV	TKB	MJS	ISSUED FOR PERMIT	REVISION	DATE														



City of Newport
 Community Development Department
 169 SW Coast Highway Phone: 1.541.574.0629
 Newport, OR 97365 Fax: 1.541.574.0644

1702 SE Bay Blvd - Zoning Map

Image Taken in 2021
 4-inch, 4-band Digital Orthophotos



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.

CITY OF NEWPORT
NOTICE OF A PUBLIC HEARING.

Attachment "C"
3-NCU-24

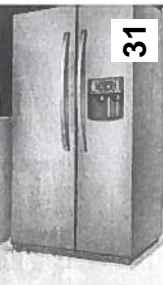
The City of Newport Planning Commission will hold a public hearing on Monday, October 14, 2024, at 7:00 p.m. in the City Hall Council Chambers to consider File No. 3-NCU-24. The request submitted by Northwest Natural Gas (Mike Smith, Norwest Engineering, representative) is for approval of a request per Section 14.32/"Nonconforming Uses, Lots, and Structures" of the Newport Municipal Code, to install a new cold box system to more effectively convert natural gas to a liquid at the NW Natural LNG Plant. Improvements will include a foundation, process piping, and a new cold box. The subject property is located at 1702 SE Bay Blvd (Lincoln County Assessor's Map 11-11-09-00; Tax Lot 1600). Pursuant to NMC Section 14.32.060(A), the approval authority shall determine that the structure was legally established at the time the Zoning Ordinance was enacted or amended, and that the use has not been discontinued for a continuous 12 month period. The approval authority must also verify the nature and extent of the nonconforming use, considering (1) a description of the use; (2) The types and quantities of goods or services provided and the activities conducted; (3) The scope of the use (volume, intensity, frequency, etc.) including fluctuations in the level of activity; (4) The number, location and size of physical improvements associated with the use; (5) The amount of land devoted to the use; and (6) Other factors the approval authority may determine appropriate to identify the nature and extent of a particular use (NMC Section 14.32.060(B)). Pursuant to NMC Section 14.32.070, after verification of the status of a nonconforming use pursuant to subsection 14.32.030, the approval authority may authorize alteration, expansion, or replacement of any nonconforming use or structure when it is found that such alteration, expansion, or replacement will not result in a greater adverse impact on the neighborhood when considering the following factors: (A) (1) The character and history of the use and of development in the surrounding area; (2) The comparable degree of noise, vibration, dust, odor, fumes, glare, or smoke detectable within the neighborhood; (3) Adequacy of infrastructure, including sewer, water, and streets, to accommodate the use; (4) The comparative numbers and kinds of vehicular trips to the site; (5) The comparative amount and nature of outside storage, loading, and parking; (6) The comparative visual appearance; (7) The comparative hours of operation; (8) The comparative effect on solar access and privacy; (9) Other factors which impact the character or needs of the neighborhood. (B) The approval authority must consider the purpose of the current zoning provisions that cannot be satisfied when determining whether or not the alteration, expansion, or replacement of a nonconforming use or structure will have a greater adverse impact on the neighborhood. (C) To the extent there is a rational nexus, and the City can establish that needed improvements are roughly proportional to proposed development, an alteration, expansion, or replacement of a nonconforming use or structure shall be brought into compliance with provisions of the Zoning Ordinance that relate to: (1) Surfacing of parking areas and landscaping; (2) Exterior design of structures; and (3) Outdoor displays, storage, and signage. Testimony and evidence must be directed toward the criteria described above or other criteria in the Comprehensive Plan and its implementing ordinances that the person believes to apply to the decision. Failure to raise an issue with sufficient specificity to afford the city and the parties an opportunity to respond to that issue precludes an appeal (including to the Land Use Board of Appeals) based on that issue. Testimony may be submitted in written or oral form. Oral testimony and written testimony will be taken during the course of the public hearing. Letters sent to the Newport Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, OR 97365, must be received by 3:00 p.m. the day of the hearing to be included as part of the hearing or must be personally presented during testimony at the public hearing. The hearing will include a report by staff, testimony (both oral and written) from the applicant and 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 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 a copy purchased for reasonable cost at the Newport Community Development Department (address above) seven days prior to the hearing. The application materials, the applicable criteria, and other file material are available for inspection at no cost; or copies may be purchased for reasonable cost at this address as well. Contact Derrick Tokos, Community Development Director, (541) 574-0626, d.tokos@newportoregon.gov (mailing address above).

(FOR PUBLICATION ONCE ON Wednesday, October 2, 2024)

10/2/2024

Classifieds

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 Sell your vehicles. Sell your goods.
 Sell or rent your homes. Sell your services.



31

Replacement

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104 Landscaping	502 Help Wanted	999 Public Notices	999 Public Notices	999 Public Notices	999 Public Notices
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Help Wanted
SODEXO SCHOOL SERVICES OPPORTUNITY IS KNOCKING!
ENVIRONMENTAL SERVICE ATTENDANTS Newport, Toledo, Waldport and Taft schools. Must be able to lift up to 50lbs, be customer service oriented. Floor care experience as well as having a vested interest into Lincoln County School District is a plus. *Loyalty bonus *Above minimum wage *Overtime available Full-time and part-time shifts available...whatever works best for your schedule. Overtime available, with full benefits, paid school holidays, and weekends always off. Full job description and to apply on line: www.us.sodexo.com/careers Select hourly jobs. Search category Environmental Services and location Oregon. Or call Jeff at 41-231-3751

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999
Public Notices

LCL24-3105 CITY OF NEWPORT NOTICE OF A PUBLIC HEARING
The City of Newport Planning Commission will hold a public hearing on Monday, October 14, 2024, at 7:00 p.m. in the City Hall Council Chambers to consider File No. 2-SUB-24, a request submitted by Cal Blake, CGC VI, LLC, property owner, for approval of a tentative subdivision plan for a 4-lot townhouse development on an approximately 6,300 sq. ft. lot. The subject property is located in an R-2/Medium Density Single Family Residential zoning district, in which townhouse developments are an outright permitted use. The applicant is proposing to create a townhouse subdivision development that will consist of one building/triplex with three two-story townhouse units, and a common area parking lot with driveway access. Each of the units will have its own lot and have direct driveway access from the street.

THAI SPECIALTY COOK
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Public Notices

LCL24-3105 CITY OF NEWPORT NOTICE OF A PUBLIC HEARING
The City of Newport Planning Commission will hold a public hearing on Monday, October 14, 2024, at 7:00 p.m. in the City Hall Council Chambers to consider File No. 2-SUB-24, a request submitted by Cal Blake, CGC VI, LLC, property owner, for approval of a tentative subdivision plan for a 4-lot townhouse development on an approximately 6,300 sq. ft. lot. The subject property is located in an R-2/Medium Density Single Family Residential zoning district, in which townhouse developments are an outright permitted use. The applicant is proposing to create a townhouse subdivision development that will consist of one building/triplex with three two-story townhouse units, and a common area parking lot with driveway access. Each of the units will have its own lot and have direct driveway access from the street.

location of the subject property is Tax Lot 3800 of Lincoln County Assessor's Tax Map 11-11-05-CD (845 & 855 NW Nye Street). The application must be consistent with the criteria set forth in Chapter 14.48 "Land Divisions" and Chapter 14.31 "Townhouses and Cottage Clusters" of the City of Newport's Municipal Code (NMC). Testimony and evidence must be directed toward the criteria described above or other criteria in the 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, 163 SW Coast Hwy, Newport, OR 97365, must be received by 3:00 p.m. the day of the hearing or submitted to the Planning Commission during the hearing. The hearing will include a report by staff, testimony (both oral and written) from those in favor (including the applicant) or opposed to the application, rebuttal by the applicant, and questions and deliberation by the Planning Commission. Pursuant to ORS 197.797 (8), 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 a copy purchased at the Newport Community Development (Planning) Department (address above) seven days prior to the hearing. 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 this address. Contact Derrick Tokos, Community Development Director, d.tokos@newportoregon.gov, (541) 374-0828 (mailing address above).

LCL24-3108 CITY OF NEWPORT NOTICE OF PUBLIC HEARING
The City of Newport Planning Commission will hold a public hearing

on Monday, October 14, 2024, at 7:00 p.m. in the City Hall Council Chambers to consider File No. 3-NCU-24. The request submitted by Northwest Natural Gas (Mike Smith, Norwest Engineering, representative) is for approval of a request per Section 14.32 "Nonconforming Uses, Lots, and Structures" of the Newport Municipal Code, to install a new cold box system to more effectively convert natural gas to a liquid at the NW Natural LNG Plant. Improvements will include a foundation, process piping, and a new cold box. The subject property is located at 1702 SE Bay Blvd. (Lincoln County Assessor's Map 11-11-09-00; Tax Lot 1600). Pursuant to NMC Section 14.32.060(A), the approval authority shall determine that the structure was legally established at the time the Zoning

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 Sandy George	 Senja Lovas	 Steve Lovas	 Vicki Strauss	 Chantelle Charpentier	 Connie Whaley		

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Lincoln County Leader

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Ordinance was enacted or amended, and that the use has not been discontinued for a continuous 12 month period. The approval authority must also verify the nature and extent of the nonconforming use, considering (1) a description of the use; (2) The types and quantities of goods or services provided and the activities conducted; (3) The scope of the use (volume, intensity, frequency, etc.) including fluctuations in the level of activity; (4) The number, location and size of physical improvements associated with the use; (5) The amount of land devoted to the use; and (6) Other factors the approval authority may determine appropriate to identify the nature and extent of a particular use (NMC Section 14.32.060(B)). Pursuant to NMC Section 14.32.070, after verification of the status of a nonconforming use pursuant to subsection 14.32.030, the approval authority may authorize alteration, expansion, or replacement of any nonconforming use or structure when it is found that such alteration, expansion, or replacement will not result in a greater adverse impact on the neighborhood when considering the following factors: (A) (1) The character and history of the use and of development in the surrounding area; (2) The comparable degree of noise, vibration, dust, odor, fumes, glare, or smoke detectable within the neighborhood; (3) Adequacy of infrastructure, including sewer, water, and streets, to accommodate the use; (4) The comparative numbers and kinds of vehicular trips to the site; (5) The comparative amount and nature of outside storage, loading, and parking; (6) The comparative visual appearance; (7) The comparative hours of operation; (8) The comparative effect on solar access and privacy; (9) Other factors which impact the character or needs of the neighborhood. (B) The approval authority must consider the purpose of the current zoning provisions that cannot be satisfied when determining whether or not the alteration, expansion, or replacement of a nonconforming use or structure will have a greater adverse impact on the neighborhood. (C) To the extent there is a rational nexus, and the City can establish that needed improvements are roughly proportional to proposed development, an alteration, expansion, or replacement of a nonconforming use or structure shall be brought into compliance with provisions of the Zoning Ordinance that relate to: (1) Surfacing of parking

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areas and landscaping; (2) Exterior design of structures; and (3) Outdoor displays, storage, and signage. Testimony and evidence must be directed toward the criteria described above or other criteria in the Comprehensive Plan and its implementing ordinances that the person believes to apply to the decision. Failure to raise an issue with sufficient specificity to afford the city and the parties an opportunity to respond to that issue precludes an appeal (including to the Land Use Board of Appeals) based on that issue. Testimony may be submitted in written or oral form. Oral testimony and written testimony will be taken during the course of the public hearing. Letters sent to the Newport Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, OR 97365, must be received by 3:00 p.m. the day of the hearing to be included as part of the hearing or must be personally presented during testimony at the public hearing. The hearing will include a report by staff, testimony (both oral and written) from the applicant and 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 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 a copy purchased for reasonable cost at the Newport Community Development Department (address above) seven days prior to the hearing. The application materials, the applicable criteria, and other file material are available for inspection at no cost or copies may be purchased for reasonable cost at this address as well. Contact Derrick Tokos, Community Development Director, (541) 574-0626, d.tokos@newportoregon.gov (mailing address above).

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allow for development of the portion of the Wilder Planned Development previously identified as the "remainder lot", located east of SE Harborton Street. The application includes the following requests: 1-SUB-24: Tentative subdivision plan for the portion of the Wilder Planned Development previously identified as the "remainder lot", located east of SE Harborton Street, to facilitate construction of 56 single family dwellings and 20- 30 multi-family housing units. Buildings will be oriented to face new streets and are designed to avoid steep slopes present along the eastern boundary. 1-PD-24: Major modifications to the approved Final Development Plan for Wilder (Case file #2-PD-09, #6- PD-09, #2-PD-10, #2-PD-14, #3-PD-15, #1-PD-16, #1-PD- 21). The Final Development Plan proposes detailed development including streets, buildings, landscaping, open space, etc., within the portion identified as the "Remainder Parcel", located on the east side of SE Harborton Street. This includes the creation of 57 lots within the identified "Remainder Parcel" of which 56 are single-family residential lots (including 26 narrow lot homes) within the R-2 portion of the site, and one (1) is a multifamily residential lot within the R-3 portion of the site. Three (3) open space tracts - which will contain a City park and multi-use paths - are also proposed, along with the expansion of SE 43rd and SE 46th Streets and the creation of new "Hillside" Streets and urban alleys. 2-PD-24: Major modifications to the approved Preliminary Development Plan (most recently modified in case file #1-PD-16) seek to alter the fence height standards for all lots within Wilder, including the proposed "Remainder Phase" subdivision. Fence heights are proposed to be 42 inches in the front yard, as defined in the application, and a height of 72 inches for side and rear yards. Further modifications are proposed to alter the clear vision requirements at street intersections through out Wilder, allowing 42" fences within the vision triangle except for those certain lots which fall within the clear vision triangle area adjacent to SE Harborton St. This application also proposes to modify the previously approved ADU standards (#3-PD-15) to defer to the city's adopted ADU code standards. Additionally, expansion of SE Harborton Street to the southeast extent of Wilder is proposed to accompany "future development" instead of the development of Phase 3, Lot

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48. The location of the subject property includes Tax Lot 100 of Assessor's Tax Map 11-11-20-00. The application must be consistent with those approval criteria as set forth in Section 14.48 for tentative subdivision plan approval) of the City of Newport's Municipal Code (NMC); NMC Section 14.35.070 (for preliminary development plan approval); and NMC Section 14.35.100 (for final development plan approval). Pursuant to NMC 14.35.110 (C), major changes to approved preliminary and final development plans, such as changes in character of the development or any increase in the intensity or density of the land use or in the location or amount of land devoted to specific land uses or any change in the location, width, or size of a collector or major thoroughfare street, or that substantially changes the location or specification for utilities but will not materially affect future street or utility plans of the City may be approved by the Planning Commission after public hearing and must satisfy the original approval criteria. Pursuant to NMC Section 14.48.055 (D) (exceptions for Planned Developments), the standards and requirements otherwise applicable to standard subdivisions under Chapter 14.48 of the Municipal Code may be modified without a variance for planned developments. Testimo-

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ny and evidence must be directed toward the criteria described above or other criteria in the 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, 169 SW Coast Hwy, Newport, OR 97365, must be received by 3:00 p.m. the day of the hearing or submitted to the Planning Commission during the hearing. The hearing will include a report by staff, testimony (both oral and written) from those in favor (including the applicant) 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 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

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or a copy purchased at the Newport Community Development (Planning) Department (address above) seven days prior to the hearing. 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 this address. Contact Derrick Tokos, Community Development Director, (541) 574-0626, d.tokos@newportoregon.gov (mailing address above).

LC124-3114 IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR THE COUNTY OF LINCOLN PROBATE DEPARTMENT
Case No.: 24PB06600
NOTICE TO INTERESTED PERSONS IN THE Matter of the Estate of ANN JOHNETTE TODD, Deceased. The Circuit Court of the State of Oregon for the County of Lincoln, (probate department), in Case No. 24PB06600, has appointed Joma Jolie Bowles ("personal representative"), as the personal representative of the Estate of Ann Johnette Todd ("Estate"), deceased. Within four months after the date of first publication of this notice, all persons having claims against the Estate shall present the claims to the personal represen-

Super Crossword

Answers

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myeloma. Your symptoms suggest that your disease isn't under good control. But the majority of people treated with the best available treatments do live longer than four years.

* **

DEAR DR. ROACH: I've had stronger body odor during the past few months and can't figure out why. I am a healthy, 69-year-old

Form with fields for Name, Address, Phone, and other contact information.

Advertisement for health insurance featuring a portrait of a man and the text "to your good health WITH Dr. Keith".

**CITY OF NEWPORT
PUBLIC NOTICE¹**

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Newport, Oregon, will hold a public hearing to consider the following Nonconforming Use Permit request:

File No. 3-NCU-24:

Owner & Applicant: NW Natural, 1702 SE Bay Blvd, Newport, OR 97365, property owner (Mike Smith, Norwest Engineering, 4110 NE 122nd Ave, Suite 207, Portland, OR 97230, authorized representative).

Request: Approval of a request per Section 14.32/“Nonconforming Uses, Lots, and Structures” of the Newport Municipal Code, to install a new cold box system to more effectively convert natural gas to a liquid at the NW Natural LNG Plant. Improvements will include a foundation, process piping, and a new cold box.

Location: Lincoln County Assessor’s Map 11-11-09-00; Tax Lot 01600 (1702 SE Bay Blvd).

Applicable Criteria: Pursuant to NMC Section 14.32.060(A), the approval authority shall determine that the structure was legally established at the time the Zoning Ordinance was enacted or amended, and that the use has not been discontinued for a continuous 12-month period. The approval authority must also verify the nature and extent of the nonconforming use, considering (1) a description of the use; (2) The types and quantities of goods or services provided and the activities conducted; (3) The scope of the use (volume, intensity, frequency, etc.) including fluctuations in the level of activity; (4) The number, location and size of physical improvements associated with the use; (5) The amount of land devoted to the use; and (6) Other factors the approval authority may determine appropriate to identify the nature and extent of a particular use (NMC Section 14.32.060(B)). Pursuant to NMC Section 14.32.070, after verification of the status of a nonconforming use pursuant to subsection 14.32.060, the approval authority may authorize alteration, expansion, or replacement of any nonconforming use or structure when it is found that such alteration, expansion, or replacement will not result in a greater adverse impact on the neighborhood when considering the following factors: (A) (1) The character and history of the use and of development in the surrounding area; (2) The comparable degree of noise, vibration, dust, odor, fumes, glare, or smoke detectable within the neighborhood; (3) Adequacy of infrastructure, including sewer, water, and streets, to accommodate the use; (4) The comparative numbers and kinds of vehicular trips to the site; (5) The comparative amount and nature of outside storage, loading, and parking; (6) The comparative visual appearance; (7) The comparative hours of operation; (8) The comparative effect on solar access and privacy; (9) Other factors which impact the character or needs of the neighborhood. (B) The approval authority must consider the purpose of the current zoning provisions that cannot be satisfied when determining whether or not the alteration, expansion, or replacement of a nonconforming use or structure will have a greater adverse impact on the neighborhood. (C) To the extent there is a rational nexus, and the City can establish that needed improvements are roughly proportional to proposed development, an alteration, expansion, or replacement of a nonconforming use or structure shall be brought into compliance with provisions of the Zoning Ordinance that relate to: (1) Surfacing of parking areas and landscaping; (2) Exterior design of structures; and (3) Outdoor displays, storage, and signage.

Testimony: Testimony and evidence must be directed toward the criteria described above or other criteria in the Comprehensive Plan and its implementing ordinances that the person believes to apply to the decision. Failure to raise an issue with sufficient specificity to afford the city and the parties an opportunity to respond to that issue precludes an appeal (including to the Land Use Board of Appeals) based on that issue. Testimony may be submitted in written or oral form. Oral testimony and written testimony will be taken during the course of the public hearing. Letters sent to the Newport Community Development (Planning) Department (address below under “Reports/Application Material”) must be received by 3:00 p.m. the day of the hearing to be included as part of the hearing or must be personally presented during testimony at the public hearing. The hearing will include a report by staff, testimony (both oral and written) from the applicant and 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 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.

¹Notice 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/private utilities/agencies within Lincoln County; and (3) affected city departments.

Reports/Application Material: The staff report may be reviewed or a copy 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 (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 this address.

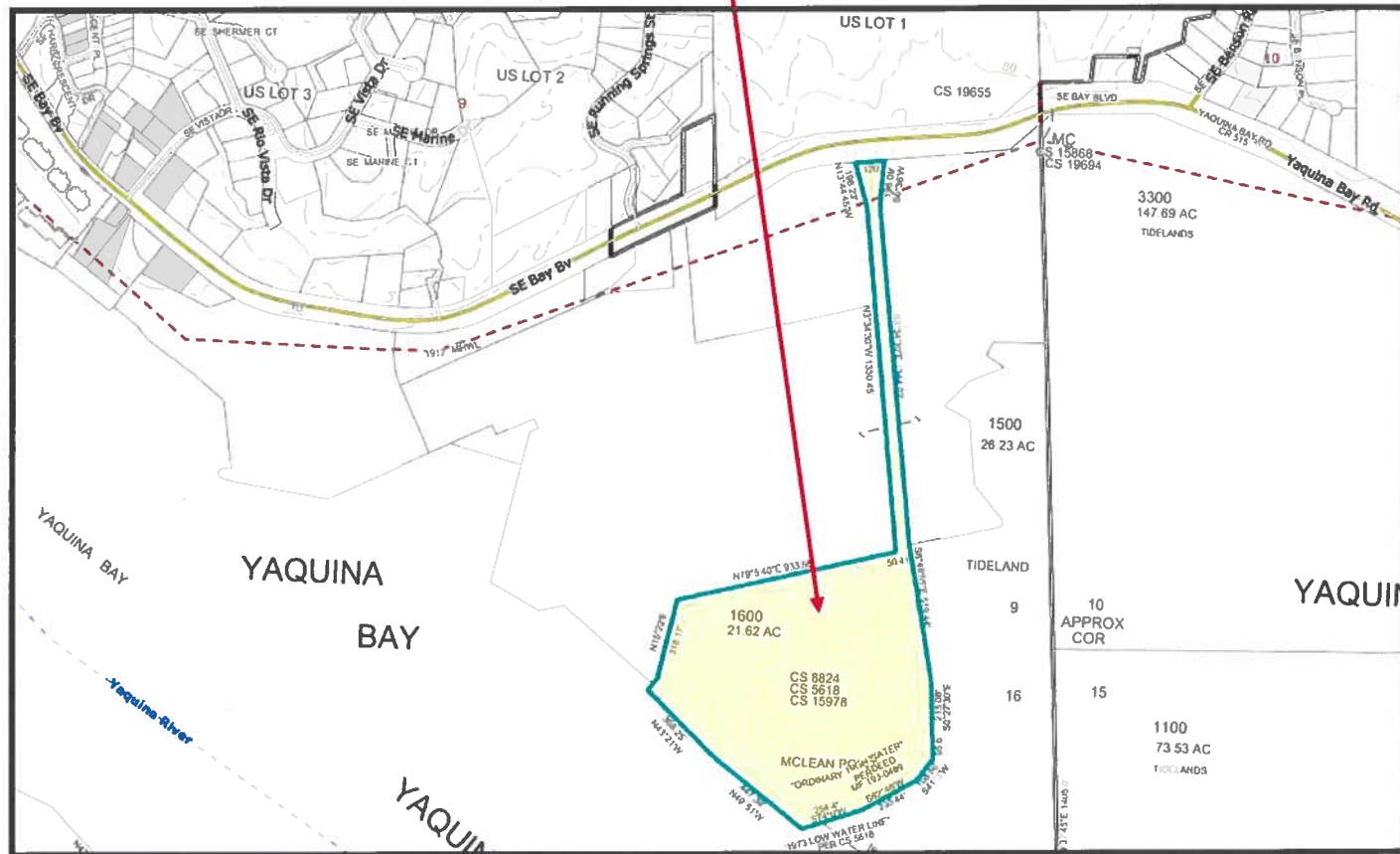
Contact: Derrick Tokos, Community Development Director, (541) 574-0626, d.tokos@newportoregon.gov (mailing address above under "Reports/Application Material").

Time/Place of Hearing: Monday, October 14, 2024; 7:00 p.m.; City Hall Council Chambers (address above in "Reports/Application Material").

MAILED: September 16, 2024.

PUBLISHED: Wednesday, October 2, 2024 / Lincoln County Leader.

SUBJECT PROPERTY



NW Natural
ATTN: Dave Sanders
2815 NE 36th Dr
Lincoln City, OR 97367

Charter Communications
ATTN: Steve Manning
Construction Coordinator
1400 Newmark Ave
Coos Bay, OR 97420

CenturyLink
ATTN: Corky Fallin
740 State St
Salem OR 97301

Central Lincoln PUD
ATTN: Ty Hillebrand
PO Box 1126
Newport OR 97365

Email: Bret Estes
DLCD Coastal Services Center
brett.estes@dlcd.oregon.gov

****EMAIL****
odotr2planmgr@odot.state.or.us

Joseph Lease
Building Official

Rob Murphy
Fire Chief

Robert Moser
Public Works

Beth Young
Associate Planner

Jason Malloy
Police Chief

Steve Baugher
Finance Director

Laura Kimberly
Library

Michael Cavanaugh
Parks & Rec

Nina Vetter
City Manager

Lance Vanderbeck
Airport

Chris Beatty
Public Works

Derrick Tokos
Community Development

Ron Welsh
Public Works

EXHIBIT 'A'
(Affected Agencies)

(3-NCU-24)

HIGH DOINA TRUSTEE
PO BOX 552
SILETZ, OR 97380

NORTHWEST NATURAL GAS CO
AIMONE DAVID W, TREASURY MGR
220 NW SECOND AVE
PORTLAND, OR 97209

PORT OF NEWPORT
600 SE BAY BLVD
NEWPORT, OR 97365

RONDYS INC
1301 W OREGON
BELLINGHAM, WA 98225

MICHAEL SMITH
NORWEST ENGINEERING
4110 NE 122ND AVE, STE 207
PORTLAND, OR 97230

NORTHWEST NATURAL GAS CO
ATTN: TIM MURPHY
250 SW TAYLOR ST
PORTLAND, OR 97204

File No. 3-NCU-24

Adjacent Property Owners Within 200 Ft

PLANNING STAFF REPORT

1. **APPLICANT:** CGC VI, LLC, Owner (Cal Blake and Lach Litwer, authorized representatives).
2. **REQUEST:** Approval of a tentative subdivision plat for a four-lot townhouse development.
3. **LOCATION:** The property is located at 655 NW Nye Street (Tax Lot 3800 of Lincoln County Assessor's Tax Map (11-11-05-CD)).
4. **LOT SIZE:** Approximately 8,712 sq. ft. per Lincoln County Assessor's records.
5. **STAFF REPORT**
 - A. **REPORT OF FACTS**
 - i. **Plan Designation:** Low Density Residential.
 - ii. **Zone Designation:** R-2/"Medium Density Single-Family Residential."
 - iii. **Surrounding Land Uses:** Single family residential development.
 - iv. **Topography and Vegetation:** The property is level and clear of structures.
 - v. **Existing Structures:** None.
 - vi. **Utilities:** All utilities are available to the site.
 - vii. **Development Constraints:** None known.
 - viii. **Past Land Use Actions:** None.
 - ix. **Notice:** Public notice of the application and public hearing was mailed to surrounding property owners within 200 feet of the subject property and public entities and agencies on September 16, 2024. Notice of the public hearing was also published in the Lincoln County Leader on October 2, 2024.
 - x. **Pre-application Meeting:** An initial pre-application meeting between the applicant and city staff was held on May 9, 2024.
 - xi. **Planning Staff Report Attachments:**
 - Attachment "A" – Application form
 - Attachment "B" – Applicant Narrative
 - Attachment "C" – Assessor's Property Record
 - Attachment "D" – Western Title Public Record Report
 - Attachment "E" – Applicant's Site Plan
 - Attachment "F" – Zoning Map of the Property

Attachment "G" – City Engineer Confirmation of Service Letter, 8/13/24

Attachment "H" – Central Lincoln PUD Confirmation of Service, 7/16/24

Attachment "I" – Century Link Confirmation of Service, 8/2/24

Attachment "J" – Public Notice

- B. **Explanation of the Request:** The applicant, CGC VI, LLC, Owner, is requesting approval of a tentative subdivision plat to create four townhouse lots. Three of the lots will be developed with townhouses and the fourth will be encumbered by shared elements, including the parking and drive isle, storage, and trash enclosures.

C. **Evaluation of the Request:**

- i. **Comments:** No comments were received in response to the public notice.
- ii. **Applicable Criteria:** The application must be consistent with the approval criteria set forth in Newport Municipal Code (NMC) Chapter 14.31, townhouses and cottage clusters, NMC Chapter 14.44, transportation standards, NMC Chapter 14.46, vehicular access and circulation, and NMC Chapter 14.48, for tentative subdivision plat approval.
- iii. **Compliance with NMC Chapter 14.31, Development Standards for Townhouses and Cottage Clusters.** The criteria for approval of a tentative subdivision plat for townhouses has been addressed as follows:
- (a) *NMC Section 14.31.020(A), Perimeter Requirements. Minimum lot area, lot width, setbacks, lot coverage and building height requirements for a townhouse project or cottage cluster project shall be as specified in NMC 14.13.020, Table A. Such standards apply to the perimeter of the lot, parcel, or tract upon which the townhouse project or cottage cluster project is to be constructed. Front and 2nd front setbacks for a townhouse project or cottage cluster project shall be 10-feet, except that garages and carports shall be setback a distance of 20-feet consistent with NMC 14.11.030.*

Staff: NMC 14.13.020, Table A establishes a minimum lot size of 2,500 sq. ft. of lot area for each townhouse unit. Being a little over 8,700 sq. ft. in size, the applicant's property can accommodate three townhouses. Applicant's site plan illustrates the location of each townhouse unit (Attachment "E"). Setbacks apply to the perimeter of the parent property, and the site plan shows how they will be met, with a 15-foot front yard setback applying off of NW Nye Street, 5-foot setbacks to the north and south property lines, and a 10-foot rear yard setback off of the west property line. A 30-foot maximum building height can be met. The parent property satisfies the minimum lot width requirement of 50-ft and coverage limitation of 57 percent. The project does not include garages or carports. This requirement is met.

- (b) *NMC Section 14.31.020(B)(1), Maximum Townhouse Density. One dwelling unit for every 3,750 sf of land in the R-1 zone district, one unit for every 2,500*

sf of land in the R-2 zone district, and one unit for every 1,250 sf of land in R-3 and R-4 zone districts.

Staff: As noted above, the 8,700+ sq. ft. parent property is large enough to accommodate three townhouse units. This requirement is met.

- (c) NMC Section 14.31.020(D), Off-Street Parking Requirements. *As specified in Section 14.14.*

Staff: NMC 14.14.030(A)(23) established that 1.5 off-street parking spaces are required for each townhouse unit. This rounds up to 5 parking spaces, and the applicant's site plan illustrates how each space can be constructed in conformance with the parking standards. This requirement is met.

- (d) NMC Section 14.31.020(F), Minimum Outdoor Open Space/Patio Area. *150 sf per townhouse unit.*

Staff: The applicant's site plan illustrates that there is sufficient area on the property for this open space/patio requirement to be satisfied (Attachment "E"). This requirement is met.

- (e) NMC Section 14.31.020(G), Utilities. *Each dwelling unit shall be served by separate utilities.*

Staff: The confirmation of service letter from the City Engineer notes that adequate water, wastewater, and storm drainage infrastructure is in place along NW Nye Street (Attachment "G"). The applicant's site plan shows that each townhouse unit will front the street, so it is plausible that each dwelling unit can be served by separate utilities. As conditioned, this requirement is met.

- (f) NMC Section 14.31.030, Number of Units in Building. *No building in a townhouse project may exceed six townhouse dwelling units.*

Staff: The applicant's site plan shows that only three townhouses will be built. This requirement is met.

- (g) NMC Section 14.31.040(A)(1), Townhouse Design Standards, Entry Orientation. *The main entrance of each townhouse must (a) be within 8 feet of the longest street-facing wall of the dwelling unit; and (b) either (i) face the street, (ii) be at an angle of up to 45 degrees from the street, (iii) face a common open space or private access or driveway, or (iv) open onto a porch that is at least 25 square feet in area and has at least one entrance facing the street or has a roof.*

Staff: The applicant's site plan shows that the main entrance of each townhouse unit will be within 8-feet of the longest street facing wall of the dwelling unit, and that each unit faces NW Nye Street (Attachment "E"). This requirement is met.

- (h) NMC Section 14.31.040(A)(2), Unit Definition. *Each townhouse must include at least one of the following on at least one street facing: (a) a roof dormer a minimum of 4 feet in width, or (b) a balcony a minimum of 2 feet in depth and 4 feet in width and accessible from an interior room, or (c) a bay window that extends from the facade a minimum of 2 feet, or (d) an offset of the facade of a minimum of 2 feet in depth, either from the neighboring townhouse or within the façade of a single townhouse, or (e) an entryway that is recessed a minimum of 3 feet, or (f) a covered entryway with a minimum depth of 4 feet, or (g) a porch meeting the standards of subsection (1)(b)(iv) of this section.*

Staff: In their narrative, the applicant indicates that they will satisfy this requirement by ensuring that all entryways are recessed a minimum of 3 feet (Attachment "B"). This requirement is met, as conditioned.

- (i) NMC Section 14.31.040(A)(3), Windows. *A minimum of 15 percent of the area of all street-facing facades on each individual unit must include windows or entrance doors. Half of the window area in the door of an attached garage may count toward meeting this standard.*

Staff: In their narrative, the applicant indicates that windows will exceed the minimum 15 percent of area of the street-facing façade. (Attachment "B"). This requirement is met, as conditioned.

- (j) NMC Section 14.31.040(A)(4)(a), Driveway Access and Parking, Standards. *Townhouses with frontage on a public street shall meet the following standards: Garages on the front façade of a townhouse, off-street parking areas in the front yard, and driveways in front of a townhouse are prohibited unless the following standards are met:*

- i. *Each townhouse lot has a street frontage of at least 15 feet on a local street; and*
- ii. *A maximum of one (1) driveway approach is allowed for every townhouse. Driveways may be shared; and*
- iii. *Outdoor on-site parking and maneuvering areas do not exceed 12 feet wide on any lot; and*
- iv. *The garage width does not exceed 12 feet, as measured from the inside of the garage door frame. For the purposes of this section, "driveway approach" means the edge of a driveway where it abuts a public right-of-way.*

Staff: The applicant's site plan shows that there are no garages, and off-street parking and the driveway are not located in front of the townhouses (Attachment "E"). The site plan further illustrates that each townhouse has at least 15-feet of street frontage, and that the project is served by a single driveway with parking and maneuvering areas that do not exceed 12-feet in width. This requirement is met.

- (k) NMC Section 14.31.040(A)(4)(b), Driveway Access and Parking, Alternatives to the Standards. *The following standards apply to driveways and parking areas for townhouse projects that do not meet all of the standards in subsection (a) above: (i) off-street parking areas shall be accessed on the back façade or located in the rear yard. No off-street parking shall be allowed in the front yard or side yard of a townhouse; and (ii) a townhouse project that includes a corner lot shall take access from a single driveway approach on the side of the corner lot; and (iii) townhouse projects that do not include a corner lot shall consolidate access for all lots into a single driveway. The driveway and approach are not allowed in the area directly between the front façade and front lot line of any of the townhouses; and (iv) a townhouse project that includes consolidated access or shared driveways shall grant appropriate access easements to allow normal vehicular access and emergency access.*

Staff: As noted above, the project was designed to satisfy the above standards. It is also responsive to the alternative requirements that call for townhouse projects that do not include a corner lot to consolidate access for all lots into a single driveway. Additionally, they have designed the project to avoid placing the driveway and approach directly between the front façade and front lot line of any of the townhouses. This requirement has been met.

- (l) NMC Section 14.31.060, Access. *The parent lot shall have a minimum of 25 feet of frontage onto a street. For purposes of this section, a street can be either a public or private way dedicated for street purposes. Townhouse or cottage cluster lots are not required to have frontage on a street, but in no case may a townhouse or cottage cluster lot be further than 100 feet from a street. For townhouse and cottage cluster projects where street frontage for individual lots is not provided, an adequate turnaround is required, as determined by the Fire Marshal. In addition, townhouse or cottage cluster lots with no frontage shall have a perpetual easement across any and all lots that have frontage and any intervening lot.*

Staff: The applicant's site plan shows that the parent property possesses at least 25-feet of frontage along NW Nye Street, and each townhouse lot will possess street frontage (Attachment "E"). This requirement has been met.

- (m) NMC Section 14.31.080, Deed Covenant and Maintenance Agreement. *The developer of a townhouse or cottage cluster project shall provide the City with copies of any deed restrictions, covenants and conditions, and any maintenance agreements to the Community Development Director prior to final plat approval. Such documents shall be approved by the City Attorney and Community Development Director to assure that adequate provisions are contained in those documents for maintenance of buildings, utilities, landscaping, parking areas, common areas, private streets or drives, and other items held in common.*

Staff: The fourth townhouse lot will include common elements, including a shared driveway and parking area with storage sheds and landscaping;

therefore, this requirement is applicable. These documents are typically prepared at the same time as the final plat. That allows for any unanticipated issues that come up during the course of construction to be picked up. As conditioned, this requirement is met.

- (n) *NMC Section 14.31.090, Subdivision Required. Townhouse and cottage cluster projects will require a segregation of lots, a partition or subdivision, as applicable, will be required with its appurtenant requirements as per the City of Newport Subdivision Ordinance (No. 1285, as amended).*

Staff: This application is for a four lot subdivision, consistent with this requirement.

iv. **Compliance with NMC Chapter 14.44, Transportation Standards.** Applicable provisions of the City's Transportation Standards have been addressed as follows:

- (a) *NMC Section 14.44.050(A). Street Improvement Requirements. Streets within or adjacent to a land division, development of new streets, and planned improvements to existing streets shall satisfy the requirements of Section 14.44.060, and public streets shall be dedicated to the applicable road authority.*

Staff: NW Nye Street is adjacent, and provides access to the applicant's property. There are no new streets planned with this project. Compliance with relevant provisions of NMC Section 14.44.060 is addressed below.

- (b) *NMC Section 14.44.050(B). Substandard streets. Substandard streets adjacent to existing lots or parcels shall be brought into conformance with the standards of Section 14.44.060 when new development or redevelopment of the lots or parcels will place additional demands on the streets and related city utilities.*

Staff: NW Nye Street is designated in the Newport Transportation System Plan as a non-commercial major collector roadway in the Newport Transportation System Plan. It is paved to 40-feet in width, which is sufficient to accommodate two 12-foot travel lanes and 8-ft parking bays on each side of the road. This satisfies the minimum roadway and parking requirements for a major collector (NMC 14.14.060(B)). The street is substandard; however, as it relates to the sidewalks. A minimum 6-foot width with a three foot cleared area (i.e. landscape strip) is required, per the table below. The existing sidewalk appears to be 4-5 feet in width.

- (c) *NMC Section 14.44.060(I). Sidewalks. Sidewalks in conformance with the city's adopted sidewalk design standards are required as outlined in the adopted Transportations System Plan and Table 14.44.060(C) below. Any modifications to the sidewalk standards require approval pursuant to the requirements of Section 14.33.100 – Transportation Mitigation Procedure.*

Requests for modifications involving ODOT facilities will require review and approval by ODOT.

Table 14.44.060-C. Minimum On-Street Parking and Roadway Widths

Roadway Classification	Arterial Street ¹	Major Collector (Commercial)	Major Collector (Non-Commercial)	Neighborhood Collector	Local/Yield Street ³
Edge	1-4 ft.	0 ft.	0 ft.	0 ft.	0 ft.
Pedestrian Throughway	5-10 ft.	8 ft. ⁴	6 ft.	6 ft.	5 ft.
Furnishings/Landscape (including curb)	5.5-6.5 ft.	3 ft.	3 ft.	0.5 ft.	0.5 ft.
Min. Walkway Width	Variable ⁵	11 ft.	9 ft.	6.5 ft.	5.5 ft.
Minimum Buffer (Pedestrian Throughway to Vehicle Travel Way) ²	Variable ⁵	3 ft.	3 ft.	0.5 ft.	0.5 ft.

Staff: As noted, a 6-foot sidewalk with a 3-foot landscape strip is required along the property frontage. It would replace the existing sidewalk that is fairly old, and appear to have been built when the previous homes on this property were constructed. The two homes were demolished in 2018. Installation of the sidewalks can occur at the time the townhouses are built and would need to be in place before a final plat is recorded. As conditioned, this requirement is met.

- v. **Compliance with NMC Chapter 14.46, Vehicular Access and Circulation.** Applicable provisions of the City's Vehicular Access and Circulation standards have been addressed as follows:

- (a) *NMC Section 14.46.020, Permit Required. Vehicular access to a public street (e.g., a new or modified driveway connection to a street or highway) requires a right-of-way permit, pursuant to NMC Chapter 9.10. In addition, approval by Lincoln County is required for connections to county roads within the city limits, and authorization from the Oregon Department of Transportation is required for connections onto US 101 or US 20.*

Staff: The applicant's site plan shows that they intend to utilize a driveway cut at the northeast corner of the property. The driveway cut is within the NW Nye Street road right-of-way and it will need to be improved to existing City standards for roadway approaches. A right-of-way permit will be required for that work. As conditioned, this requirement is satisfied.

- (b) *NMC Section 14.46.030(A), Approach and Driveway Development Standards, Access from a Public Street. Access to parking lots shall be from a public street or alley. Access to loading and unloading areas shall be from a public street, an alley, or a parking lot.*

Staff: The applicant's site plan (Attachment "E"), shows that access to their parking lot will be from a public street. This requirement is met.

- (c) NMC Section 14.46.030(C), Approach and Driveway Development Standards, City Engineer Approval. *All accesses shall be approved by the City Engineer or designate.*

Staff: This requirement can be addressed with a condition of approval.

- (d) NMC Section 14.46.030(D), Approach and Driveway Development Standards, Access Consolidation. *Accesses shall be consolidated unless demonstrated to be unfeasible as determined by the City Engineer.*

Staff: The property currently has two driveway approaches. The applicant intends to use the approach at the north east corner of the property. The approach at the southeast corner of the property will need to be removed. This can occur prior to the final plat being recorded. As conditioned, this requirement is met.

- (e) NMC Section 14.46.030(P), Approach and Driveway Development Standards, Approach Widths. *Approaches and driveways shall be a minimum of twelve (12) feet for a one-way drive and twenty (20) feet for a two-way drive. Approaches and driveways shall not be greater than 150% of the minimum, with the exception of those that serve industrial uses and heavy commercial uses which may be up to 35 feet.*

Staff: The applicant's site plan (Attachment "E") shows that the driveway will meet the 12-foot minimum. This requirement is met.

- (f) NMC Section 14.46.030(S), Approach and Driveway Development Standards, Driveway Aprons. *Where sidewalks or walkways occur adjacent to a roadway, driveway aprons constructed of concrete shall be installed between the driveway and roadway edge.*

Staff: A condition of approval is included requiring the new driveway apron be constructed with concrete.

- (g) NMC Section 14.46.050, Joint Use Access Easement and Maintenance Agreement. *Where the city approves a joint use driveway, the property owners shall record an easement with the deed allowing joint use of and cross access between adjacent properties. The owners of the properties agreeing to joint use of the driveway shall record a joint maintenance agreement with the deed, defining maintenance responsibilities of property owners. The applicant shall provide a fully executed copy of the agreement to the city for its records.*

Staff: The fourth lot in the subdivision is being setup for joint use, including the drive isle, parking, storage, and trash management. Accordingly, a joint use easement (or equivalent) and maintenance agreement will be required before the plat is recorded. As conditioned, this requirement is met.

vi. **Compliance with NMC Chapter 14.48, Criteria for Approval of the Tentative Subdivision Plat.** The criteria for a tentative subdivision plat have been addressed as follows:

(a) *NMC Section 14.48.010(A), Application Requirements.* A person seeking approval of a land division shall submit the following to the Community Development Department:

1. *A completed city application form signed by the owner of the property or an authorized agent. If the application form is signed by an authorized agent, it must be accompanied by a document signed by the property owner authorizing the agent to act for the owner in the land division process.*

2. *A tentative plan containing the information identified in Section 14.48.010(C).*

3. *A narrative listing each applicable approval criterion or standard and an explanation as to how the criterion or standard is met.*

4. *A vicinity map showing existing subdivisions and unsubdivided land ownerships adjacent to the proposed subdivision and showing how proposed streets and utilities will be extended to connect to existing streets and utilities and may be connected to future streets and utilities.*

5. *Proposed deed restrictions, if any, in outline form.*

6. *Approximate center line profiles with extensions for a reasonable distance beyond the limits of the proposed subdivision showing the finished grade of streets and the nature and extent of street construction.*

7. *A plan for domestic water supply lines and related water service facilities.*

8. *Proposals for sewage disposal, storm water drainage, and flood control, including profiles of proposed drainage ways.*

9. *If lot areas are to be graded, a plan showing the nature of cuts and fills and information on the character of the soil.*

10. *Where geologic hazards are known to exist on part or all of the property in question based on adopted maps of the City of Newport, a geologic hazard report is required and shall be provided in accordance with the requirements of Chapter 14.21. The report must clearly state what measures will be taken to safeguard against existing hazards.*

11. *Written letters from public facilities (water, sewer, storm water, and streets) and utilities (electric and phone) identifying requirements for providing service to the land division.*

12. *An application fee in an amount set by City Council resolution.*

13. *A Trip Assessment Letter, if required by Chapter 14.43.*

14. *A Traffic Impact Analysis, if required by Chapter 14.45.*

15. *Other materials that the applicant believes relevant or that may be required by the city.*

Staff: The applicant has provided the requisite information. This requirement is met.

- (b) *NMC Section 14.48.010(B). The tentative plan of a land division shall be drawn such that the dimensions can be verified with the standard tick marks depicted on an Engineer's or Architects scale.*

The site plan has been drawn using an architect's scale. This requirement is met.

- (c) *NMC Section 14.48.010(C). The following general information shall be shown on the tentative plan of the land division:*

1. *If a subdivision, the proposed name of the subdivision. This name shall not duplicate or resemble the name of another subdivision in the county and shall be approved by the Planning Commission.*

2. *Date, northpoint, and scale of the drawing.*

3. *Appropriate identification of the drawing as a tentative plan.*

4. *Location of the property being divided sufficient to define its location and boundaries, and a legal description of the entire property being divided.*

5. *Names and addresses of the owner, the applicant if different from the owner, and the engineer and/or surveyor.*

6. *The following existing conditions shall be shown on the tentative plan:*

a. *The location, widths, and names of existing streets and undeveloped rights of way within or adjacent to the tract, any existing easements, and other important features such as section lines, section corners, city boundary lines, and monuments.*

b. *Contour lines related to some established bench mark or other datum approved by the city and having minimum intervals as follows:*

- i. *For slopes of less than 5 percent: show the direction of slope by means of arrows or other suitable symbols, together with not less than four (4) spot elevations per acre, evenly distributed.*
- ii. *For slopes of 5 percent to 15 percent: five (5) feet.*
- iii. *For slopes of 15 percent to 20 percent: 10 feet.*
- iv. *For slopes of over 20 percent: 20 feet.*

c. *The location and direction of water courses and the location of areas subject to flooding.*

d. *Natural features such as wetlands, tidelands, marshes, or any natural*

resource identified as a protected Statewide Land Use Planning Goal 5 or Goal 17 resource on maps adopted by the city shall be identified. Other features, such as rock outcroppings, wooded areas, and isolated trees that serve as the basis of any requested modifications to the land division standards shall also be identified.

e. Existing uses of the property and location of existing structures to remain on the property after platting.

f. The location within the land division and in the adjoining streets and property of existing sewers, water mains, culverts, drain pipes, and utility lines.

7. The following information shall be included on the tentative plan of a subdivision.

a. The location, width, names, approximate grades, and radii of curves of proposed streets and the relationship of proposed streets to streets shown in the Transportation System Plan. Streets in existing adjacent developments and approved subdivisions and partitions shall also be shown, as well as potential street connections to adjoining undeveloped property.

b. The location, width, and purpose of proposed easements.

c. The location and approximate dimensions of proposed lots and the proposed lot and block numbers.

d. Proposed sites, if any, allocated for purposes other than single-family dwellings.

Site Plan: The applicant's site plan (Attachment "E") and zoning map (Attachment "F") contain the requisite information. This requirement has been met.

(d) *NMC Section 14.48.010(D). If the land division proposal pertains to only part of the property owned or controlled by the owner or applicant, the city may require a sketch of a tentative layout for streets in the undivided portion.*

Staff: As noted in the "Public Record Report for New Subdivision or Land Partition" from Western Title (Attachment "D"), the entire property is owned by the applicant. This requirement is met.

(e) *NMC Section 14.48.020, Blocks.*

A. Blocks created in land divisions shall be consistent with the standards in Table 14.48.020-A. Modifications to the standards may be made by the approving authority pursuant to the standards in Chapter 14.33 if the street is adjacent to an arterial street, the location of adjoining streets, or other constraints identified in Section 14.33.100 justify the modification.

B. Mid-block pedestrian and bicycle connections must be provided when the block length exceeds 300 feet to ensure convenient access for all users. Midblock pedestrian and bicycle connections must be provided on a public easement or right-of-way every 300 feet, unless the connection is impractical due to topography, inadequate sight distance, high vehicle travel speeds, lack of supporting land use, or other factors that may prevent safe crossing; or a rational nexus to the proposed development is not established and the connection is not roughly proportional to the impacts created by the proposed land division.

Staff: The applicant's proposal will not create any new subdivision blocks.

(f) NMC Section 14.48.025(A), Easements.

A. Utility Lines. Easements for sewers and water mains shall be dedicated to the city wherever a utility is proposed outside of a public right-of-way. Such easements must be in a form acceptable to the city. Easements for electrical lines, or other public utilities outside of the public right-of-way shall be dedicated when requested by the utility provider. The easements shall be at least 12 feet wide and centered on lot or parcel lines, except for utility pole tieback easements, which may be reduced to six (6) feet in width.

Staff: The service confirmation letters from the City Engineer (Attachment "G"), Central Lincoln PUD (Attachment "H") and Century Link (Attachment "I") indicate that services are available within the NW Nye Street right-of-way. Easements should not be needed. If in the course of construction there is an identified need for an easement, then the easement can be depicted and dedicated on the final plant. This requirement is met.

(g) NMC Section 14.48.025(B), Utility Infrastructure. *Utilities may not be placed within one foot of a survey monument location noted on a subdivision or partition plat.*

Staff: As noted above, there should not be a need for new utilities to be installed.

(h) NMC Section 14.48.025(C), Water Course. *If a tract is traversed by a water course such as a drainage way, channel, or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially to the lines of the water course, and such further width as will be adequate for the purpose. Streets or parkways parallel to the major water courses may be required.*

Staff: The property is not traversed by a water course.

(i) NMC Section 14.48.030(A), Size. *The size (including minimum area and width) of lots and parcels shall be consistent with the applicable lot size provisions of the Zoning Ordinance, with the following exception:*

Where property is zoned and planned for business or industrial use, other widths and areas may be permitted at the discretion of the Planning Commission. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.

Staff: As shown on the applicant's site plan (Attachment "E"), each new townhouse lot meets the applicable dimensional requirements in the R-2 zoning district. The subject property is not zoned or planned for business or industrial use. This requirement is met.

- (j) *NMC Section 14.48.030(B), Street Frontage.* *Each lot and parcel shall possess at least 25 feet of frontage along a street other than an alley.*

Staff: As shown on the applicant's site plan (Attachment "E"), each lot has at least 25 feet of frontage along NW Nye Street. This requirement is met.

- (k) *NMC Section 14.48.030(C), Through Lots and Parcels.* *Through lots and parcels are not allowed. Modifications may be made by the approving authority where they are essential to provide separation of residential development from major traffic arteries or adjacent nonresidential activities or to overcome specific disadvantages of topography and orientation. The approving authority may require a planting screen easement at least 10 feet wide and across which there shall be no right of access. Such easement may be required along the line of building sites abutting a traffic artery or other incompatible use.*

Staff: As shown on the applicant's site plan (Attachment "E"), no through lots will be created with this townhouse subdivision. This requirement is met.

- (l) *NMC Section 14.48.030(D), Lot and Parcel Side Lines.* *The side lines of lots and parcels shall run at right angles to the street upon which they face, except that on curved streets they shall be radial to the curve. Modifications to this requirement may be made by the approving authority where it is impractical to do so due to topography or other conditions or when the efficient layout of the land division has the lines running as close to right angles (or radial) as practical.*

Staff: The applicant's site plan shows that all lots run approximately at right angles to NW Nye Street (Attachment "E"). This requirement is met.

- (m) *NMC Section 14.48.030(E), Special Setback Lines.* *All special building setback lines, such as those proposed by the applicant or that are required by a geological report, which are to be established in a land division, shall be shown on the plat, or if temporary in nature, shall be included in the deed restrictions.*

Staff: All applicable setback lines are shown on the applicant's site plan (Attachment "E"). This requirement is met.

- (n) NMC Section 14.48.030(F), Maximum Lot and Parcel Size. *Proposed lots and parcels shall not contain square footage of more than 175% of the required minimum lot size for the applicable zone. Modifications to this requirement may be made by the approving authority to allow greater square footage where topography or other conditions restrict further development potential or where the layout of the land division is designed and includes restrictions to provide for extension and opening of streets at intervals which will permit a subsequent division into lots or parcels of appropriate size for the applicable zone designation.*

Staff: There is no minimum lot size for a town house development (NMC 14.31.020(C)). In the R-2 zoning district, one townhouse is allowed for every 2,500 square feet of lot area. The subject property is approximately 8,712 sq. ft., and the applicant's site plan shows that they will maximize the number of units they are permitted to construct). This requirement is met.

- (o) NMC Section 14.48.030(G), Development Constraints. *No lot or parcel shall be created with more than 50 % of its land area containing wetlands or lands where the city restricts development to protect significant Statewide Land Use Planning Goal 5 or Goal 17 resources, except that areas designated as open space within a land division may contain up to 100% of a protected resource. Modifications to this requirement may be made by the approval authority if the approval authority determines that the proposed lot or parcel contains sufficient land area to allow for construction on the lot or parcel without impacting the resource or that a variance or other permit has been obtained to allow for impacts on the identified resource.*

Staff: No wetlands or other Goal 5 or Goal 17 resources have been identified on the subject site. This requirement is met.

- (p) NMC Section 14.48.030(H), Lots and Parcels within Geological Hazard Areas. *Each new undeveloped lot or parcel shall include a minimum 1000 square foot building footprint within which a structure could be constructed and which is located outside of active and high hazard zones and active landslide areas (See NMC Chapter 14.21 for an explanation of hazard zones). New public infrastructure serving a lot or parcel shall similarly be located outside of active and high hazard zones and active landslide areas.*

Staff: The subject property is not within a Geologic Hazard Area. This requirement is met.

- (q) NMC Section 14.48.035(A)(1), Streets. *All streets, including alleys, within the land division, streets adjacent but only partially within the land divisions, and the extension of land division streets to the intersecting paving line of existing streets with which the land division streets intersect, shall be constructed in accordance with the standards set forth in Chapter 14.44. Street width standards may be adjusted subject to the provisions of Section 14.33.070.*

Staff: Project compliance with relevant standards contained in NMC Chapter 14.44 have been addressed earlier in the report. This requirement will be met.

- (r) NMC Section 14.48.035(A)(2) Surface Drainage and Storm Sewer System. *Drainage facilities shall be provided within the land division and to connect the land division drainage to drainage ways or storm sewers outside the land division. Design of drainage within the land division shall consider the capacity and grade necessary to maintain unrestricted flow from areas draining through the land division and to allow extension of the system to serve such areas.*

Staff: The service confirmation letter from the City Engineer indicates that drainage from the project can be directed to the structured storm drainage system along NW Nye Street (Attachment "G"). This would require the construction of weep holes in a replacement curb along the property frontage. Storm inlets would be required to rain the parking lot into the public, structured system. This can be accomplished concurrent with the construction of the townhouses. As conditioned, this requirement has been met.

- (s) NMC Section 14.48.035(A)(3), Sanitary Sewers. *Sanitary sewers shall be installed to serve each lot or parcel in accordance with standards adopted by the City, and sewer mains shall be installed in streets as necessary to connect each lot or parcel to the city's sewer system.*

Staff: The service confirmation letter from the City Engineer (Attachment "G"), indicates that sanitary service is available from an 8-inch or 15-inch concrete sanitary sewer mains along NW Nye Street. Services must be installed to each townhouse lot before the final plat is recorded. As conditioned, this requirement is met.

- (t) NMC Section 14.48.035(A)(4), Water. *Water mains shall be installed to allow service to each lot or parcel and to allow for connection to the city system, and service lines or stubs to each lot shall be provided. Fire hydrants shall be installed as required by the Uniform Fire Code. The city may require that mains be extended to the boundary of the land division to provide for future extension or looping.*

Staff: The service confirmation letter from the City Engineer (Attachment "G"), indicates that water service is available from 6-inch water main on the east side of NW Nye Street. Services must be installed to each townhouse lot before the final plat is recorded. As conditioned, this requirement is met.

- (u) NMC Section 14.48.035(A)(5), Sidewalks. *Sidewalks. Required sidewalks shall be constructed in conjunction with the street improvements except as specified below:*

a. Delayed Sidewalk Construction. Where sidewalks are designed contiguous with the curb in residential areas, the subdivider may delay the placement of concrete for the sidewalks until such time as driveway aprons are established

and constructed on individual lots. In such cases, sidewalks shall be installed and accepted by the city engineer prior to issuance of a certificate of occupancy.

Staff: Sidewalk that will need to be constructed at this location cannot be built curb tight per the transportation standards of NMC Chapter 14.44; therefore, a deferred sidewalk improvement agreement is not permitted. Sidewalk improvements will need to be completed prior to the recording of the final plat.

(v) *NMC Section 14.48.035(B), Public Improvement Procedures.*

B. Public Improvement Procedures. In addition to other requirements, public improvements installed by a developer that is dividing land, whether required or voluntarily provided, shall comply with this chapter, and with any public improvement standards or specifications adopted by the city. The following procedure shall be followed:

1. Improvement work, including excavation in the excess of 100 cubic yards, shall not be commenced until plans have been checked for adequacy and approved by the city. To the extent necessary for evaluation of the proposal, the plans shall be required before approval of the tentative plan of a subdivision or partition.

2. Improvement work shall not commence until after the city is notified, and, if work is discontinued for any reason, it shall not be resumed until after the city is notified.

3. Public improvements shall be constructed under the inspection and to the satisfaction of the city engineer. The city may require change in typical sections and details in the public interest if unusual conditions arise during construction to warrant the change.

4. Underground utilities, sanitary sewers, and storm drains installed in streets shall be constructed prior to the surfacing of the streets. Stubs for service connection for underground utilities and sanitary sewers shall be placed to allow future connections without disturbing the street improvements.

5. A map showing public improvements as built shall be filed with the city upon completion of the improvements.

6. Public improvements shall not be commenced until any appeals of the subdivision approval are resolved.

Staff: The scope of public improvements with this project is likely to be limited to the installation of sidewalk, curb, the closure of a driveway approach and the reconstruction of the other approach. Minor utility improvements may be needed where the applicant connects to public utilities. This requirement can be met.

(w) NMC Section 14.48.040, Adequacy of Public Facilities and Utilities.

A. Tentative plans for land divisions shall be approved only if public facilities and utilities (electric and phone) can be provided to adequately service the land division as demonstrated by a written letter from the public facility provider or utility provider stating the requirements for the provision of public facilities or utilities (electric and phone) to the proposed land division:

B. For public facilities of sewer, water, storm water, and streets, the letter must identify the:

1. Water main sizes and locations, and pumps needed, if any, to serve the land division.

2. Sewer mains sizes and locations, and pumping facilities needed, if any, to serve the land division.

3. Storm drainage facilities needed, if any, to handle any increased flow or concentration of surface drainage from the land division, or detention or retention facilities that could be used to eliminate need for additional conveyance capacity, without increasing erosion or flooding.

4. Street improvements outside of the proposed development that may be needed to adequately handle traffic generated from the proposed development.

Staff: The service confirmation letter from the City Engineer (Attachment "G"), indicates that the City's water, wastewater, and storm drainage facilities are adequate to the proposed land division. As previously noted, the street is also adequate with the exception of the sidewalks, which will need to be replaced. This requirement is met.

(x) NMC Section 14.48.045(A), Underground Utilities and Service Facilities, Undergrounding. *All utility lines within the boundary of the proposed land divisions, including, but not limited to, those required for electric, telephone, lighting, and cable television services and related facilities shall be placed underground, except surface-mounted transformers, surface-mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, high capacity electric and communication feeder lines, and utility transmission lines operating at 50,000 volts or above. The subdivider shall make all necessary arrangements with the serving utility to provide the underground service.*

Staff: Compliance with this requirement can be addressed with a condition of approval.

(y) NMC Section 14.48.45(B), Underground Utilities and Service Facilities, Non-City-Owned Utilities. *As part of the application for tentative land*

division approval, the applicant shall submit a copy of the preliminary plat to all non-city-owned utilities that will serve the proposed subdivision. The subdivider shall secure from the non-city-owned utilities, including but not limited to electrical, telephone, cable television, and natural gas utilities, a written statement that will set forth their extension policy to serve the proposed land division with underground facilities. The written statements from each utility shall be submitted to the city prior to the final approval of the plat for recording.

Staff: Service provider letters from non-city-owned utilities (Central Lincoln PUD and Century Link) are included in Attachments "H" and "I". Both confirmed that they can support the development and the steps required to obtain service. This requirement is met.

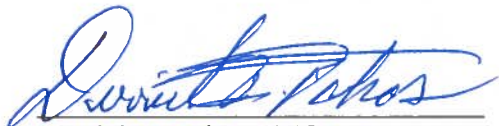
- D. **Conclusion:** If the Planning Commission finds that the applicant meets the criteria established in the Municipal Code for granting the Tentative Subdivision Plat then it can approve the request. The Commission may attach reasonable conditions of approval, which the Commission finds are necessary to satisfy the approval criteria. Conditions of approval must relate to the applicable approval criteria (i.e. there is a rational nexus) and they must be roughly proportional to the impact created by the development in order to be constitutionally permissible. The burden on demonstrating that conditions of approval have both a rational nexus and are roughly proportional is on the government, not the applicant. If, on the other hand, the Commission finds that the request does not comply with the criteria and cannot be made to comply through reasonable conditions of approval (as required by ORS 197.522), then the Commission should make findings for denial.
- E. **Staff Recommendation:** Findings contained in this report establish that the proposed tentative subdivision plat can satisfy City approval standards provided the following conditions are met:
1. Approval of this tentative subdivision plat is based on the submitted written narrative and plan listed as attachments to the staff report. No use shall occur under this permit other than that which is specified within these documents. It shall be the responsibility of the applicant/property owner to comply with these documents and the limitations of approval described herein.
 2. Each townhouse unit shall be served by separate utilities that are to be installed and available for connection prior to recording of the final plat (NMC 14.31.020(G) and 14.48.035(A)).
 3. The entryway of each townhouse unit shall be recessed a minimum of 3-feet (NMC 14.31.040(A)(2)).
 4. A minimum of 15 percent of the area of each townhouse unit's street-facing facade shall include windows or entrance doors (NMC 14.31.040(A)(3)).
 5. The applicant shall provide the Community Development Director with copies of any deed restrictions, covenants and conditions, and joint maintenance agreement applicable to shared parking or other common areas within the townhouse

development. Such documents shall be approved by the City Attorney prior to the final plat being recorded (NMC 14.31.080 and NMC 14.46.050).

6. The property owner shall record a joint use easement (or equivalent) with the deed of each of the resulting townhouse lot allowing joint use and cross access between adjacent properties. The owners of the properties agreeing to joint use of the driveway shall record a joint maintenance agreement with the deeds, defining the maintenance responsibilities of the owners. A fully executed copy of the agreement shall be provided to the City prior to recording of the final plat (NMC 14.46.050).
7. The applicant shall construct the following public improvements prior to the recording of the final plat:
 - A. Remove the southernmost driveway approach, and rebuild the northern driveway approach. The new approach shall be constructed in concrete (NMC 14.46.020, 14.46.030(D), and 14.46.030(S)); and
 - B. Replace the existing sidewalk along the project's NW Nye Street frontage with a new concrete walkway that is at least six feet in width. The new concrete sidewalk is to be separated from the curb by a three foot landscape strip (NMC 14.44.060(I)); and
 - C. If storm runoff from the townhouse units and parking area is to be directed to the structured storm drainage system in NW Nye Street, then the applicant shall replace the existing curb along the property frontage so as to accommodate weep holes to convey run-off for each of the units. Storm inlets and drain lines tying into the public system will be required if run-off from the parking area is to be directed to the street (NMC 14.48.035(A)(2)).
8. Public improvements are to be designed and built to design standards adopted by the City, unless an alternative is approved by the City Engineer. A right-of-way permit shall be obtained from the Public Works Department before work is initiated, and the public improvements shall be constructed under the inspection and to the satisfaction of the City Engineer (NMC 14.46.020 and 14.46.030(C)).
9. All utility lines within the boundary of the proposed land divisions, including, but not limited to, those required for electric, telephone, lighting, and cable television services and related facilities shall be placed underground, except surface-mounted transformers, surface-mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, high capacity electric and communication feeder lines, and utility transmission lines operating at 50,000 volts or above. The subdivider shall make all necessary arrangements with the serving utility to provide the underground service (NMC 14.48.045(A)).
10. Installation of public improvements, including excavation in the excess of 100 cubic yards, shall not occur until plans have been checked for adequacy and

approved by the City, and shall not be commenced until after the City is notified (NMC 14.48.035(B)).

11. A final plat shall be submitted within two years of the tentative plat (i.e. concept map) approval. The developer shall finalize the survey, secure the signatures on the plat from all impacted owners, and prepare necessary conveyance documents to ensure that the lot configuration, ownership, and rights-of-way are established as illustrated on the tentative plat. The final plat shall be in conformance with the approved tentative plan, this chapter, ORS Chapter 92, and standards of the Lincoln County Surveyor.



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

October 9, 2024



City of Newport Land Use Application

Attachment "A"
2-SUB-24

Applicant Name(s): CGC VI, LLC	Property Owner Name(s) if other than applicant
Applicant Mailing Address: 20251 HOODVIEW AVE WEST LINN, OR 97068	Property Owner Mailing Address: SAME
Applicant Phone No. 510-684-7532	Property Owner Phone No. SAME
Applicant Email	Property Owner Email
ca@columbiagraccapital.com	
Authorized Representative(s): Person authorized to submit and act on this application on applicant's behalf	
CAL BLAKE, LACH LITWER	
Authorized Representative Mailing Address: SAME	
Authorized Representative Telephone No. SAME	
Authorized Representative Email.	

Project Information

Property Location: <i>Street name if address not assigned</i> 645 & 655 NW NYE ST, NEWPORT	
Tax Assessor's Map No.: 11-11-05-CD	Tax Lot(s): 03800
Zone Designation:	Legal Description: <i>Add additional sheets if necessary</i>
Comp. Plan Designation:	
Brief description of Land Use Request(s): TOWNHOME SUBDIVISION, 3 UNITS	
<i>Examples:</i>	
1. <i>Move north property line 5 feet south</i>	
2. <i>Variance of 2 feet from the required 15-foot front yard setback</i>	
Existing Structures: if any NONE	
Topography and Vegetation: ESSENTIALLY FLAT; GRASS + SHRUBS	

Application Type (please check all that apply)

- | | | |
|--|---|--|
| <input type="checkbox"/> Annexation | <input type="checkbox"/> Interpretation | <input type="checkbox"/> UGB Amendment |
| <input type="checkbox"/> Appeal | <input type="checkbox"/> Minor Replat | <input type="checkbox"/> Vacation |
| <input type="checkbox"/> Comp Plan/Map Amendment | <input type="checkbox"/> Partition | <input type="checkbox"/> Variance/Adjustment |
| <input type="checkbox"/> Conditional Use Permit | <input type="checkbox"/> Planned Development | <input type="checkbox"/> PC |
| <input type="checkbox"/> PC | <input type="checkbox"/> Property Line Adjustment | <input type="checkbox"/> Staff |
| <input type="checkbox"/> Staff | <input type="checkbox"/> Shoreland Impact | <input type="checkbox"/> Zone Ord/Map |
| <input type="checkbox"/> Design Review | <input checked="" type="checkbox"/> Subdivision | <input type="checkbox"/> Amendment |
| <input type="checkbox"/> Geologic Permit | <input type="checkbox"/> Temporary Use Permit | <input type="checkbox"/> Other |

FOR OFFICE USE ONLY

File No. Assigned: 2-SUB-24		
Date Received: 8/29/24	Fee Amount: 91539 -	Date Accepted as Complete:
Received By: sm	Receipt No. 8310	Accepted By:

City Hall
169, SW Coast Hwy
Newport, OR 97365
541.574.0629

625-24-000049-PLUS



City of Newport Land Use Application

I understand 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 also 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.

[Handwritten Signature]
Applicant Signature(s)

08/29/24
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.

To:

Derrick Tokos
 Director, Community Development Department
 City of Newport, Oregon

From:

Cathal Blake
 CGC VI, LLC
 Owner of 655 NW Nye Street, Newport, Oregon

Re: Findings of fact explaining how the proposed subdivision complies with the development criteria and how the developer will assure the completion of public improvements.

How the proposed subdivision complies with the development criteria

Minimum lot area, lot width, setbacks, lot coverage and building height requirements for a townhouse project or cottage cluster project shall be as specified in NMC 14.13.020, Table A.

- Zone district: R-2.
- Lot area: 8,330 sf. 5,000 minimum.
- Lot width: 100 ft. 50 ft minimum.
- Front setback: 15 ft. 15 ft minimum.
- Side setback: 5 ft. 5 ft minimum.
- Rear setback: >10 ft. 10 ft minimum.
- Lot coverage: <57%. 57% maximum.
- Building height: <30 ft. 30 ft maximum.

14.14.030.f.23 Off-street parking requirements

- Townhouse: 5 spaces for 3 units. 1.5 spaces per unit minimum.

14.31.020 Townhouse Development Standards

- Maximum density: 3 townhomes.
 - Lot area: 8,330 sf.
 - 14.31.020.B: R-2 zoning: 1 dwelling for every 2,500 sf of land.
- Off-street parking requirements - see above.

14.31.030 Number of units in building.

- 3. Maximum is 6.

14.31.040 Townhouse Design Standards

- A.1: main entrances are all within 8 feet of the longest street-facing wall of the dwelling unit and facing the street.
- A.2: option (e): all entryways are recessed a minimum of 3 feet.
- A.3: Windows will exceed the minimum 15% of area of the street-facing facade.
- A.4.b.iii: Driveway and parking are consolidated in a 4th lot on the north end of the townhouses, to be shared as a common area between the 3 townhouse units.

How the developer will assure the completion of public improvements

We will work with the City of Newport's Department of Community Development and the Department of Public Works to assure the completion of necessary public improvements. There is currently a public sidewalk in relatively good condition on the property's east frontage.

Please let us know if you have any questions. I appreciate your time and attention.

Respectfully,

LINCOLNPROD PROPERTY RECORD CARD

Attachment "C"

2-SUB-24

Tax Year: 2024

Print Date: 10/8/2024 4:46:48 PM

Property ID: R199172

Map and Taxlot: 11-11-05-CD-03800-00

PROPERTY SITUS ADDRESS

655 NW NYE ST
Maintenance Area: E-10

OWNER NAME AND MAILING ADDRESS

CGC VI LLC
20251 HOODVIEW AVE
WEST LINN, OR 97068

LEGAL DESCRIPTION

NYE AND THOMPSON ADDN.-NEWPORT,
BLOCK 15, LOT 1,PTN OF, SENIOR CITIZEN
DEFERRAL-CANCELLED, NOT YET PAID,
DOC202308469

Acres: 0 Sqft:
Effective Acres: 0

GENERAL PROPERTY INFORMATION

Prop Class: 101
NBH Code: NNNB
Prop Type Code: RES
Prop Code: Z3: AGATE BEACH TO MAKAI
Next Appr Date:
Next Appr Reason:
Last Appr Date: 03/28/2018
Appraiser: DAC, CJH
Zoning: R-2
Code Area: 104
Related Accts: P511543

VALUE HISTORY

Year	Land RMV	Imp RMV	Total RMV	Total AV	LSU Value
2023	219,940		219,940	196,320	0
2022	211,060		211,060	190,610	0
2021	184,400	0	184,400	184,400	0
2020	166,640	0	166,640	166,640	0
2019	157,760	0	157,760	157,760	0
2018	159,390	83,650	243,040	243,040	0

ASSESSMENT INFORMATION

Land Non-LSU:	230,380	Prior MAV:	196,320	Except RMV:	
Improvement:		Prior MAV Adj:		CPR:	
Non-LSU RMV Total:	230,380	Prior AV:	196,320	EX. MAV:	
Land LSU:		Prior AV Adj:		LSU:	
RMV Total:	230,380	AV +3%:	202,210	New M50 AV:	202,200

SALES INFORMATION

Date	Type	Sale Price	Adj Sale Price	Validity	Inst. Type	Sale Ref
01/19/2023	29			SALE	TD TRUSTEE'S DE	202300691
				NON_SALE	BSD BARGAIN AND	202308469

BUILDING PERMITS AND INSPECTIONS

Type	Appraiser	Issue Date	Date Checked	% Comp	Comment
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PARCEL COMMENTS

GenFlag- M_14C,M_15C,M_18C,M_19C
GenCom- ;JV#601 SCD CANC PER SCD/DOR 11/2007 REPORT CIS ;JV700 SCD ACTIVE 8/1/08 ;JV#726 SCD CANC 2/2/09;FOR
Prop-Note- ALL IMPS GONE 2018.
Land- 2 HOUSES

EXEMPTIONS

Code	Exempt RMV
------	------------

Exceptions

Code	Year	Amount	Method
ADJ	2019	-100,040	4

MARKET LAND INFORMATION

Type	Table	Method	Acres	Base Value	Adjustment Code - %	NBHD %	Total Adj %	Final Value
LR: DEV RESIDENTIAL LOT	NNN	LB	0.100	117,000				103,940
SD: SITE DEVELOPMENT	NNOS2	LT		21,000	LSF-1500			22,500
LR: DEV RESIDENTIAL LOT	NNN	LB	0.100	117,000				103,940
			Total Acres:	0.200			Total Market Land Value:	230,380

LAND SPECIAL USE

Code	SAV	Unt	Pr	MSAV	Unt	Pr	LSU
							Total LSU:

**PUBLIC RECORD REPORT
FOR NEW SUBDIVISION
OR LAND PARTITION**

THIS REPORT IS ISSUED BY THE ABOVE-NAMED COMPANY ("THE COMPANY") FOR THE EXCLUSIVE USE OF THE FOLLOWING CUSTOMER:

Cal Blake
Phone No.: (510)684-7532

Date Prepared: July 17, 2024
Effective Date: July 5, 2024 / 05:00 PM
Charge: \$300.00
Order No.: WT0264685
Reference:

The information contained in this report is furnished to the Customer by Western Title & Escrow Company (the "Company") as an information service based on the records and indices maintained by the Company for the county identified below. This report is not title insurance, is not a preliminary title report for title insurance, and is not a commitment for title insurance. No examination has been made of the Company's records, other than as specifically set forth in this report ("the Report"). Liability for any loss arising from errors and/or omissions is limited to the lesser of the fee paid or the actual loss to the Customer, and the Company will have no greater liability by reason of this report. This report is subject to the Definitions, Conditions and Stipulations contained in it.

REPORT

- A. The Land referred to in this report is located in the County of Lincoln, State of Oregon, and is described as follows:
As fully set forth on Exhibit "A" attached hereto and by this reference made a part hereof.
- B. As of the Effective Date, the tax account and map references pertinent to the Land are as follows:
As fully set forth on Exhibit "B" attached hereto and by this reference made a part hereof.
- C. As of the Effective Date and according to the Public Records, we find title to the land apparently vested in:
As fully set forth on Exhibit "C" attached hereto and by this reference made a part hereof.
- D. As of the Effective Date and according to the Public Records, the Land is subject to the following liens and encumbrances, which are not necessarily shown in the order of priority:
As fully set forth on Exhibit "D" attached hereto and by this reference made a part hereof.

Western Title & Escrow Company
Public Record Report for New Subdivision or Land Partition
Order No. WT0264685

EXHIBIT "A"
(Land Description)

Beginning at a point 200 feet North of the Southeast corner of Lot 1, Block 15, NYE AND THOMPSON'S ADDITION TO NEWPORT; thence North 100 feet; thence West 83 1/3 feet; thence South 100 feet; and thence East 83 1/3 feet to the Place of Beginning, in the County of Lincoln and State of Oregon.

Western Title & Escrow Company
Public Record Report for New Subdivision or Land Partition
Order No. WT0264685

EXHIBIT "B"
(Tax Account and Map)

APN/Parcel ID(s) R199172 as well as Tax/Map ID(s) 11-11-05-CD-03800

Western Title & Escrow Company
Public Record Report for New Subdivision or Land Partition
Order No. WT0264685

EXHIBIT "C"
(Vesting)

CGC VI, LLC, an Oregon limited liability company

Western Title & Escrow Company
Public Record Report for New Subdivision or Land Partition
Order No. WT0264685

EXHIBIT "D"
(Liens and Encumbrances)

1. Property taxes in an undetermined amount, which are a lien but not yet payable, including any assessments collected with taxes to be levied for the fiscal year 2024-2025.
2. City Liens, if any, in favor of the City of Newport.
3. Real Property tax records show that property taxes have been paid by the Oregon Department of Revenue under the provisions of the Senior Citizens Deferral Program, pursuant to Oregon Revised Statute (ORS). Reimbursement for taxes advanced under said program is required in the event of sale of the property, failure to occupy the property, or death of the party entitled to the deferral. For questions regarding payment policies and payoff amounts, please contact the Department of Revenue at 503-378-4988 and refer to Account No. R199172 .

A notice of said deferral was recorded as follows:

Recording Date: July 2, 2007

Recording No.: 200709580.28

And as disclosed by the tax rolls: Cancelled, Not Yet Paid

END OF EXCEPTIONS

Note: Property taxes for the fiscal year shown below are paid in full.

Fiscal Year: 2023-2024

Amount: \$3,562.79

Levy Code: 104

Account No.: R199172

Map No.: 11-11-05-CD-03800

Please contact the Tax Collector's Office to confirm all amounts owing, including current fiscal year taxes, supplemental taxes, escaped assessments and any delinquencies.

Western Title & Escrow Company
 Public Record Report for New Subdivision or Land Partition
 Order No. WT0264685

DEFINITIONS, CONDITIONS AND STIPULATIONS

1. **Definitions.** The following terms have the stated meaning when used in this report:
 - (a) "Customer": The person or persons named or shown as the addressee of this report.
 - (b) "Effective Date": The effective date stated in this report.
 - (c) "Land": The land specifically described in this report and improvements affixed thereto which by law constitute real property.
 - (d) "Public Records": Those records which by the laws of the state of Oregon impart constructive notice of matters relating to the Land.
2. **Liability of Company.**
 - (a) This is not a commitment to issue title insurance and does not constitute a policy of title insurance.
 - (b) The liability of the Company for errors or omissions in this public record report is limited to the amount of the charge paid by the Customer, provided, however, that the Company has no liability in the event of no actual loss to the Customer.
 - (c) No costs (including without limitation attorney fees and other expenses) of defense, or prosecution of any action, is afforded to the Customer.
 - (d) In any event, the Company assumes no liability for loss or damage by reason of the following:
 - (1) Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records.
 - (2) Any facts, rights, interests or claims which are not shown by the Public Records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
 - (3) Easements, liens or encumbrances, or claims thereof, which are not shown by the Public Records.
 - (4) Discrepancies, encroachments, shortage in area, conflicts in boundary lines or any other facts which a survey would disclose.
 - (5) (i) Unpatented mining claims; (ii) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (iii) water rights or claims or title to water.
 - (6) Any right, title, interest, estate or easement in land beyond the lines of the area specifically described or referred to in this report, or in abutting streets, roads, avenues, alleys, lanes, ways or waterways.
 - (7) Any law, ordinance or governmental regulation (including but not limited to building and zoning laws, ordinances or regulations) restricting, regulating, prohibiting or relating to (i) the occupancy, use or enjoyment of the land; (ii) the character, dimensions or location of any improvement now or hereafter erected on the land; (iii) a separation in ownership or a change in the dimensions or area of the land or any parcel of which the land is or was a part; or (iv) environmental protection, or the effect of any violation of these laws, ordinances or governmental regulations, except to the extent that a notice of the enforcement thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the Public Records at the effective date hereof.
 - (8) Any governmental police power not excluded by 2(d)(7) above, except to the extent that notice of the exercise thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the Public Records at the effective date hereof.
 - (9) Defects, liens, encumbrances, adverse claims or other matters created, suffered, assumed, agreed to or actually known by the Customer.
3. **Report Entire Contract.** Any right or action or right of action that the Customer may have or may bring against the Company arising out of the subject matter of this report must be based on the provisions of this report. No provision or condition of this report can be waived or changed except by a writing signed by an authorized officer of the Company. By accepting this form report, the Customer acknowledges and agrees that the Customer has elected to utilize this form of public record report and accepts the limitation of liability of the Company as set forth herein.
4. **Charge.** The charge for this report does not include supplemental reports, updates or other additional services of the Company.

Western Title & Escrow Company
Public Record Report for New Subdivision or Land Partition
Order No. WT0264685

LIMITATIONS OF LIABILITY

"CUSTOMER" REFERS TO THE RECIPIENT OF THIS REPORT.

CUSTOMER EXPRESSLY AGREES AND ACKNOWLEDGES THAT IT IS EXTREMELY DIFFICULT, IF NOT IMPOSSIBLE, TO DETERMINE THE EXTENT OF LOSS WHICH COULD ARISE FROM ERRORS OR OMISSIONS IN, OR THE COMPANY'S NEGLIGENCE IN PRODUCING, THE REQUESTED REPORT, HEREIN "THE REPORT." CUSTOMER RECOGNIZES THAT THE FEE CHARGED IS NOMINAL IN RELATION TO THE POTENTIAL LIABILITY WHICH COULD ARISE FROM SUCH ERRORS OR OMISSIONS OR NEGLIGENCE. THEREFORE, CUSTOMER UNDERSTANDS THAT THE COMPANY IS NOT WILLING TO PROCEED IN THE PREPARATION AND ISSUANCE OF THE REPORT UNLESS THE COMPANY'S LIABILITY IS STRICTLY LIMITED. CUSTOMER AGREES WITH THE PROPRIETY OF SUCH LIMITATION AND AGREES TO BE BOUND BY ITS TERMS

THE LIMITATIONS ARE AS FOLLOWS AND THE LIMITATIONS WILL SURVIVE THE CONTRACT:

ONLY MATTERS IDENTIFIED IN THIS REPORT AS THE SUBJECT OF THE REPORT ARE WITHIN ITS SCOPE. ALL OTHER MATTERS ARE OUTSIDE THE SCOPE OF THE REPORT.

CUSTOMER AGREES, AS PART OF THE CONSIDERATION FOR THE ISSUANCE OF THE REPORT AND TO THE FULLEST EXTENT PERMITTED BY LAW, TO LIMIT THE LIABILITY OF THE COMPANY, ITS LICENSORS, AGENTS, SUPPLIERS, RESELLERS, SERVICE PROVIDERS, CONTENT PROVIDERS AND ALL OTHER SUBSCRIBERS OR SUPPLIERS, SUBSIDIARIES, AFFILIATES, EMPLOYEES, AND SUBCONTRACTORS FOR ANY AND ALL CLAIMS, LIABILITIES, CAUSES OF ACTION, LOSSES, COSTS, DAMAGES AND EXPENSES OF ANY NATURE WHATSOEVER, INCLUDING ATTORNEY'S FEES, HOWEVER ALLEGED OR ARISING, INCLUDING BUT NOT LIMITED TO THOSE ARISING FROM BREACH OF CONTRACT, NEGLIGENCE, THE COMPANY'S OWN FAULT AND/OR NEGLIGENCE, ERRORS, OMISSIONS, STRICT LIABILITY, BREACH OF WARRANTY, EQUITY, THE COMMON LAW, STATUTE OR ANY OTHER THEORY OF RECOVERY, OR FROM ANY PERSON'S USE, MISUSE, OR INABILITY TO USE THE REPORT OR ANY OF THE MATERIALS CONTAINED THEREIN OR PRODUCED, **SO THAT THE TOTAL AGGREGATE LIABILITY OF THE COMPANY AND ITS AGENTS, SUBSIDIARIES, AFFILIATES, EMPLOYEES, AND SUBCONTRACTORS SHALL NOT IN ANY EVENT EXCEED THE COMPANY'S TOTAL FEE FOR THE REPORT.**

CUSTOMER AGREES THAT THE FOREGOING LIMITATION ON LIABILITY IS A TERM MATERIAL TO THE PRICE THE CUSTOMER IS PAYING, WHICH PRICE IS LOWER THAN WOULD OTHERWISE BE OFFERED TO THE CUSTOMER WITHOUT SAID TERM. CUSTOMER RECOGNIZES THAT THE COMPANY WOULD NOT ISSUE THE REPORT BUT FOR THIS CUSTOMER AGREEMENT, AS PART OF THE CONSIDERATION GIVEN FOR THE REPORT, TO THE FOREGOING LIMITATION OF LIABILITY AND THAT ANY SUCH LIABILITY IS CONDITIONED AND PREDICATED UPON THE FULL AND TIMELY PAYMENT OF THE COMPANY'S INVOICE FOR THE REPORT.

THE REPORT IS LIMITED IN SCOPE AND IS NOT AN ABSTRACT OF TITLE, TITLE OPINION, PRELIMINARY TITLE REPORT, TITLE REPORT, COMMITMENT TO ISSUE TITLE INSURANCE, OR A TITLE POLICY, AND SHOULD NOT BE RELIED UPON AS SUCH. THE REPORT DOES NOT PROVIDE OR OFFER ANY TITLE INSURANCE, LIABILITY COVERAGE OR ERRORS AND OMISSIONS COVERAGE. THE REPORT IS NOT TO BE RELIED UPON AS A REPRESENTATION OF THE STATUS OF TITLE TO THE PROPERTY. THE COMPANY MAKES NO REPRESENTATIONS AS TO THE REPORT'S ACCURACY, DISCLAIMS ANY WARRANTY AS TO THE REPORT, ASSUMES NO DUTIES TO CUSTOMER, DOES NOT INTEND FOR CUSTOMER TO RELY ON THE REPORT, AND ASSUMES NO LIABILITY FOR ANY LOSS OCCURRING BY REASON OF RELIANCE ON THE REPORT OR OTHERWISE.

Western Title & Escrow Company
Public Record Report for New Subdivision or Land Partition
Order No. WT0264685

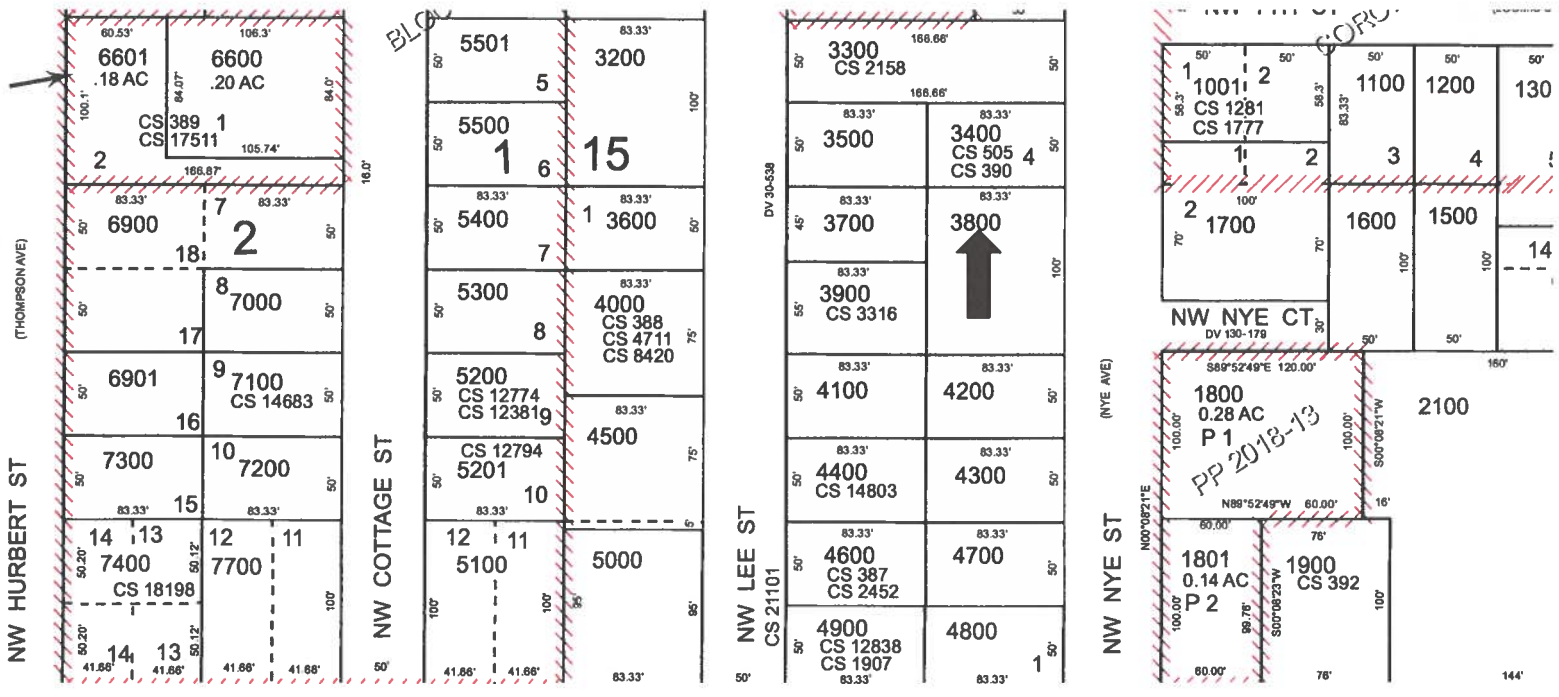
IF CUSTOMER (A) HAS OR WILL HAVE AN INSURABLE INTEREST IN THE SUBJECT REAL PROPERTY, (B) DOES NOT WISH TO LIMIT LIABILITY AS STATED HEREIN AND (C) DESIRES THAT ADDITIONAL LIABILITY BE ASSUMED BY THE COMPANY, THEN CUSTOMER MAY REQUEST AND PURCHASE A POLICY OF TITLE INSURANCE, A BINDER, OR A COMMITMENT TO ISSUE A POLICY OF TITLE INSURANCE. NO ASSURANCE IS GIVEN AS TO THE INSURABILITY OF THE TITLE OR STATUS OF TITLE. CUSTOMER EXPRESSLY AGREES AND ACKNOWLEDGES IT HAS AN INDEPENDENT DUTY TO ENSURE AND/OR RESEARCH THE ACCURACY OF ANY INFORMATION OBTAINED FROM THE COMPANY OR ANY PRODUCT OR SERVICE PURCHASED.

NO THIRD PARTY IS PERMITTED TO USE OR RELY UPON THE INFORMATION SET FORTH IN THE REPORT, AND NO LIABILITY TO ANY THIRD PARTY IS UNDERTAKEN BY THE COMPANY.

CUSTOMER AGREES THAT, TO THE FULLEST EXTENT PERMITTED BY LAW, IN NO EVENT WILL THE COMPANY, ITS LICENSORS, AGENTS, SUPPLIERS, RESELLERS, SERVICE PROVIDERS, CONTENT PROVIDERS, AND ALL OTHER SUBSCRIBERS OR SUPPLIERS, SUBSIDIARIES, AFFILIATES, EMPLOYEES AND SUBCONTRACTORS BE LIABLE FOR CONSEQUENTIAL, INCIDENTAL, INDIRECT, PUNITIVE, EXEMPLARY, OR SPECIAL DAMAGES, OR LOSS OF PROFITS, REVENUE, INCOME, SAVINGS, DATA, BUSINESS, OPPORTUNITY, OR GOODWILL, PAIN AND SUFFERING, EMOTIONAL DISTRESS, NON-OPERATION OR INCREASED EXPENSE OF OPERATION, BUSINESS INTERRUPTION OR DELAY, COST OF CAPITAL, OR COST OF REPLACEMENT PRODUCTS OR SERVICES, REGARDLESS OF WHETHER SUCH LIABILITY IS BASED ON BREACH OF CONTRACT, TORT, NEGLIGENCE, THE COMPANY'S OWN FAULT AND/OR NEGLIGENCE, STRICT LIABILITY, BREACH OF WARRANTIES, FAILURE OF ESSENTIAL PURPOSE, OR OTHERWISE AND WHETHER CAUSED BY NEGLIGENCE, ERRORS, OMISSIONS, STRICT LIABILITY, BREACH OF CONTRACT, BREACH OF WARRANTY, THE COMPANY'S OWN FAULT AND/OR NEGLIGENCE OR ANY OTHER CAUSE WHATSOEVER, AND EVEN IF THE COMPANY HAS BEEN ADVISED OF THE LIKELIHOOD OF SUCH DAMAGES OR KNEW OR SHOULD HAVE KNOWN OF THE POSSIBILITY FOR SUCH DAMAGES.

END OF THE LIMITATIONS OF LIABILITY

This map/plat is being furnished as an aid in locating the herein described Land in relation to adjoining streets, natural boundaries and other land, and is not a survey of the land depicted. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the Company does not insure dimensions, distances, location of easements, acreage or other matters shown thereon.



THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSE ONLY



S.E. 1/4 S.W. 1/4 SEC. 5 T.11S. R.11W. W.M.
LINCOLN COUNTY
1" = 100'

11 11 05 CD
NEWPORT



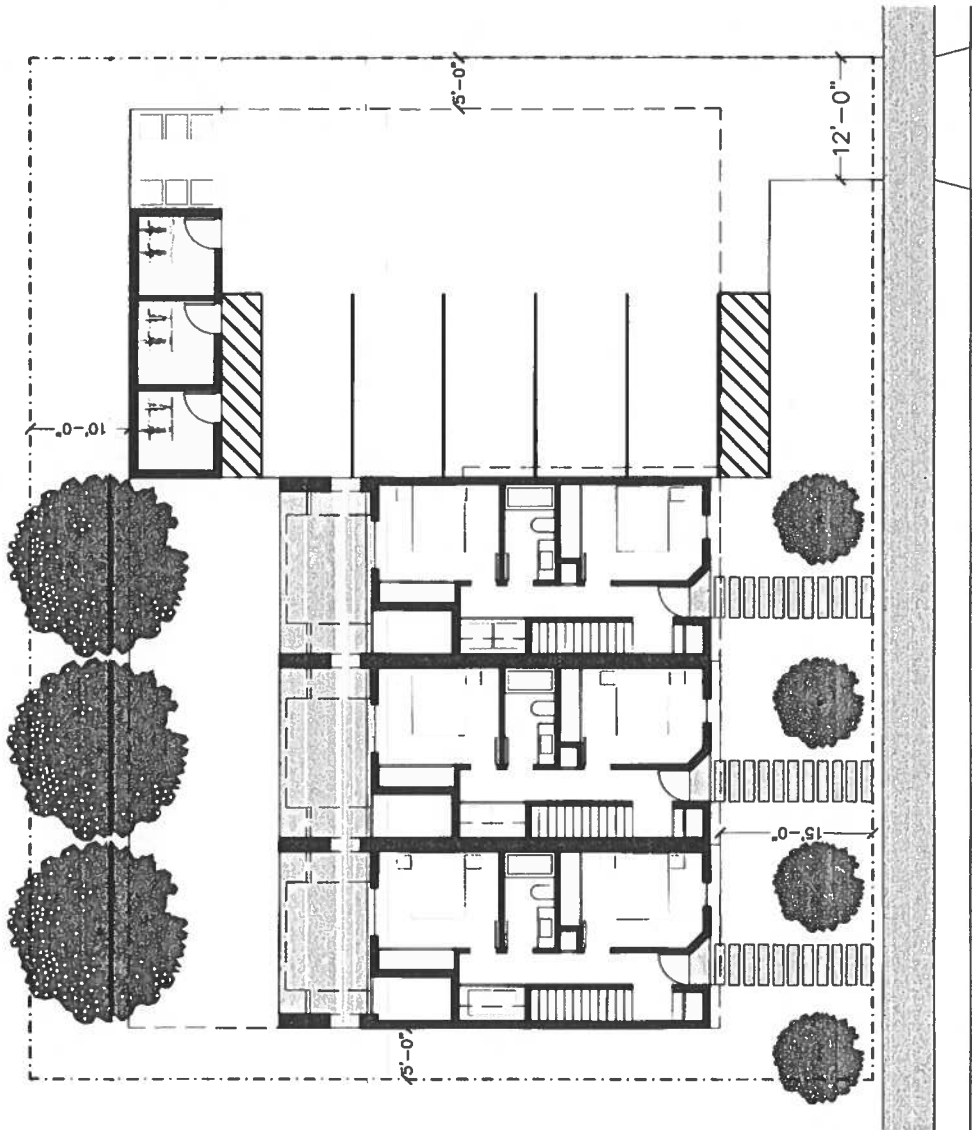
REPLAT OF
LOTS 9, 6, 19, & 20
BLOCK 2
SEA VIEW BLOCKS

NYE &
THOMPSONS
ADDN

- Cancelled
- 1000
- 2000
- 6800
- 8000
- 8300
- 8700
- 8900
- 7401
- 7600
- 7800
- 8100
- 8400
- 8600
- 8900
- 10000
- 10500-21
- 11600
- 11500
- 11800
- 11900
- 12200
- 12300
- 12400
- 12500-31
- 12600
- 12700-31
- 13200
- 13300
- 13804

Revised SAO
03/18/2022

NEWPORT
11 11 05 CD



NW NYE STREET

655 NYE TRIPLEX
655 NW NYE STREET
NEWPORT - OREGON

Spatial Studio LLC

503 • 944 • 9202
milojev@gmail.com

DATE: AUGUST 29, 2024

SUBMITTAL: CONCEPT DESIGN

DRAWING TITLE: SITE PLAN

DRAWING NUMBER:

A1.1

1 SITE PLAN
1/8" = 1'-0" (ON 22X34) 1/16" = 1'-0" (ON 11X17)





City of Newport
 Community Development Department
 100 SW Coast Highway
 Newport, OR 97305
 Phone: 1 541 574 0620
 Fax: 1 541 574 0644

Zoning Map
645 and 655 NW Nye Street

Image Taken July 2018
 4-inch, 4-band Digital Orthophotos
 Quantum Spatial, Inc. Corvallis, OR

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.





ENGINEERING DEPARTMENT MEMO

TO: Derrick Tokos, Community Development Director

FROM: Chris Beatty, Newport City Engineer

CC: Cal Blake, Columbia Gorge Capital
Ron Welsh, City of Newport

DATE: August 13, 2024

RE: **FINDINGS OF EXISTING UTILITIES FOR PROPOSED DEVELOPMENT
FOR 655 NW NYE STREET**

Background: I received an e-mail from Cal Blake, Principal of Columbia Gorge Capital, who is applying for a small subdivision at the above-mentioned property. Cal was inquiring about availability public utilities that could serve the subdivision. As part of his application, a letter from the City Engineer is required stating that there are existing public utilities sufficient to serve the proposed subdivision.

Discussion: Based on my review of the City's GIS system, there is currently an 8" and 15" concrete sanitary main running north/south on NW Nye Street. Either of these mains can be used to serve the proposed development.

There is currently a 6" AC water line running north/south on the east side of NW Nye Street that can be used to serve the proposed development.

In the event that on-site parking, such as a small parking lot is proposed that requires any storm inlets, there is an existing 8" PVC storm line on the east side of NW Nye that extends from NW 7th Street south to NW Nye Court. This potentially could be connected to serve the site. Building roof drain piping can drain through future weep holes in the curb as the site appears to be at a higher elevation than NW Nye Street.

Recommendation: There is existing utilities to serve this development and I would have no objections to the construction of a small subdivision at this location.



2129 N. Coast Hwy • P.O. Box 1126 • Newport, Oregon 97365-0090 • 877-265-3211 • clpud.org

July 16, 2024

Cal Blake
CAL@COLUMBIAGORGECAPITAL.COM

Dear Cal,

I have reviewed the service/facilities to the property at 655 N.W. Nye St. in Newport.. There is definitely adequate power available to serve the installation of three 200 amp townhomes.

I believe there is adequate service available in the existing transformer, but will need you or your electrical contractor to provide a detailed list of the new load to be sure. Please have the point of contact (you, the owner, or the electrician) contact our office at 541-265-3211 to make a "Customer Request" for the service change.

If you have any questions please contact me at 541-574-3649.

Sincerely,

Bernie Schuette
Senior Distribution Engineering Technician
541-574-3649



CenturyLink™

August 2nd, 2024

Attn: Cathal Blake
Columbia Gorge Capital
West Linn, OR

RE: 3 townhomes at – T11S, R11W, Sec 05, TL 3800, City of Newport, Lincoln
County, Oregon

This information is provided in response to your request regarding telephone service for the property described as T11S, R11W, Sec 29, TL 3800, City of Newport, Lincoln County, Oregon.

The address at issue is in Lumen (CenturyLink) service territory. Newport is the serving exchange.

The developer and subsequent property owners are subject to the terms and conditions contained in CenturyLink's filed Price List for Exchange and Network Services, Section 59, entitled "Construction of Outside Plant Facilities". It shall be in effect at the time service is billed.

There exists the possibility that facilities will not be available at Centurylink when requested by the applicant. Delays may be encountered until such time as facilities become available. Since telephone service is handled on an individual case basis, installation dates will be negotiated upon application of each customer.

The Tariffs and Price Lists discussed are on file with the Oregon Public Utilities Commission.

Please contact the area Engineer Conner Rhea at 503-416-1511, at your earliest convenience to negotiate the required supporting structure on your property, and any other site improvements which may be required prior to extending Lumen facilities.

Sincerely,

Conner Rhea
Associate Engineer
Lumen
740 State ST, 4th FLR
Salem OR, 97301
503-416-1511

**CITY OF NEWPORT
NOTICE OF A PUBLIC HEARING**

Attachment "J"
2-SUB-24

The City of Newport Planning Commission will hold a public hearing on Monday, October 14, 2024, at 7:00 p.m. in the City Hall Council Chambers to consider File No. 2-SUB-24, a request submitted by Cal Blake, CGC VI, LLC, property owner, for approval of a tentative subdivision plan for a 4-lot townhouse development on an approximately 8,300 sq. ft. lot. The subject property is located in an R-2/"Medium Density Single Family Residential" zoning district, in which townhouse developments are an outright permitted use. The applicant is proposing to create a townhouse subdivision development that will consist of one building/triplex with three two-story townhouse units, and a common area parking lot with driveway access. Each of the units will have its own lot and have direct driveway access from NW Nye Street. The location of the subject property is Tax Lot 3800 of Lincoln County Assessor's Tax Map 11-11-05-CD (645 & 655 NW Nye Street). The application must be consistent with the criteria set forth in Chapter 14.48 "Land Divisions" and Chapter 14.31 "Townhouses and Cottage Clusters" of the City of Newport's Municipal Code (NMC). Testimony and evidence must be directed toward the criteria described above or other criteria in the 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, 169 SW Coast Hwy, Newport, OR 97365, must be received by 3:00 p.m. the day of the hearing or submitted to the Planning Commission during the hearing. The hearing will include a report by staff, testimony (both oral and written) from those in favor (including the applicant) 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 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 a copy purchased at the Newport Community Development (Planning) Department (address above) seven days prior to the hearing. 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 this address. Contact Derrick Tokos, Community Development Director, d.tokos@newportoregon.gov, (541) 574-0626 (mailing address above).

(FOR PUBLICATION ONCE ON Wednesday, October 2, 2024)

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104 Landscaping	502 Help Wanted	999 Public Notices	999 Public Notices	999 Public Notices	999 Public Notices
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terior painting, roofing and sewer. 541-270-2157 CCB# 225051

150
Misc Services

HANDYMAN NEEDED
Minor misc/rental repairs. Call or text 503-519-4216.

502
Help Wanted

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CUSTODIAL MANAGER Toledo High School. Must be able to lift up to 50lbs, be customer service oriented. Responsible for the schools overall cleanliness and managing over 3 people. Floor care experience a plus, but will train the right person. *Loyalty bonus *Above minimum wage *Overtime available Hours are 6am-2:30pm Overtime available, with full benefits, paid school holidays, and weekends always off. Full ob description and to apply on line: www.us.sodexo.com/careers Select hourly jobs. Search category Environmental Services and location Oregon. Or for faster interviews, call Shannon at 341-231-3751

SODEXO SCHOOL SERVICES OPPORTUNITY IS KNOCKING!

ENVIRONMENTAL SERVICE ATTENDANTS Newport, Toledo, Waldport and aft schools. Must be able to lift up to 50lbs. Be customer service oriented. Floor care experience as well as having a vested interest into Lincoln County School District is a plus. *Loyalty bonus *Above minimum wage *Overtime available Full-time and part-time shifts available...whatever works best for your schedule. Overtime available, with full benefits, paid school holidays, and weekends always off. Full job description and to apply on line: www.us.sodexo.com/careers Select hourly jobs. Search category Environmental Services and location Oregon. Or call Jeff at 41-231-3751

THAI SPECIALTY COOK
(Sev. Pos.) \$39,832/yr. Newport, OR. Req. 2 yrs. of exp. in Thai cooking. Send resume to Thai Port LLC, 859 SW Bay Blvd., Newport, OR 97385

800
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999
Public Notices

LCL24-3105 CITY OF NEWPORT NOTICE OF A PUBLIC HEARING
The City of Newport Planning Commission will hold a public hearing on Monday, October 14, 2024, at 7:00 p.m. in the City Hall Council Chambers to consider File No. 2-SUB-24, a request submitted by Cal Blake, COG VI, LLC, property owner, for approval of a tentative subdivision plan for a 4-lot townhouse development on an approximately 8,300 sq. ft. lot. The subject property is located in an R-2/Medium Density Single Family Residential zoning district, in which townhouse developments are an outright permitted use. The applicant is proposing to create a townhouse subdivision development that will consist of one building/triplex with three two-story townhouse units, and a common area parking lot with driveway access. Each of the units will have its own lot and have direct driveway access from NW Nye Street. The

location of the subject property is Tax Lot 3800 of Lincoln County Assessor's Tax Map 11-11-05-CD (845 & 855 NW Nye Street). The application must be consistent with the criteria set forth in Chapter 14.4B "Land Divisions" and Chapter 14.31 "Townhouses and Cottage Clusters" of the City of Newport's Municipal Code (NMC). Testimony and evidence must be directed toward the criteria described above or other criteria in the 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, 169 SW Coast Hwy, Newport, OR 97385, must be received by 3:00 p.m. the day of the hearing or submitted to the Planning Commission during the hearing. The hearing will include a report by staff, testimony (both oral and written) from those in favor (including the applicant) or opposed to the application, rebuttal by the applicant, and questions and deliberation by the Planning Commission. Pursuant to ORS 187.797 (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 a copy purchased at the Newport Community Development (Planning) Department (address above) seven days prior to the hearing. 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 this address. Contact Derrick Tokos, Community Development Director, d.tokos@newportoregon.gov, (541) 574-0628 (mailing address above).

LCL24-3108 CITY OF NEWPORT NOTICE OF PUBLIC HEARING
The City of Newport Planning Commission will hold a public hearing

on Monday, October 14, 2024, at 7:00 p.m. in the City Hall Council Chambers to consider File No. 3-NCU-24. The request submitted by Northwest Natural Gas (Mike Smith, Northwest Engineering representative) is for approval of a request per Section 14.32 "Nonconforming Uses, Lots, and Structures" of the Newport Municipal Code, to install a new cold box system to more effectively convert natural gas to a liquid at the NW Natural LNG Plant. Improvements will include a foundation, process piping, and a new cold box. The subject property is located at 1702 SE Bay Blvd (Lincoln County Assessor's Map 11-11-09-00; Tax Lot 1800). Pursuant to NMC Section 14.32.060(A), the approval authority shall determine that the structure was legally established at the time the Zoning

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**CITY OF NEWPORT
NOTICE OF A PUBLIC HEARING¹**

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Newport, Oregon, will hold a public hearing on Monday, October 14, 2024, to consider the following request:

File No. 2-SUB-24

Applicant & Owner: Cal Blake (CGC VI, LLC).

Request: Approval of a tentative subdivision plan for a 4-lot townhouse development on an approximately 8,300 sq. ft. lot. The subject property is located in an R-2/"Medium Density Single Family Residential" zoning district, in which townhouse developments are an outright permitted use. The applicant is proposing to create a townhouse subdivision development that will consist of one building/triplex with three two-story townhouse units, and a common area parking lot with driveway access. Each of the units will have its own lot and have direct driveway access from NW Nye Street.

Location: Tax Lot 3800 of Lincoln County Assessor's Tax Map 11-11-05-CD (645 & 655 NW Nye Street).

Applicable Criteria: The request must be consistent with the criteria set forth in Chapter 14.48 "Land Divisions" and Chapter 14.31 "Townhouses and Cottage Clusters" of the City of Newport's Municipal Code (NMC).

Testimony: Testimony and evidence must be directed toward the criteria described above or other criteria in the 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 under "Reports/Application Material") must be received by 3:00 p.m. the day of the hearing or submitted to the Planning Commission during the hearing. The hearing will include a report by staff, testimony (both oral and written) from those in favor (including the applicant) 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 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 Material: The staff report may be reviewed or a copy purchased 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 (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 this address.

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

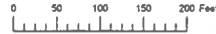
Time/Place of Hearing: Monday, October 14, 2024, 7:00 p.m. in the Newport City Hall Council Chambers (address above in "Reports/Application Materials").

MAILED: September 16, 2024.

PUBLISHED: October 2, 2024/Lincoln County Leader.

¹ This notice is being sent to affected property owners within 150 feet of the subject property (according to Lincoln County tax records), affected public/private utilities/agencies within Lincoln County, and affected city departments.

THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSE ONLY



S.E. 1/4 S.W. 1/4 SEC. 5 T. 11S. R. 11W. W.M. LINCOLN COUNTY 1" = 100'

Subject Property File No. 2-SUB-24

REPLAY OF LOTS 3, 8, 19, & 24 SEAVIEW BLOCKS



SEE MAP 11 11 05 CA

SEE MAP 11 05 CC

SEE MAP 11 11 05 DC

SEE MAP 11 11 08 BA

- Cancelled
- 1000
- 2000
- 5900
- 6000
- 6300
- 6700
- 6800
- 7401
- 7500
- 7600
- 8100
- 8400
- 8500
- 8200
- 9300
- 9600
- 10000
- 10500-21
- 11400
- 11500
- 11600
- 11900
- 12200
- 12300
- 12400
- 12500
- 12700-31
- 13200
- 13300
- 13804

NYE & THOMPSONS ADDN

115

104

APPLEGATE PEARL MORSE
711 NW LEE ST
NEWPORT, OR 97365

BECKER JOSEPH EDWARD TSTEE
207 NW 19TH ST
NEWPORT, OR 97365

BREMER ULRIKE
727 NW 3RD ST
NEWPORT, OR 97365

CGC VI LLC
20251 HOODVIEW AVE
WEST LINN, OR 97068

CLASON ELISE & ERMINI EUGENE
627 NW LEE ST
NEWPORT, OR 97365

CORREO JAVIER NOVELLA &
BALDERAS MARIA ROMERO
703 NW NYE ST
NEWPORT, OR 97365

DANDREA ANTHONY & NALVEN
KATHARINE
625 NW NYE ST
NEWPORT, OR 97365

DIMARCO JESSE ANDREW
654 NW LEE ST
NEWPORT, OR 97365

EPPERSON LARRY TRUSTEE &
EPPERSON LETITIA TRUSTEE
654 NW NYE ST
NEWPORT, OR 97365

FREUND MARK C & SERRANO MARIA
CHUCHI V
393 DONEGAL PL
MARTINEZ, CA 94553

GARCIA JUAN REYES & CORDOVA
CONSUELO HERNANDEZ
714 NW LEE ST
NEWPORT, OR 97365

HOBERG BRIAN JAMES & ZIMMERMAN
ANNA LUREE
726 NW LEE ST
NEWPORT, OR 97365

JOHNSON ALAN L
12765 SE ELDERBERRY DR
SOUTH BEACH, OR 97366

JOHNSON KEITH F TSTEE & JOHNSON
JAN G TSTEE
520 SW 2ND ST
NEWPORT, OR 97365

LACKNER SCOTT J
PO BOX 921112
DUTCH HARBOR, AK 99692

LOPEZ JESUS MUNOZ & LOPEZ MARIA
ELENA VALLADOLID
631 NW NYE ST
NEWPORT, OR 97365

MILLER DEBRA ANNE TRUSTEE
642 NE LEE ST
NEWPORT, OR 97365

RAWLINGS DREW L & RAWLINGS
EMILY A
628 NW NYE ST
NEWPORT, OR 97365

SCHLANGER JED S TSTEE &
SCHWARTZ LAURA S TSTEE
624 NW LEE ST
NEWPORT, OR 97365

SCHWAB DAVID J
317 NW 56TH ST
NEWPORT, OR 97365

SLOAT BARBARA S TSTEE
3825 ONYX ST
EUGENE, OR 97405

TAMAYO JUAN PABLO & ALCALA
MAYRA
448 NE 5TH ST
NEWPORT, OR 97365

VELASQUEZ ROMAN T
645 NW LEE ST
NEWPORT, OR 97365

WESTIN KENNETH V & WESTIN SOHYUN
P
17050 SW BINDDALE CT
PORTLAND, OR 97224

2
File No. 1-SUB-24

Adjacent Property Owners Within 150 Ft

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: Keith Kaminski
 355 NE 1st St
 Newport OR 97365

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 Library District
 PO Box 2027
 Newport OR 97365

US Post Office
ATTN: Postmaster
 310 SW 2nd St
 Newport OR 97365

OR Parks & Recreation Dept.
 5580 S Coast Hwy
 South Beach OR 97366

Secretary of State
 136 State St Capitol
 Salem OR 97310

Lincoln County Planning Dept
 210 SW 2nd St
 Newport OR 97365

Robert Moser
Public Works

Joseph Lease
Building Official

Laura Kimberly
Library

Ron Welsh
Engineering

Beth Young
Associate Planner

Nina Vetter
City Manager

Michael Cavanaugh
Parks & Rec

Rob Murphy
Fire Chief

Steve Baugher
Finance

Chris Beatty
Engineering

Jason Malloy
Police Chief

Lance Vanderbeck
Airport

EXHIBIT 'A'
(Affected Agencies)
(2-SUB-24)

PLANNING STAFF REPORT

1. **APPLICANT:** Bonnie Serkin, Landwaves, Inc. (owner), Peter Anderson, DOWL (authorized representative).
2. **REQUEST:** File No. 1-SUB-24: Approval of a tentative subdivision plan for the portion of the Wilder Planned Development previously identified as the “remainder lot”, located east of SE Harborton Street, to facilitate construction of 56 single family dwellings and 20-30 multi-family housing units. Buildings will be oriented to face new streets and are designed to avoid steep slopes that are present along the eastern boundary.

File No. 1-PD-24: Major modifications to the approved Final Development Plan for Wilder (Case file #2-PD-09, #6-PD-09, #2-PD-10, #2-PD-14, #3-PD-15, #1-PD-18, #1-PD-21). The Final Development Plan proposes detailed development including streets, buildings, landscaping, open space, etc., within the portion identified as the “Remainder Parcel”, located on the east side of SE Harborton Street. This includes the creation of 57 lots within the identified “Remainder Parcel,” of which 56 are single-family residential lots (including 26 narrow lot homes) within the R-2 portion of the site, and one (1) is a multifamily residential lot within the R-3 portion of the site. Three (3) open space tracts - which will contain a City park and multi-use paths – are also proposed, along with the expansion of SE 43rd and SE 46th Streets and the creation of new “Hillside” Streets and urban alleys.

File No. 2-PD-24: Major modifications to the approved Preliminary Development Plan (most recently modified in case file #1-PD-16) seek to alter the fence height standards for all lots within Wilder, including the proposed “Remainder Phase” subdivision. Fence heights are proposed to be 42 inches in the front yard, as defined in the application, and a height of 72 inches for side and rear yards. Further modifications are proposed to alter the clear vision requirements at street intersections throughout Wilder, allowing 42” fences within the vision triangle except for those certain lots which fall within the clear vision triangle area adjacent to SE Harborton St. This application also proposes to modify the previously approved ADU standards (#3-PD-15) to defer to the city’s adopted ADU code standards. Additionally, expansion of SE Harborton Street to the southeast extent of Wilder is proposed to accompany “future development” instead of the development of Phase 3, Lot 48.

File No. 2-TIA-24: Traffic Impact Analysis evaluating the vehicle trips associated with buildout of the above described Final Development Plan.

3. **LOCATION:** The subject property is identified as Tax Lot 00100 of Lincoln County Assessor’s Tax Map 11-11-20-00.
4. **LOT SIZE:** Approximately 28 acres.
5. **STAFF REPORT:**
 - A. **REPORT OF FACTS**
 - i. **Plan Designation:** Low Density Residential, High Density Residential, and Commercial.

- ii. **Zone Designation:** R-2/"Medium Density Single-Family Residential", R-3/"Medium Density Single-Family Residential", and C-1/"Retail and Service Commercial".
- iii. **Surrounding Land Uses:** Land uses in the area near the subject property include a mix of developed and undeveloped industrial land, residential zoning that allows for single-family and multi-family uses, a trailer park, a mix of commercial uses, an electric substation facility, South Beach Church (under development to the northwest), Oregon State University student housing (under development to the west), and public uses such as the Oregon Coast Community College (OCCC) Campus and Mike Miller Park.
- iv. **Topography and Vegetation:** The subject property contains a mix of moderately sloped developable areas and steeply sloped drainages. Most of the site is forested.
- v. **Existing Structures:** None.
- vi. **Utilities:** Water, sewer, transportation, natural gas, electrical power, and communications infrastructure is in place along SE Harborton Street to serve the development.
- vii. **Development Constraints:** Portions of the property contain steep slopes. There are also isolated pockets of wetlands, the locations of which have been delineated.
- viii. **Past Land Use Actions:**

File No. 1-PD-23. Amendment to the Final Development Plan for Phase 4 of Wilder Phase 1, to include a single, three-story building with 77 apartment-style student housing residential units along with associated parking, landscaping, and amenities. A nature trail will be dedicated to the City concurrent with development of the proposed project. An adjustment was also approved to the Wilder Planned Development's requirement that 1.3 parking spaces be provided per unit, such that 81 parking spaces be fully improved, with 20 additional spaces being surfaced in gravel, or reinforced turf for use as overflow parking.

File No. 1-PD-21/1-SUB-21. Amendment to the Preliminary and Final Development Plans, and Tentative Subdivision Plat for "Phase 1 of Wilder" Development to reduce the travel lane clear widths for local streets from 24-feet to 20-feet, excluding parking, swales, and sidewalks. This will be accomplished by adding three new types of street sections to the "Kit of Parts" identified as a "20-foot Neighborhood Local Road," a "20-foot Utility Alley," and a "20-foot Hillside Street." A previous approval mandated 24-foot wide travel lanes and clear widths of 24-feet. Additionally, this decision adjusts approval standards that apply to duplexes and accessory dwelling units so that they comply with recent changes to state law. This Planned Development is approximately 62 acres in size, and while the proposed revisions to the Preliminary and Final Development Plans apply to the entire site, they are most pertinent to undeveloped properties, including those identified as Tax Lots 3200, 3300, and 3900 of Tax Map 11-11-20-AD, Tax Lots 2000 and 2100 of Tax Map 11-11-20-AA, and Tax Lot 100 of Tax Map 11-11-20.

File No. 1-PD-20. Modified the Final Development Plan for Phase 4 of Wilder Phase 1, to include five (5), two-story duplex-style dormitory buildings and a community center with a manager's apartment. The facility will accommodate up to 120 students. The prior concept, approved in 2018 (File No. 1-PD-18), envisioned a single, 63-unit dormitory building with the potential for two additional comparably sized buildings in future phases. The subject property is located at 4030 SE Harborton Street, and is further identified as Tax Lot 01900 of Assessor's Map 11-11 -20-AA. It is legally described as Lot 41 of the Wilder Phase 2 Subdivision Plat. For purposes of the Planned Development, the site is known as Phase 4 of the Preliminary and Final Development Plan for Wilder Phase 1.

File No. 1-PD-18. Modified the final development plan approved by the Newport City Council (File No. 2-CP-16/1-Z-16/1-SUB-16/1 & 2 PD-16) in order to construct a single, multi-family building with 63 sleeping units, 106 parking stalls, and outdoor space for residents. Two additional buildings of comparable size were envisioned as future phases. The previous concept envisioned a cluster of eleven multi-family buildings.

File No. 1-SUB-16/1 & 2 PD-16/2-CP-16/1-Z-16. Revised the Newport Comprehensive Plan Map from "Low-Density Residential" to "High Density Residential" for Phase 4 and Phase 6. This involves approximately 8.1 acres of land. The proposal further revised the Newport Zoning Map for Phase 4 and Phase 6 from R-2/"Medium Density Single-Family Residential" to R-3/"Medium Density Multi-Family Residential." Additionally, the Comprehensive Plan Map was amended from "High Density Residential" to "Low-Density Residential" in the southerly portion of Phase 5. This involves approximately 2.2 acres of land. The Newport Zoning Map for the same southerly portion of Phase 5 was revised from R-3/"Medium Density Multi-Family Residential" to R-2/"Medium Density Single-Family Residential." This amendment also adjusted the range of development in the preliminary and final development plan to reflect inclusion of additional multifamily units in Phase 4 and Phase 6 with corresponding decrease in single-family units. A "Multi-Family: Clustered" architectural style was added to the "Kit of Parts" to describe intended building form and design for student housing in Phase 4. A variance was also granted to the City's parking standard for clustered multifamily residential uses, decreasing required spaces by approximately 13% relative to City code standards. The preliminary development plan was modified to show a revised mix of single-family and multifamily development in future phases east of Harborton Street and 'Day Care' and additional supporting Community Service uses were added as allowed uses in the R-3 Medium-Density Multifamily zone to facilitate colocation of support services for affordable housing residents in Phase 6. Amendments were adopted with Ordinance No. 2103 on September 6, 2016.

File No. 2-PD-15/3-PD-15/1-SUB-15. The preliminary planned development plan was amended to include a change to the zoning district boundary between R-3 Multi-Family Residential and C-1 Commercial zones that expanded the commercial area along the full length of College Way and increased the range of allowed uses in the C-1 zoned Village Center area to include retail sales and

services, offices, lodging, community services like churches, educational institutions, and day care. The revised preliminary planned development plan also included a variance to the Zoning Ordinance satellite and shared parking regulations to permit future shared parking arrangements between Village Center users and the Oregon Coast Community College. The range of development anticipated in the preliminary and final planned development plans was amended to reflect completed build-out, current market conditions, and revised predictions and Accessory Dwelling Units (ADUs) were added as a development option in Phases 2-4 subject to conditions approved by Newport Planning Commission. The Final Development Plan included a detailed site design for Phases 2-4, with updated street names and cross-section drawings. New street cross-sections and a micro-cottage development type were added to the “Kit of Parts.” Amendments were adopted by final order on June 24, 2015.

File No. 1-PD-14/2-PD-14. A minor amendment to the Preliminary Development Plan and Final Development Plan for Phase 1 of Wilder. Changes to the Preliminary Development Plan were limited to the Village Center commercial area, including authorization for required parking to extend across zoning boundaries when provided on the same lot or parcel as the proposed use and an allowance that on-street spaces count against off-street parking requirements provided the spaces are located within 200-feet of the lot or parcel upon which the use is located. The Final Development Plan included a layout for three commercial buildings in the Village Center. Amendments were adopted by final order on February 11, 2015.

File No. 2-PAR-14. Partitioned property identified as Tax Lot 100 of Lincoln County Assessor’s Tax Map 11-11-20 into two separate parcels. Additional right-of-way was also dedicated along College Way and adjacent to Harborton Street. The partition was approved by final order on September 15, 2014.

File No. 1-PD-10/2-PD-10/1-SUB-10. Modified the plans approved in File No. 5-PD-09/6-PD-09/3-SUB-09 by (1) modifying setbacks, (2) revising lot coverage standards, (3) adjusting lot size and densities for commercial and residential uses, (4) updating street, tract and housing category names, and (5) updating the subdivision lot configurations. The number of multi-family units was increased from a maximum of 120 to 150, bringing the total for all Phase 1 dwelling units to 383. The maximum commercial square footage was increased from 25,000 square feet to 36,000 square feet. Amendments were adopted by final order on June 28, 2010.

File No. 5-PD-09/6-PD-09/3-SUB-09. Modified the preliminary planned development plan to refine proposed residential areas, local street and pedestrian circulation patterns, open space and other tracts within sub phases 1A, 1B, and 1C; modified the final planned development plan illustrating the changes requested in File 5-PD-09; modified the tentative subdivision plat showing lots for mixed use and single and multi-family development, as well as various tracts for common open space and other common elements, and dedication of right-of-way and easements for public streets, pathways, and utilities. Amendments were adopted by final order on July 27, 2009.

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File No. 4-CP-08/2-Z-08. Modified the zoning designations of the approximate 86 acres annexed in 2007 to allow more flexibility and to reflect the OCCC parcel by Ordinance No. 1968 adopted December 1, 2008.

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File No. 2-PD-07. Approved final development plan for OCCC central campus by final order adopted May 29, 2007.

File No. 1-PD-07. Approved tentative Plan for "South Beach Village" Phase 1 mixed use development and OCCC central campus by final order adopted May 29, 2007.

File No. 1-CP-06/1-UGB-06/2-CP-06/2-Z-06. (South Beach Neighborhood Plan as adopted in December 2006 by Newport Ordinance No. 1899) (concurrence with Urban Growth Boundary adjustment by Lincoln County Ordinance No. 447 adopted April 18, 2007).

- ix. **Notice:** Public notice of the application and public hearing was mailed to surrounding property owners within 200 feet of the subject property and public entities and agencies on September 16, 2024. Notice of the public hearing was also published in the Lincoln County Leader on October 2, 2024.

x. **Planning Staff Report Attachments:**

Attachment "A" – Wilder Preliminary Development Plan, Preliminary Subdivision Plat, and Final Development Plan Modification, by DOWL, dated August 2024

Appendix "1" – Conceptual Development Plan

Appendix "2" – Application Form

Appendix "3" – Wetland Delineation Documents

Appendix "4" – Wilder Kit of Parts

Appendix "5" – Traffic Impact Analysis

Appendix "6" – Geotechnical Report

Appendix "7" – Drainage Design Memorandum

Appendix "8" – Utility Letters

Appendix "9" – Preliminary Title Report

Attachment "B" – Dept. State Lands Approval of Wetland Delineation, 9/26/24

Attachment "C" – Email and comments from HHPR, dated 9/18/23

Attachment "D" – Fire Truck Turning Radius Diagram, submitted 10/8/24

Attachment "E" – Email from Rob Murphy, Fire Chief, dated 10/10/24

Attachment "F" – Public Hearing Notice

- Explanation of the Request:** The Wilder Planned Development includes three components, a Preliminary Development Plan, a Preliminary Subdivision Plat, and a Final Development Plan. The Preliminary Development Plan applies to all of Wilder. It will be amended in two-ways. First, the applicant wishes to repeal its Accessory Dwelling Unit (ADU) standards approved with File No. 3-PD-15, as they prefer to apply the City's adopted ADU code standards. The other change relates to permissible fence height. Wilder currently relies upon the City's fence height limitations, which limit such structures to 36-inches in front yards and clear vision triangle areas at street intersections. This proposal will allow a 42-inch maximum fence height in these same areas, except for clear vision triangle area adjacent to SE Harborton Street. The proposal would also establish a 72 inch maximum fence height for side and rear yards. The City does not have a side or rear yard fence height limit.

The applicant's Preliminary Subdivision Plat and Final Development Plan apply to the residentially zoned portions of the Wilder "remainder lot," located east of SE Harborton Street (Tax Lot 11-11-20-00-00100). They intend to construct 56 single family dwellings and 20-30 multi-family housing units. Buildings will be oriented to face new public streets and are designed to avoid steep slopes present along the eastern boundary of the parcel. A Conceptual Development Plan is included as Appendix 1. The new single-family dwellings will be located within the Low Density Residential (R-2) zone, and all multi-family residential buildings will be located within the High Density Residential (R-3) zone. The Retail and Service Commercial (C-1) zoned portion of the property is relatively small, being situated south of SE College Way. That portion of the property is to be dedicated to the City as a public open space and potential location for a future park.

A total of 57 lots will be created, of which 56 are single-family residential lots (including 26 narrow lot homes) within the R-2 portion of the site, and one (1) is a multifamily residential lot within the R-3 portion of the site. Three (3) open space tracts will be created, all of which would be dedicated to the City. Two of the tracts will be developed with a multi-use path that serves the proposed development, and ties into the larger pathway network in Wilder. New public streets will serve the proposed lots. These include the expansion of SE 43rd and SE 46th Streets and the creation of new "Hillside"

Streets and urban alleys, the design parameters for which will adhere to the existing approved Wilder "Kit of Parts" (Appendix "4").

Lastly, the applicant is looking to tie the expansion of SE Harborton Street to future phases that will rely upon the road for access, as opposed to Phase 3, Lot 48 where the dog park is currently located. Lot 48 fronts SE College Way, a developed roadway, therefore it may not need to access an "extended" SE Harborton Street.

- **Comments:** Comments were provided by Peter Coffman, PE, with HHPR, a private engineering firm that the City contracts with to perform the engineering review of projects of this nature (Attachment "C"). Chief Rob Murphy, with the Newport Fire Department, reviewed the plans and sent an email confirming the size of the City's fire engines that would respond to this area if called (Attachment "E").

Mr. Coffman was asked to review the plans for any fatal flaws that might necessitate a redesign of the Preliminary Subdivision Plat or Final Development Plan. He notes in his comments that no fatal flaws were identified. He then goes on to identify a number of refinements that should be made to the plan, including the addition of ADA compliant crossings at certain intersections internal to the project, at 43rd and Harborton Street, and at 46th and Harborton Street. He also identified appropriate fire hydrant locations, potential ADA conflicts between mailboxes and sidewalks, and several minor corrections that will need to be made to the proposed utility system.

Chief Murphy reviewed the fire truck turn radius diagram and was comfortable with it, noting that the City's vehicle is smaller than the one used by the applicant. The Chief did ask that a firm peak building height be set at 35-feet, since any structure taller than that would necessitate the use of a ladder truck, which would not be able to navigate the proposed streets.

- **Applicable Criteria:** Criteria for approval of a Preliminary Development Plan are listed in NMC Sections 14.35.020, 14.35.030, and 14.35.070 and criteria for Final Development Plans are listed in Section 14.35.100. The criteria for tentative subdivision plat approval are listed in Chapter 14.48 of the Newport Municipal Code, with cross references to Chapters 14.44 and 14.46. Traffic Impact Analysis Standards are listed in NMC Chapter 14.45.
- E. **Evaluation of the Request:** Applicant's draft findings of compliance with the above listed criteria are included with their application (ref: Attachment "A" and listed Appendices). On balance, the applicant has established that the approval criteria have been satisfied. Conditions of approval will be needed to ensure that the criteria are met, and a list of recommended conditions is outlined below.

It is unclear from the narrative as to the extent to which accessible units will be provided in the multi-family component of this Wilder phase. The City added trash enclosure requirements to its Municipal Code that require an accessible route, no more than 150-foot in length, between an accessible building and the enclosure to ensure adequate access for disabled persons (NMC 14.11.060(C)). A condition of approval is recommended to address the issue. The orientation of the enclosures is such that they will be limited to roll out carts, as there is insufficient drive aisle space for the franchise hauler to adequately

service dumpsters or compactors. The applicant's representative has been advised of this limitation.

The overall design of the Preliminary Subdivision Plat and Final Development Plan does an excellent job of addressing the approval criteria. The one area where city staff has concerns is the dead-end portion of Urban Alley C. One potential issue relates to the accessibility of proposed Lot 37. It is unclear that the lot can be accessed by a vehicle without it utilizing a portion of the adjacent multi-use path or having to back out to the intersection of Urban Alley's C and D. The criteria for a final development plan call for accesses to be designed to cause minimum interference with traffic movement on abutting streets (NMC 14.35.100(D)) and that streets are adequate to serve anticipated traffic (NMC 14.35.100(J)). If vehicles have to back down the street or use the multi-use path to access the lot, then these standards wouldn't be satisfied. A condition of approval is included requiring the applicant demonstrate that there is adequate room for a vehicle to access the lot. If there isn't adequate room, then the layout could be modified to satisfy the standard, and this shouldn't necessitate the need for further review by the Planning Commission (i.e. it could be addressed on the final plat). On a related note, bollards or similar barriers will be needed at the intersection of this alley and the multi-use path, and in other areas where the path intersects with streets to prevent vehicles from driving onto the pathways. The design standards for paths do not anticipate that they will need to accommodate vehicles (NMC 14.44.060(P)). A condition is recommended to address this issue.

It is possible that the alignment of the multi-use path may need to shift due to terrain constraints. The City has recognized this possibility with other decisions involving the Wilder development, and it would be appropriate to include a condition of approval authorizing design flexibility when it comes to pathway construction.

Peter Coffman, an engineer with the private consulting firm HHPR, reviewed the application for compliance with the City's public works requirements. He identified a number of issues that will need to be addressed before a final plat is filed. Mailboxes are located in areas where they would constrain the width of sidewalks, impeding movement (NMC 14.44.060(I)). There are also a number of locations where ADA compliant crossings will be needed that are not currently shown on the drawings (NMC 14.46.030(T)). These shortcomings can be readily remedied, and conditions of approval are included addressing both of them. The applicant's drainage design memorandum outlines how the project will meet the City's storm drainage standards (ref: Appendix 7). Mr. Coffman identified some minor changes that will need to be made to that system and other utilities as the project moves forward in design, and a condition of approval addressing the matter is included below.

Mr. Coffman identified suitable locations for fire hydrants as part of his comments. They were reviewed by Chief Murphy, who confirmed that the location and number of hydrants identified would meet their needs. The hydrant locations need to be added to the plan, and a condition of approval is recommended to address that issue. The Fire Chief confirmed that the turn radius diagram provided by DOWL is sufficient to show that the roads and private drives are sized to accommodate their equipment. He did express a concern though that building heights not exceed 35-feet. This is because the City's ladder truck would be required to respond to structures taller than 35-feet, and that vehicle will

not be able to navigate the proposed street section. While it is unlikely that the applicant would pursue structures taller than 35-feet, it would be appropriate to impose a condition of approval noting the height limitation.

The balance of the recommended conditions of approval largely come from the City's Land Division code (NMC Chapter 14.48) and are needed to ensure that City staff and the applicant pick up on them as the project moves forward to construction and the filing of a final plat.

6. **Conclusion** If the Planning Commission finds that the applicant has met the approval criteria, then the Commission should approve the request. The Commission can attach reasonable conditions that are necessary to carry out the purposes of the Zoning Ordinance and the Comprehensive Plan. If the Commission finds that the request does not comply with the criteria, then the Commission should deny the application.
7. **Staff Recommendation:** If the Commission concludes that the approval criteria have been met, then staff will use the applicant's submittal to prepare a final order and findings for potential adoption at the Planning Commission's next regular meeting. It is staff's view that the application materials demonstrate that the approval criteria have been satisfied, subject to the following conditions:
 - A. Conditions from prior City approvals of the Wilder planned development remain in effect, except as modified herein.
 - B. Approval of these land use permits is based on the submitted written narrative and plans listed as Attachments and Appendices to the staff report. No use shall occur under this permit other than that which is specified within these documents. It shall be the responsibility of the applicant/property owner to comply with these documents and the limitations of approval described herein.
 - C. For the multi-family development, at least one accessible pedestrian route, no more than 150-feet in length, shall be provided between an accessible building and the enclosure to ensure adequate access for disabled persons. Such route shall conform to design standards listed in the Oregon structural specialty code (NMC 14.11.060(C)).
 - D. Applicant shall provide a vehicle turn radius diagram demonstrating that vehicle ingress/egress to proposed Lot 37 can be accomplished without the need for them to extend onto the adjacent multi-use path or backup until they reach the intersection of Urban Alley's C and D (NMC 14.35.100(D) and (J)).
 - E. Mailboxes shall be placed in a manner that does not obstruct sidewalks or narrow them below the approved minimum sidewalk width (NMC 14.44.060(I)).
 - F. Bollards or similar barriers shall be installed at the south end of Urban Alley C and other locations where the multi-use path intersects with streets to prevent vehicles from accessing the pathways (NMC 14.44.060(P))
 - G. The peak height of any structure within this Final Development Plan shall not exceed 35-feet (NMC 14.35.070(J) and 14.46.030(K)).

- H. ADA complaint crossings shall be constructed at the intersections of SE Harborton Street and the proposed extension of SE 43rd and SE 46th Streets. Further, ADA compliant crossing are to be installed at the access points to the multi-family parking area (NMC 14.46.030(T))
- I. Applicant/owner may modify the alignment of the pathways in response to terrain constraints and user needs provided the scope of improvements is consistent with the natural trail design concepts in the Wilder “Kit of Parts.” Once the trail is complete, and the improvements are accepted by the City Engineer, then the tracts shall be dedicated to the City of Newport so that they can be maintained as part of the public trail system.
- J. Public improvements are to be designed and built in accordance with the approved Wilder “Kit of Parts” or City of Newport design standards, as applicable, unless an alternative approach is authorized by the City Engineer. A right-of-way permit shall be obtained from the Public Works Department before work is initiated, and the public improvements shall be constructed under the inspection and to the satisfaction of the City Engineer. All public improvements shall be accepted by the City Engineer prior to approval of the final plat for recording, unless an improvement agreement is executed (NMC 14.46.020, 14.46.030(C), and NMC 14.48.060(C)).
- K. Applicant shall modify the design of the proposed utilities to address comments provided by Peter Coffman, HHPR, on behalf of the City of Newport, in an email dated September 18, 2024 (NMC 14.48.040).
- L. Fire hydrants are to be placed in the locations identified in the mark-up set of the Conceptual Development Plan included with comments provided by Peter Coffman HHPR, dated 9/18/23.
- M. Extension of SE Harborton Street need not occur with the development of Wilder Phase 3, Lot 48 provided access to Lot 48 can be obtained from SE College Way.
- N. Installation of public improvements, including excavation in the excess of 100 cubic yards, shall not occur until plans have been checked for adequacy and approved by the City, and shall not be commenced until after the City is notified (NMC 14.48.035(B)(1)).
- O. Underground utilities, sanitary sewers, and storm drains installed in streets shall be constructed prior to the surfacing of the streets. Stubs for service connection for underground utilities and sanitary sewers shall be placed to allow future connections without disturbing the street improvements (NMC 14.48.035(B)(4)).
- P. A map showing public improvements “as-builts” shall be filed with the city upon completion of the improvements (NMC 14.48.035(B)(5)).
- Q. All utility lines within the boundary of the proposed land divisions, including, but not limited to, those required for electric, telephone, lighting, and cable television services and related facilities shall be placed underground, except surface-mounted transformers, surface-mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, high capacity electric and communication feeder lines, and utility transmission lines operating at 50,000 volts or

above. The subdivider shall make all necessary arrangements with the serving utility to provide the underground service (NMC 14.48.045(A)).

- R. Utilities shall not be placed within one foot of a survey monument location noted on a subdivision or partition plat (NMC 14.48.025(B)).
- S. Upon completion of street improvements, the applicant shall ensure that monuments are reestablished and protected in monument boxes at every street intersection and all points of curvature and points of tangency of street center lines (NMC 14.48.055(C)).
- T. A final plat shall be submitted within two years of the tentative plat (i.e. concept map) approval. The developer shall finalize the survey, secure the signatures on the plat from all impacted owners, and prepare necessary conveyance documents to ensure that the lot configuration, ownership, and rights-of-way are established as illustrated on the tentative plat. The final plat shall be in conformance with the approved tentative plan, this chapter, ORS Chapter 92, and standards of the Lincoln County Surveyor (NMC 14.48.060(A)).



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

October 10, 2024

WILDER PRELIMINARY SUBDIVISION AND FINAL DEVELOPMENT PLAN MODIFICATION

Wilder – Modification to Master Plan

DOWL Project Number 2322.14369.02

AUGUST 2024

Prepared for:

Landwaves Inc.
2712 SE 20th Ave.
Portland, OR 97202

Prepared by:



7200 NE 41st Street, Suite 204
Vancouver, WA 98662

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Appendix 7: Drainage Design Memorandum	
Appendix 8: Utility Letters	
Appendix 9: Preliminary Title Report	

1.0 INTRODUCTION

1.1 General Information

Applicant:	Landwaves Inc. 2712 SE 20 th Ave. Portland, OR 97202 Contact: Bonnie Serkin Phone: 503.720.0899 Email: bonnie@eenw.com
Prepared by:	DOWL 309 SW 6 th Avenue, Suite 700 Portland, OR 97204 Contact: Peter Anderson Phone: 541.762.2078 Email: pdanderson@dowl.com
Project Location:	SE Harborton Street (address unassigned)
Tax Lot ID Number:	11-11-20-00-00100 R529960
Zoning:	Low Density Residential (R-2), High Density Residential (R-3), (C-1)
Comprehensive Plan:	High Density Residential, Low Density Residential, Commercial
Site Area:	28 acres

2.0 PROJECT SUMMARY

2.1 Existing Conditions

The subject property is an approximately 28-acre vacant site, further identified as tax lot 11-11-20-00-00100 (R529960), located in the City of Newport, Oregon. The project site has multiple zoning designations, including Medium Density Single-Family (R-2), Medium Density Multi-Family (R-3), and Retail and Service Commercial (C-1). Wetlands are found along the eastern portion of the project site, with small riverine wetlands found to the north and south of the project.

A majority of the project site was used as a disc golf course. This disc golf course has since been relocated, and the project site remains vacant to date. Most of the site is covered with existing trees and other native vegetation.

Surrounding uses are identified in Table 1 below.

Table 1 – Surrounding Uses

	Zoning	Use
North	R-3, Public	Vacant Forest Land
South	C-1	Commercial
East	T-C	Vacant Forest Land
West	R-3, R-2, C-1	Residential, Commercial

A vicinity map, zoning map, and wetlands map are provided below as Figures 1, 2, and 3, respectively.

Figure 1. Vicinity Map



Figure 2. Zoning Map

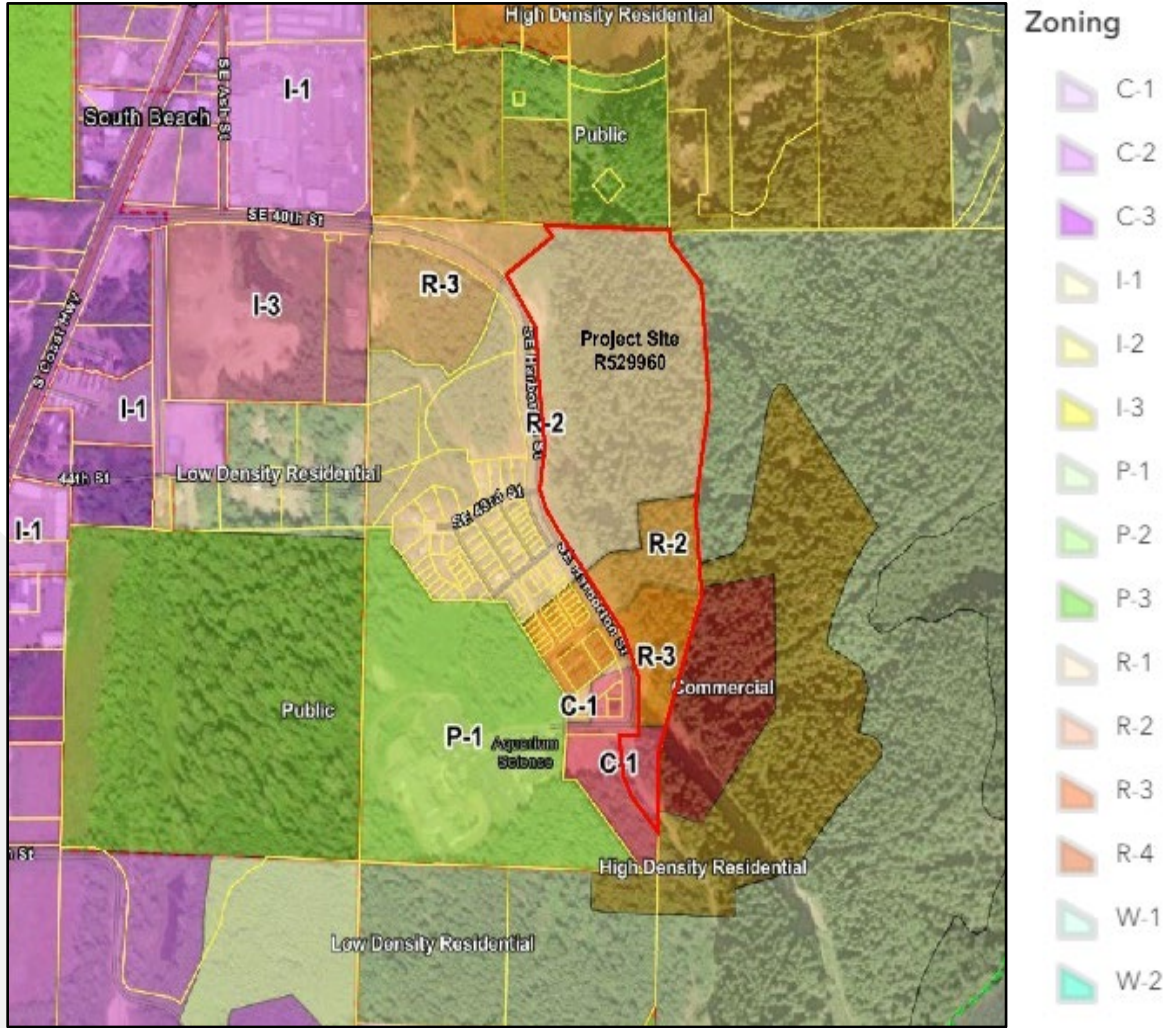


Figure 3. Wetland Map



2.2 Background

The owner and applicant, Landwaves, Inc., has already received approval for Phases 1-7 of Wilder, a Planned Development located in the South Beach neighborhood within the City of Newport. This application seeks to obtain approval of a tentative subdivision plan for the area located east of SE Harborton Street, previously identified as the “remainder lot” or “old disc golf course”) in past application approvals. For the purposes of this application and narrative, the project site will be referred to as the “Remainder Parcel”.

The area annexed into the City of Newport for development as Wilder is located in South Beach, bounded by Mike Miller Park and Oregon Coast Community College (OCCC) and the west, the South Beach Church parcel on the north, and City limits on the east and the south. The site is approximately 62 acres in size, including infrastructure and lots that have already been final platted, but excluding the 25-acre OCCC campus.

The Preliminary Development Plan has been approved for all of Wilder, and the Final Development Plan has been approved for the portion of Wilder on the west side of SE Harborton Street, which includes Phase 1 (already constructed); Phase 2 (formerly 4 - Oregon State University housing); Phase 3 (formerly 2A, 2E, and 2F, the village center commercial area, which is partially completed as the Wilder Corner Building); Phase 4 (nine future residential lots); Phase 5 (formerly 6 – future multi-family); Phase 6 (completed apartments, formerly 2B, also formerly Lot 44 and 45), and Phase 7 (26 residential lots already constructed, formerly 2C and 2D, also formerly Lots 42 and 43). The Remainder Parcel on the east side of SE Harborton Street is the subject of this application for development plan and subdivision approval.

Prior land use approvals relating to the Wilder Planned Development are summarized below:

File No. I-PD-07. Approved tentative plan for "South Beach Village" (later renamed to “Wilder”) Phase 1 mixed use development and Oregon Coast Community College (OCCC) central campus by final order adopted May 29, 2007.

File No. 2-PD-07. Approved final development plan for OCCC central campus by final order adopted May 29, 2007.

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File No. 2-PAR-14. Partitioned property identified as Tax Lot 100 of Lincoln County Assessor's Tax Map 11-11-20 into two separate parcels. Additional right-of-way was also dedicated along College Way and adjacent to SE Harborton Street. The partition was approved by final order on September 15, 2014.

File No. 2-PD-15/3-PD-15/1-SUB-15. The preliminary planned development plan was amended to include a change to the zoning district boundary between R-3 Multi-Family Residential and C-1 Commercial zones that expanded the commercial area along the full length of College Way and increased the range of allowed uses in the C-1 zoned Village Center area to include retail sales and services, offices, lodging, community services like churches, educational institutions, and day care. The revised preliminary planned development plan also included a variance to the Zoning Ordinance satellite and shared parking regulations to permit future shared parking arrangements between Village Center users and the Oregon Coast Community College. The range of development anticipated in the preliminary and final planned development plans was amended to reflect completed build-out, current market conditions, and revised predictions and Accessory Dwelling Units (ADUs) were added as a development option in Phases 2-4 subject to conditions approved by Newport Planning Commission. The Final Development Plan included a detailed site design for Phases 2-4, with updated street names and cross-section drawings. New street cross-sections and a micro-cottage development type were added to the "Kit of Parts." Amendments were adopted by final order on June 24, 2015.

File No. 1-SUB-16/1 & 2 PD-16/2-CP-16/1-Z-16. Revised the Newport Comprehensive Plan Map from "Low-Density Residential" to "High Density Residential" for Phase 4 and Phase 6. This involves approximately 8.1 acres of land. The proposal further revised the Newport Zoning Map for Phase 4 and Phase 6 from R-2/"Medium Density Single-Family Residential" to R-3/"Medium Density Multi-Family Residential." Additionally, the Comprehensive Plan Map was amended from "High Density Residential" to "Low-Density Residential" in Phase 5. This involves approximately 2.2 acres of land. The Newport Zoning Map for the same southerly portion of Phase 5 was revised from R-3/"Medium Density Multi-Family Residential" to R-2/"Medium Density Single-Family Residential." This amendment also adjusted the range of development in the preliminary and final development plan to reflect inclusion of additional multifamily units in Phase 4 and Phase 6 with corresponding decrease in single-family units. A "Multi-Family: Clustered" architectural style was added to the "Kit of Parts" to describe intended building form and design for student housing in Phase 4. A variance was also granted to the City's parking standard for clustered multifamily residential uses, decreasing required spaces by approximately 13% relative to City code standards. The preliminary

development plan was modified to show a revised mix of single-family and multifamily development in future phases east of SE Harborton Street and 'Day Care' and additional supporting Community Service uses were added as allowed uses in the R-3 Medium-Density Multifamily zone to facilitate colocation of support services for affordable housing residents in Phase 6. Amendments were adopted with Ordinance No. 2103 in September of 2016.

File No. I-PD-18. Modified the final development plan approved by the Newport City Council (File No. 2-CP-16/1-Z-16/I-SUB-16/I & 2 PD-16) in order to construct a single, multi-family building with 63 sleeping units, 106 parking stalls, and outdoor space for residents. Two additional buildings of comparable size were envisioned as future phases. The previous concept envisioned a cluster of eleven multi-family buildings.

File No. 1-PD-21 / 1-SUB-21. Modified the final development plan approved by the Newport City Council by allowing duplexes on each lot or parcel zoned for residential use that allows for the development of detached single-family dwelling in accordance with HB 2001 and OAR Chapter 660, Division 46. Furthermore, one (1) ADU is to be allowed for each detached single-family dwelling on a lot or parcel, and standards requiring the installation of off-street parking and shared utilities for new ADUs are eliminated. Three new types of street sections were also approved to be added to the “Kit of Parts” – a “20-foot Neighborhood Local Road,” a “20-foot Utility Alley,” and a “20-foot Hillside Street.” Existing street sections were further amended and allowed for street-loaded parking for certain micro-cottage developments. These revisions apply to the entirety of the Planned Development site.

2.3 Proposal

Landwaves, Inc. (applicant) is proposing to subdivide the portion of the Wilder Planned Development previously identified as the “remainder lot”, located east of SE Harborton Street, within tax lot 11-11-20-00-00100, to facilitate construction of 56 single family dwellings and 20-30 multi-family housing units. Buildings will be oriented to face new private streets and are designed to avoid steep slopes present along the eastern boundary. A Conceptual Development Plan is included as **Appendix 1**.

Consistent with the previous planned development approvals and subsequent modifications for the Wilder Planned Development, the new single-family dwellings will be located within the Low Density Residential (R-2) zone, and all multi-family residential buildings will be located within the High Density Residential (R-3) zone. No commercial development is proposed with this submittal, nor is development proposed within the Retail and Service Commercial (C-1) zone.

Furthermore, the applicant is proposing to modify the approved Final Development Plan for Wilder (Case file #2-PD-09, #6-PD-09, #2-PD-10, #2-PD-14, #3-PD-15, #1-PD-18, #1-PD-21). The Final Development Plan proposes detailed development including streets, buildings, landscaping, open space, etc., within the portion identified as the “Remainder Parcel”, located on the east side of SE Harborton Street. This includes the creation of 57 lots within the identified “Remainder Parcel”, of which 56 are single-family residential lots (including 26 narrow lot homes) within the R-2 portion of the site, and one (1) is a multifamily residential lot within the R-3 portion of the site. Three (3) open space tracts - which will contain a City park and multi-use paths – are also proposed, along with the expansion of SE 43rd and SE 46th Streets and the creation of new “Hillside” Streets and urban alleys.

This application also proposes to modify the previously approved ADU standards (#3-PD-15) to defer to the city’s adopted ADU code standards. Additionally, expansion of SE Harborton Street to the southeast

extent of Wilder is proposed to accompany “future development” instead of the development of Phase 3, Lot 48.

The applicant also proposes to modify the approved Preliminary Development Plan (most recently modified in case file #1-PD-16) through a major modification seeking to modify the fence height standards for all lots within Wilder, including the proposed “Remainder Phase” subdivision. Fence heights are proposed to be 42 inches in the front yard, as defined in the application, and a height of 72 inches for side and rear yards. Further modifications are proposed to alter the clear vision requirements at street intersections throughout Wilder, allowing 42” fences within the vision triangle except for those certain lots which fall within the clear vision triangle area adjacent to SE Harborton St.

2.4 Requested Approval

This application seeks approval of a Preliminary Subdivision Plan, a Preliminary Development Plan Major Modification, and a Final Development Plan Major Modification. Included with this submittal are the project narrative, the required application forms, preliminary subdivision plan, and all associated appendices.

3.0 WILDER PRELIMINARY AND FINAL DEVELOPMENT PLAN PROVISIONS

Design Intent:

The design intent of the Planned Development is to create a livable, mixed-use community built on the principles of environmental sustainability. It will be well-suited to the Oregon Coast in scale, design, and economics. The design objective is:

- *To create a vibrant Village Center that will provide commercial, office, community service, lodging, day care, and higher density residential uses to serve the residential population, support the OCCC campus, and create jobs for local residents.*

The plan concentrates commercial services and residential density around a pedestrian-scale Village Center that is adjacent to the OCCC campus. This enables residents of the community and students to obtain services, attend school, and work within walking distance of where they live. This design accommodates increasing population density, while promoting a reduction in energy use. The objective is to create a convenient and livable environment for residents and visitors of the community.

- *Graduate residential density outward from the Village Center to create an appropriate transition to the lower density areas of the site.*

The graduated density design ensures that development will be compatible and in harmony with the area. The location of the various proposed uses and development intensity is appropriate to site-specific conditions, such as adjacent uses and topography.

The Village Center is the heart of activity within the development, located next to the college campus. It features housing over commercial space such as live-work arrangements, offices, cafes, small retail shops, services, entertainment uses, community services, educational institutions, day care, lodging, and apartments. To the north, micro-cottages, row houses, garden apartments and urban flats will provide a transition to the lower density development areas within the site outside of the Village Center. The central portion of the site features single-family detached homes, including cottage cluster housing, and homes on Village, Classic, Grand, and Edge lots.

The plan also includes a node of multifamily residential units in the northwest corner of the site to accommodate both student housing for Oregon State University (OSU) and multifamily housing. The OSU housing node will be buffered from the single-family development in Phase 4 by open space and vegetation, and its location on SE Harborton Street near SE 40th Street will provide convenient access to multimodal connections to the OSU Hatfield Marine Science Center to the north. The multifamily housing cluster on the northeast side of SE Harborton Street will transition to medium-density residential in the Remainder Parcel, and be buffered from single-family development to the southeast by open space, changes in topography, and vegetation.

- *Provide for a variety of housing types to accommodate different needs, incomes, and a sense of place and community.*

The design of buildings within the proposed development is outlined in the “Kit of Parts” (**Appendix 4**). It includes a variety of housing types and sizes at varying densities that cannot be achieved within the strict

limits of the underlying zoning such as multifamily apartments, multifamily clustered apartments, cottage cluster housing, micro-cottages, and single-family homes on four different general lot sizes. This design will accommodate different needs and incomes resulting in a more diverse, attractive, and sustainable community, which includes attainably priced housing. Some of the housing types are suitable for the use of high-quality prefabricated materials, such as panelized construction, which will reduce construction costs and result in a more affordable product for the community.

The buildings also accommodate design features that help create a unique sense of place and community. This includes classic front porches, cottage cluster housing centered on a green space that allows sharing of resources between neighbors, and locating parking areas and garages/carports behind buildings accessible through alleys.

- *Design and construct to sustainable standards to lessen the impact to the natural environment and to reduce long-term operational costs.*

As outlined in the previously approved “Kit of Parts” (**Appendix 4**), this objective of promoting energy efficiency is incorporated into all aspects of site design. This includes objectives such as designing buildings to standards that can achieve green building certification; designing streets to incorporate sustainable design features such as stormwater bio-swales, incorporating native vegetation for landscape plantings throughout the development; and generally using energy efficient and recycled materials whenever possible.

- *Develop a transportation system that accommodates multiple modes of transportation to encourage walking, bike riding, etc., and reduce energy use.*

As outlined in the previously approved “Kit of Parts” (**Appendix 4**), the proposed development includes neo-traditional street designs to accommodate multiple modes of transportation and create a sense of place and promote traffic calming. These streets include features such as curb extensions (bulb-outs), wider sidewalks within the Village Center, and on-street parking. The multimodal transportation network within Wilder will also connect to the City’s broader transportation network, such as routes north of Wilder to provide multimodal connections for OSU students to access Hatfield Marine Science Center.

- *Provide for an extensive network of open space and parks, including walking and biking trails, throughout the site.*

Preserved natural areas, trails, and parks are fully integrated into the site design. Neighborhood parks are planned that will provide active and passive recreational uses such as playgrounds, sport courts, lawn areas, and trails. Parks will be centrally located within or near the single-family residential neighborhoods and multi-family housing on both sides of SE Harborton Street. Wilder Twin Park has been built adjacent to Wilder Phase 1 and dedicated to the City for public use, and Wilder has provided a temporary dog park and disc golf course for public use through licenses with the city. Trails have been constructed to connect Wilder Twin Park to Mike Miller Park, and additional open space dedications and trail connections will connect to other areas within the development and the planned regional trail system off-site. A public trail will be constructed and dedicated with Phase 2 to extend the trail north from Mike Miller Park. Private open space will also be provided within multifamily developments in Phases 2 and 5 to serve residents. A park will be created south of the apartments in the Remainder Phase and dedicated to the City for public use.

- *Protect and provide for management of significant natural resource areas on site, including wetlands, streams, and natural vegetation.*

Trees and other natural vegetation will be preserved when possible, and landscaping will be planted to enhance the environment and provide habitat for wildlife.

Compatibility with Surrounding Development:

The uses within the Wilder Master Plan comply with the City’s Comprehensive Plan and zoning, and is consistent with the adopted South Beach Plan Neighborhood Plan, as well as other approved development applications for the site. The site is compatible with the surrounding area in that it is consistent with these previously approved plans and is it reasonable to assume that the surrounding area will continue to develop according to these plans.

The location and level of public services necessary to serve the site, including utilities and streets, were also estimated and planned for in the South Beach Neighborhood Plan and a detailed infrastructure analysis and traffic study was prepared for the initial Wilder Development Plan approval. An updated traffic impact analysis has been prepared in anticipation of the proposed Remainder Phase development and is included as **Appendix 5**.

Types of Development:

Approved types of residential development include:

- Village Lots (<4,600 square feet) for single-family homes.
- Classic Lots (4,600- 6,200 square feet) for single-family homes.
- Grand Lots (6,201-9,999 square feet) for single-family homes.
- Edge Lots (10,000+ square feet) for single-family homes.
- Cottage units.
- Flex Lots for row houses, duplexes, and micro-cottage units.
- Multifamily units including multifamily clustered apartments.

Duplexes are allowed on Edge, Grand, Classic, and Village Lots.

As previously approved, the project includes a housing product known as cottage cluster housing (see “Kit of Parts,” **Appendix 4**). Ten cottage units have been built in Wilder Phase 1. This is a unique type of development that includes the following special characteristics:

- Homes are smaller, typically 1,300 square feet or less.
- Common access to homes provided from either a shared pedestrian way/green (within a tract or an access easement) or a street.
- Open space provides front door access and commons.
- Parking is typically clustered in one area at periphery.

The project also includes micro-cottages (sometimes referred to as “Flex Cottages” or “Narrow Lot Homes”) functionally similar to row house, townhouse, and duplex housing types. Six micro-cottages have been built in Wilder Phase 1 and 20 micro-cottages have been constructed within Phase 7. Twenty-six more are planned for the Remainder Phase. Characteristics include:

- Homes are smaller in the 450 to 1,000-square-foot range, typically 1000 square feet or less.
- Parking is typically accessed from rear alley.

- Homes open onto main street, providing a “front porch” feel.

The project may also include clustered apartments or dormitory style apartments as an additional type of multifamily units, intended primarily for university housing. Characteristics include:

- Units are smaller, in the 300 to 800-square foot range to include studios through two or three-bedroom units.
- Density is similar to multifamily apartments at 12 to 34 units per acre, to allow a functional concentration of housing.
- Private outdoor space is provided in shared commons, green spaces, balconies, and patios.

Site Design:

Village Center Area (C-1 and R-3 Zoning) (Phase 3, Lots 45-48, and Phase 6)

- *Village Center Retail, Services, Entertainment, Offices, Lodging, Educational Institutions, Community Services, Day Care*
- *Housing over Commercial, including live-work units*
- *Multifamily Residential*

The Village Center is located at the heart of the development site adjacent to College Way and SE Harborton Street. This area will include mixed-use development at the corner of SE Harborton Street and SE College Way, as well as several apartment buildings. The Wilder Corner Building has been completed on Lot 46, with parking on Tract “I”. A portion of Lot 48 has been licensed to the City of Newport as a temporary dog park.

Transition Area (R-2 and R-3 Zoning) (Phase 3, Phase 7, Remainder Parcel Phase)

- *Flex Lots for Row Houses, Duplexes or Micro-Cottages*

The transition area in Phase 7 located adjacent to SE Harborton Street between SE 46th and SE 44th Streets features medium-density residential, specifically micro-cottages and bungalows.

Detached Single-Family Housing Area (R-2 Zoning) (Phase 1, Phase 4, Phase 7, Remainder Parcel Phase)

- *Cottage Cluster Housing*
- *Village, Classic, Grand or Edge Lot Homes*
- *Flex Lots for Row Houses, Duplexes or Micro-Cottages*

The detached single-family housing area within the site is primarily located along and north of 44th Street, extending farther north to include homes along 42nd Street.

At the western terminus of 44th Street, there is a walk-in cottage cluster housing area with 10 cottages. Each single-family cottage takes access from a shared pedestrian way located within a common tract rather than a traditional street.

Village, Classic, Grand and Edge lots are located in the lower density residential portion of the site, which accommodate a variety of housing sizes. Many of these homes take access from alleys allowing front doors, rather than garages/carports, to be oriented toward the adjacent public streets.

Student Housing Area (R-3 Zoning) (Phase 2)

- *Multifamily Residential*
- *Multifamily Clustered Apartments*

The student housing area is located south of SE Harborton Street in the northwest corner of the site and will feature multifamily residential development including clustered apartments.

Graduated Single and Multifamily Area (R-2 and R-3 Zoning) (Remainder Parcel)

- *Multifamily Residential*
- *Village, Classic, Grand or Edge Lot Homes*
- *Flex Lots for Row Houses, Duplexes or Micro-Cottages*

The subject of this application, the Remainder Parcel on the east side of SE Harborton Street, will include a mix of housing types gradually decreasing in density as they transition from the Village Center to the northern limits of the project. Multifamily housing is planned to the northeast of College Way, with a mix of single-family housing types to the north (including 26 narrow lot homes) transitioning to larger lots on hillier topography at the northern edge.

Multifamily Housing Area (R-3 Zoning) (Phase 5)

- *Multifamily Residential*

Originally Newport's Samaritan House planned to develop the 1.75 acres located northeast of SE Harborton Street along the northern edge of Wilder. The project would have featured multifamily residential units developed to meet affordability goals, and supporting community service uses such as education and day care, primarily aimed at residents. After several years, Samaritan made the decision to focus instead on its existing facility in Newport, and in the intervening years no other affordable housing developer has stepped forward. Therefore, Phase 5 – also the subject of this application - will be developed as market rate apartments rather than the previously detailed "community housing".

Dimensional and Bulk Standards:

Approved development standards for each development type within any of the zones that permit the use have been established as follows.

Setbacks:

Single Family Residential:

- Front*: 5 feet (Village and Classic Lots)
- Front*: 10 feet (Grand and Edge Lots)
- 2nd Front*: 5 feet (Village and Classic Lots)
- 2nd Front*: 10 feet (Grand and Edge Lots)
- Side: 0 feet (Village Lots)
- Side: 5 feet (Classic, Grand and Edge Lots)
- Rear: 5 feet
- Rear Abutting Alley: 5 feet
- Garage/carport: 0-5 feet or 20 feet
- Garage/carport (alley served): 0 feet

*Front setback applies to a public street only.

Residential Cottage Cluster Housing:

- Front*: 5 feet
- 2nd Front*: 5 feet
- Side: 0 feet
- Rear: 5 feet
- Garage/carports: 0 feet

*Front setback applies to a public street only.

Flex Lots for Residential Row Houses, Duplexes, and Micro-Cottages:

- Front*: 0 feet
- 2nd Front*: 3 feet
- Side (interior): 0 feet
- Rear: 5 feet
- Rear Abutting Alley: 0 feet
- Garage/carport: 0-5 feet or 20 feet
- Garage/carport (alley served): 0 feet

*Front setback applies to a public street only.

Multifamily Residential, including Clustered Apartments:

- Front: 0 feet
- 2nd Front: 0 feet
- Side: 0 feet
- Rear: 5 feet
- Rear: 10 feet (when abutting single-family residential)

Commercial or Mixed-Use:

- Front: 0 feet - *same as standard*
- Side: 0 feet - *same as standard*
- Rear: 0 feet - *same as standard*

Minimum Lot Area:

- Single-Family Residential: 3,500 square feet.
- Residential Cottage Cluster Housing: 1,000 square feet.
- Flex Lots: 1,000 square feet.
- Multifamily Units: 5,000 square feet - *same as standard*
- Commercial or Mixed-Use: No minimum lot area.

Maximum Lot Coverage:

- Single-family and flex lots in any zone over 10,000 square feet shall not have building coverage over 3,500 square feet.
- Single-family and flex lots in any zone between 5,000 and 9,999 square feet shall not have building coverage over 3,000 square feet.
- Single-family and flex lots in any zone under 5,000 square feet shall not have building coverage over 2,600 square feet.

- Cottage Cluster Housing on individual lots: 80%
- ADUs on Village, Classic, Grand and Edge lots will be exempt from the maximum square foot standards listed above, however, in no case will the total combined lot coverage for the primary and accessory dwelling unit exceed the city standard of 57% in the R-2 zone and 60% in the R-3 zone.
- Multifamily residential and clustered apartment lots of any size in the R-3 zone shall not have building coverage over 60%. *same as standard*
- Commercial development in C-1 zone: 85% to 90% - *same as standard*

Minimum Lot Width (Residential): 15 feet

Minimum Lot Width (Commercial/Mixed-Use): 0 feet - same as standard

Minimum Lot Frontage

Modifications have been approved for the requirement contained in NMC Section 13.05.030.B that “each lot or parcel shall possess at least 25 feet of frontage along a street other than an alley” in order to accommodate cottage cluster development. The subject Planned Development includes walk-in cottage cluster homes, which are modeled after the Cluster Development type identified in the previously approved “Kit of Parts” (**Appendix 4**). In order to accommodate this unique type of development, these lots will front onto and take access from a pedestrian access tract, rather than a traditional street right-of-way. Parking for these units is clustered within common tracts and garages rather than being located on the individual lots.

Height:

The applicant has previously received approval for 3-story buildings that are up to 45 feet in height in the R-3 District. The proposed 3-story buildings will be located in the Village Center area, which is internal to the Master Plan site and will not have any adverse impacts on neighboring properties both within and outside of Wilder and in Phases 2 and 5, where the site will be screened by vegetation and natural topographic changes from surrounding phases and adjacent properties outside of Wilder. The proposed multifamily units within the R-3 portion of the Remainder Phase may also be three stories in height, and will be buffered by open space to the south and east, landscaping / open space to the north, and landscaping between the western boundary lines and SE Harborton Street.

Density:

Allowed density in the R-2 zone is 5,000 SF per unit for houses, 3,750 SF per unit for duplexes on interior lots, and 2,500 SF per unit for duplexes on corner lots, and 1,250 SF per unit in the R-3 zone, averaged across the site.

Uses:

The Village Center is a mixed-use area with C-1 and R-3 zoning, accommodating Village Center retail, restaurants, offices, housing over commercial including live-work units, and multifamily residential at the heart of Wilder adjacent to SE College Way and SE Harborton Street.

Additional uses for the Village Center area with C-1 zoning include retail sales and services, excluding bulk retail; community service, including churches; lodging such as hotels; educational institutions; and daycare facilities, as defined in the Newport Municipal Code.

The primary use in R-2 and R-3 is residential, as well as parks. Additional uses in the R-3 zone include community services, including day care and family-focused support services like personal development education, counseling, and distribution of donations to clients.

Zoning:

Phase 1 of Wilder is zoned a mix of R-2 Medium-Density Single-Family Residential, R-3 Medium-Density Multifamily Residential, and C-1 Retail and Service Commercial.

Comprehensive Plan:

Phase 1 of Wilder is designated a mix of Low-Density Residential, High-Density Residential, and Retail Commercial.

Estimated Range of Development:

The following tables show the estimated range of development anticipated for the different types of residential and commercial development planned for Wilder as part of the Preliminary Development Plan. The range is intended to provide flexibility with development of the full build-out of the site to accommodate changing market conditions.

Estimated Range of Development in Wilder (Prelim. Dev. Plan, Existing)	
Village Lots (<4,600 sq. ft.)	18-25 units
Classic Lots (4,601-6,200 sq. ft.)	10-34 units
Grand Lots (6,201-9,999 sq. ft.)	4-10 units
Edge Lots (10,000+ sq. ft.)	18-26 units
Cottage Units	10-20 units
Flex Lots	28-40 units
Multifamily Units	170-190 units
Commercial Floor Area	25,000-36,000 square feet
Total Dwelling Units	258-345 units

Estimated Range of Development in Wilder (Prelim. Dev. Plan, Proposed)	
Village Lots (<4,600 sq. ft.)	18-32 units, <i>increase</i>
Classic Lots (4,601-6,200 sq. ft.)	9-34 units, <i>minimal decrease</i>
Grand Lots (6,201-9,999 sq. ft.)	4-10 units, <i>same</i>
Edge Lots (10,000+ sq. ft.)	18-26 units, <i>same</i>
Cottage Units	10-20 units, <i>same</i>
Flex Lots	28-54 units, <i>increase</i>
Multifamily Units	168-190 units, <i>slight decrease</i>
Commercial Floor Area	25,000-36,000 square feet, <i>same</i>
Total Dwelling Units	255-363 units, slight decrease to minimum, slight increase to maximum

The Final Development Plan includes Phases 1 to 4, 6, and 7 encompassing all area west of SE Harborton Street, and Phase 5 to the north of SE Harborton Street near 40th Street. The portions of the Final Development Plan in Wilder that have been approved and completed and the range of development types, including the proposed modifications, are reflected in the following tables:

Range of Development (Final Dev. Plan, Existing)	
Village Lots (<4,600 sq. ft.)	16 units (16 complete)
Classic Lots (4,601-6,200 sq. ft.)	4 units (4 complete)
Grand Lots (6,201-9,999 sq. ft.)	4 units (3 complete)
Edge (10,000+ sq. ft.)	13 units (4 complete; 1 in design; 8 expected by 2027)
Cottage Units	10 units (10 complete)
Flex Lots	28 units (28 complete)
Multifamily Units	122 units (28 complete; 77 under way)
Commercial Floor Area	36,000 square feet (5,019 complete)
Total Dwelling Units	197 units

Estimated Range of Development (Final Dev. Plan, Proposed)	
Village Lots (<4,600 sq. ft.)	32 units (16 complete), <i>same</i>
Classic Lots (4,601-6,200 sq. ft.)	9 units (4 complete), <i>slight decrease</i>
Grand Lots (6,201-9,999 sq. ft.)	7 units (3 complete), <i>same</i>
Edge (10,000+ sq. ft.)	19 units (4 complete), <i>same</i>
Cottage Units	10 units (10 complete), <i>same</i>
Flex Lots	54 units (28 complete), <i>same</i>
Multifamily Units	168 units, (28 complete; 77 under way; 33 in design) <i>slight decrease</i>
Commercial Floor Area	36,000 square feet (5,019 complete), <i>same</i>
Total Dwelling Units	299 units, increase within approved Prelim Dev. Plan range

Accessory Structures and Uses:

Accessory Dwelling Units (ADUs) are dwellings that will be permitted to accompany or share lots and utilities with primary homes and can be a portion of the primary house; a separate free-standing unit; or as a unit over a detached or attached garage.

The addition of ADUs provides for more versatile living choices. ADUs are included in the “Kit of Parts” (**Appendix 4**) and will provide a broader mix of housing options to accommodate extended families, care givers, and smaller family sizes. They may also create intergenerational living opportunities by providing a means for seniors, relatives, or post-college children to live with their families in separate living quarters on the same lot. When approved under application file #3-PD-1, ADU provisions had not been adopted by the City of Newport, and the below standards were established for Wilder for a limited number of lots:

- No more than one ADU is permitted per single-family detached lot.
- Three types of ADUs are to be permitted: as a portion of the primary house, as a separate free-standing unit, or as a unit over a detached or attached garage.
- Size: ADUs are not to exceed 600 square feet or 50% of the area of the primary house, whichever is less.
- Building Height: The height standards and limitations for ADUs will be that of the zoning district in which they are located.

- Architecture: ADUs will be constructed with architecture that is compatible with that of the primary structure.
- Density: ADUs do not count toward the maximum density standard of the planned development.

Now that the City has adopted ADU provisions, the applicant proposes to delete the above criteria and defer to the standards outlined in NMC 14.16.050.

Development Schedule and Phasing:

Wilder has previously been approved as a multiphase development. The applicant proposed four phases of development, broken into micro-phases, to complete build-out of the portion of Wilder west of SE Harborton Street, with two additional phases for the portion of Wilder north and east of SE Harborton Street (Phase 5 and the Remainder Phase). Necessary infrastructure has been or will be completed with each phase.

- Phase 1: 40 lots, combination of single-family, flex lots, and cottage cluster residential development. (Work begun 2009, and build-out substantially complete. Remaining lot anticipated to be completed 2025.)
- Phase 2: Multifamily apartment development of 77 units on a single parcel for OSU housing. The pedestrian path in Tract “G” will be constructed and dedicated to the City with this phase. (Groundbreaking in 2024, anticipated completion 2025.)
- Phase 3, Lots 45-47: Village Center commercial north. (Anchor building and parking lot completed; two other lots are ready for development. Timing is not yet determined.)
- Phase 3, Lot 48: Village Center commercial south. City dog park is on this lot temporarily. (Timing of development is not yet determined.)
- Phase 4, Lot 49: Nine lots, single-family residential development. The pedestrian connection in future Tract “G” will be constructed and dedicated to the City with this phase, as well as construction of 42nd Street and utility extensions to serve lots in this phase. (Work estimated to begin 2024, anticipated completion 2026.)
- Phase 5: Multifamily development on a single parcel. The phase will be served by existing utilities in SE Harborton Street. (Development anticipated beginning in 2025.)
- Phase 6: Village Center apartments completed on two lots; 46th Street and Ellis Street completed.
- Phase 7: Medium-density residential transition, 20 flex lots for micro-cottages; a total of six Village and Classic Lots to provide moderately-priced single family homes. Extensions of Fleming and Geneva Streets, as well as 45th Street are completed. (All homes are completed.)
- Remainder Parcel: A mix of 56 single-family homes and 20-30 multifamily units will be developed on the former disc golf course. 43rd and 46th Streets as well as three north-south streets and two alleys will be constructed. (Infrastructure installation expected to begin in 2025, with home construction following in 2026.)

Parking:

Required parking is authorized to extend across zoning boundaries when provided on the same lot or parcel as the proposed use. On-street spaces are allowed to count against off-street parking requirements provided the spaces provided are within 200 feet of the lot or parcel upon which the use is located. Parking ratios for all residential and commercial uses will follow those established in the Newport Municipal Code.

As part of the Village Center commercial development, a private parking lot served by a private drive along the northern edge of commercial lots 45-47 in Phase 3 has been built on Tract "H" to provide shared parking to serve the commercial development, supplementing on-street parking provided along SE Harborton Street and College Way. The private parking lot is managed by adjacent commercial property owners as part of a future Wilder Homeowner's Association "Project". The private drive provides two-way, east-west circulation with primary access from SE Harborton Street to access 90-degree perpendicular parking on both sides. The private drive connects to a two-way public street (Ellis Street) that provides secondary access to SE College Way and extends north to provide access to multifamily units in Phase 6 and the Micro-cottages in Phase 7.

Future Village Center commercial development in Phase 3, Lot 48 south of College Way will also be served by private off-street parking lots combined with on-street parking. A future tract will be developed as a shared private parking lot to be managed by commercial property owners as part of a future Homeowner's Association "Project".

Parking for the Village Center apartments in Phase 6 is a mix of off-street and on-street parking. Parking facilities include a private off-street parking area accessible from a public road looping around the north and west sides of the apartment lot. The parking area is divided down the middle to provide off-street parking to the two individual apartment lots, with reciprocal access easements. The public road is built to modified Village Center roadway cross-sections which includes two-way circulation with angled parking on the apartment side of the street.

Parking for the Phase 2 apartments will be provided in a private off-street parking area accessible from SE Harborton Street. Similarly, a private off-street parking area accessible from the opposite side of SE Harborton Street will provide parking for the multifamily residential development in Phase 5. Parking for the multifamily housing proposed within the Remainder Phase will be provided via a private parking lot accessed via SE Harborton Street to the west and 46th Street to the north. Shared parking for the cottage cluster in Phase 1 is provided on Tracts "D" and "F."

Wilder may use the OCCC parking areas as shared, satellite parking for uses in the Village Center in Phase 3, particularly for uses with concentrated use patterns outside of peak hours, such as a church with a large Sunday morning parking demand or an annual bicycle race. The OCCC parking lots are vacant at certain times and days, particularly weekends. This arrangement allows uses in the Village Center area to provide adequate parking for visitors and minimize construction of new parking lots, while maximizing use of existing lots and taking advantage of the unique colocation of the Village Center and OCCC. Individual users will comply with the requirements of NMC 14.14.080 and 14.14.090.E.3 to provide written permission from the property owner (OCCC) and all other parking standards in NMC 14.14.

Parking lot design in all phases will follow the standards in NMC 14.14, with consideration of additional low-impact development techniques such as pervious pavement and stormwater planter swales.

Landscaping:

A landscape plan has been previously approved that demonstrates how the site will be landscaped in accordance with City standards. An updated plan for Phases 2 and 5 shows how landscaping will buffer and enhance the planned multifamily developments. Sustainable native plantings have been used where appropriate throughout the site to blend with the natural landscape. Street trees and landscaped curb extensions are provided along all local streets. Landscape curb-extensions will double as stormwater planter swales that provide for a natural means to collect and treat run-off from the development.

Enhanced entry landscaping is proposed along both sides of SE Harborton at the northwest corner of the site to screen parking areas in Phases 2 and 5 and to create a gateway to Wilder.

An enhanced forest edge planting is also proposed along the east side of SE Harborton Street. Grass and shrubs will be planted under the power lines and trees will be planted beyond 75 feet. This will create a forested buffer or transition between the street and the single-family residential areas to the east. In anticipation of the proposed development within the Remainder Phase, vegetation will be cleared from areas in close proximity to homes in order to create a fuel break or a “defensible zone” in the event of a wildfire.

Lighting:

On-site lighting will be designed to minimize direct glare on adjoining property. Low-impact pedestrian scale lighting will be used throughout the development and will be hooded and shielded where necessary. Surface parking areas and associated parking lot lighting within the Village Center area is oriented behind and to the side of buildings. This minimizes the amount of artificial lighting that will glare onto adjoining properties. Retail and monument signs will be pedestrian scale with limited lighting. Parking lot and building lighting will be screened by vegetation buffers to prevent glare on streets and adjacent homes. Lighting will be “dark sky” to decrease light pollution.

Parks, Trails and Open Space:

Open space and recreation facilities include a neighborhood park, natural areas, and nature and access trails.

A neighborhood park has been built within Tract “A” north of 43rd Street in Phase 1 and dedicated to the City of Newport as Wilder Twin Park. A pedestrian connection through this park located on a future tract will link 42nd Street and 43rd Street. The connection will be built to neighborhood sidewalk standards with a 6-foot paved width. The pedestrian connection will be constructed and dedicated to the City with the re-plat of Phase 4. A park will be built within a tract on the south end of the apartments in the Remainder Phase and will be dedicated to the City.

An open green space with a trail connecting to Mike Miller Park has been created on Tract “B” in Phase 1. An open green space designated Tract “G,” adjacent to Tract “B”, will accommodate an extension of the trail north from Tract “B” to SE Harborton Street. The trail within Tract “G” will be constructed and dedicated to the City with Phase 2. The trail will continue the 5-foot-wide, soft-surface cross-section used for natural trails in Tract “B.” A connector trail from Phase 2 to connect to the trail across Tract “G” is being explored.

Tract “C” in Phase 1 has been built as a common open space owned in common by cottage owners and provides a common “front lawn” for the cottage cluster.

Multifamily development in Phases 2, 5, and the Remainder Phase will incorporate open space such as patios, balconies, play areas, green spaces, and potential trail connections for the enjoyment of their respective residents.

Wilder has also created a temporary dog park and disc golf course for public use.

Street Design & Names:

Traffic accesses the site via several proposed local streets and driveways connecting from 40th Street and SE Harborton Street (two-lane Collector roadways) and College Way. The Collector roadways, 40th Street and SE Harborton Street, have been constructed from US 101 east and south to College Way pursuant to prior approvals for the Planned Development site. These streets constitute the northern part of a loop road system that will ultimately connect to 50th Street on the south and then west to US 101. The remaining portion of the loop connecting to 50th Street will be constructed with future development, providing secondary access to the site. In the meantime, the southern part of the loop system has been constructed as a gravel access road for emergency vehicles and construction vehicles only. The City has been granted access easements to the southern part of the loop system.

The proposed development includes neo-traditional street designs that accommodate multiple modes of transportation and create a “sense of place.” The streets are generally narrower than streets found in conventional suburban neighborhoods and feature integrated stormwater management systems, such as water quality swales within planter areas. A variety of street types that have been approved include:

- SE Harborton Street will be extended south to the southeast boundary of Wilder with future development, using the Main Street cross-section from the “Kit of Parts,” identical to the cross-section used along SE Harborton for one block north of College Way.
- Two modified Village Center Road types are used along 46th Street, transitioning to Ellis Street to connect with College Way, which provides two-way travel, angle-in parking, and sidewalks within the cross-section to connect between the commercial, high-density residential, and medium-density residential uses in the community core.
- A 20-foot Neighborhood Road with a travel width of 20 feet will be used for 42nd Street, which is a cul de sac that will terminate in an Auto Court.
- A woonerf – which integrates the pedestrian environment, urban-scale storm water planters, and vehicular parking – has been constructed within Fleming Street between 43rd Street and 44th Street, and has been extended south to 46th Street. The “Kit of Parts” section allows flexible width for the woonerf section along Fleming Street from 18 to 30 feet wide to accommodate on-street parking and bio-swale plantings without compromising fire access.
- Dead-end streets terminate in Auto Courts, some featuring decorative pavement.
- Residential alleys are used along Geneva Street and Ellis Street in Phase 1; Geneva Street has been extended south from 45th to 46th Street in Phase 7. An alley has also been built along 45th Street.
- Within the Remainder Phase, 43rd Street and 46th Street will be extended from the west side of Harborton Street and will connect with the proposed north-south “Hillside” Streets A and B. One other north-south “Hillside” Street will be used in the Remainder Phase, along with four alleys.

The “Kit of Parts” essentially creates an alternate set of street and utility standards that replace the standards in NMC Chapter 13. As noted in NMC 13.05.105.A, the subdivision standards may be modified for a planned development. The first version of the “Kit of Parts,” which illustrates these street components used throughout the development, was introduced and approved as a concept for the development throughout Wilder with #1-PD-07, including streets with narrower widths. There have been several revisions to the Kit with subsequent approvals, including the 20-foot Neighborhood Road section, the 20-foot Utility Alley section, and the 20-foot Hillside Street Section added via approved modification 1-PD-21 / 1-SUB-21.

Street names within the development have been previously approved. SE Harborton Street is the existing street that is part of the loop road system to the east of Hwy 101 that begins with 40th Street on the north and ends with 50th Street on the south (and eventually possibly SE 62nd Street). SE Harborton Street is the longest stretch of the loop, running generally north-south through the Village. “Harborton” is the former name for the South Beach area of Newport.

The streets that run perpendicular to SE Harborton Street are in numerical order, keeping with the general system of street names in South Beach. Streets included in Phases 1, 6, and 7 (completed) and Phase 4 and the Remainder Phase (to be constructed) are:

- 42nd Street in Phase 4 as necessary to accommodate the City’s Street Grid. It will terminate in an auto court and connect to a pedestrian access through the park in Phase 1 to 43rd Street.
- 43rd Street in Phase 1 and the Remainder Phase as necessary to accommodate the City’s Street Grid. It terminates in an auto court in Phase 1.
- 44th Street in Phase 1 as necessary to accommodate the City’s Street Grid. It terminates at the cottage cluster, where it intersects with Ellis Street.
- 45th Street in Phase 7 as necessary to accommodate the City’s Street Grid. It provides a connection between Fleming and Geneva Streets but does not intersect with Harborton Street.
- 46th Street in Phase 6 and the Remainder Phase as necessary to accommodate the City’s Street Grid. It terminates where it intersects with a continuation of Ellis Street in Phase 6.
- College Way in Phase 3. Terminates at the OCCC campus.

The following streets do not intersect with SE Harborton Street: Ellis Street, Fleming Street, and Geneva Street. All are completed in Phase 1, as are Ellis Street in Phase 6 and at the southern end of Phase 3 at College Way, Fleming Street in Phase 7 between 44th and 46th Streets and Geneva Street in Phase 7 between 45th and 46th Streets. Ellis and Geneva Streets are alleys; Fleming Street is a woonerf.

- Ellis Street is for Ellis Island and for Ellis Bell, the pen name of Emily Bronte, author of *Wuthering Heights*.
- Fleming Street is for Alexander Fleming who discovered penicillin, and epidemiologist Dr. David Fleming who served as State Epidemiologist of Oregon as part of a regional and international career.
- Geneva Street is for Lake Geneva, Wisconsin and its namesake Geneva, Switzerland, as well as the old telephone exchange in the Dorchester area of Boston.

Traffic:

As part of the annexation of the Wilder acreage into the City, the City adopted Ordinance 1931 to address potential transportation impacts of Wilder. Ordinance 1931 states that the City will not issue building permits for land uses in the annexation territory, which includes both the subject site and property abutting 40th Street then owned by GVR Investments, if they generate more than 180 peak hour trips (based on Saturday mid-day peak hour in August). This “trip cap” limits the number of dwellings or commercial floor area that can be constructed in Wilder and the GVR Investments Property based on the transportation improvements that are currently in place. When additional traffic improvements were made pursuant to the Transportation Systems Plan that were then being updated, including the paving of Ash Street and the construction of a traffic signal at 40th Street and Highway 101, the trip cap could be lifted, allowing the full range of development to occur within the site consistent with the state’s Transportation Planning Rule.

A traffic analysis prepared in conjunction with the annexation of the Wilder site in 2007 demonstrates how the proposed development within Wilder can be accommodated within the limitations of the trip cap. An updated traffic analysis specific to the Remainder Phase has been completed and included as **Appendix 5**.

Subsequently, the City, Lincoln County, and ODOT established an alternative mobility standard for US 101 south of the Yaquina Bay Bridge which resulted in the creation of increased transportation system capacity. The City reserved 403 trips from the Trip Budget for properties in the annexation area, including 257 weekday PM peak hour trips allocated to Wilder. The applicant will apply these reserved trips to development covered by the Preliminary Development Plan, less trips that have been used by approved development in Wilder Phase 1 and the commercial building in the Village Center. The total trip budget is 1,237 weekday PM peak hour trips for the TAZ A in which Wilder is located; Wilder may use some of these trips for future development in addition to the reserved trips.

Separate from the trips reserved for Wilder through the Trip Budget, Wilder has vested 232 weekday PM peak hour trips for forecasted development with previous approvals based on the trip vesting standards in NMC 14.43.090(D). A portion of the vested trips have already been allocated to completed development. When vested trips are used, they are also counted against the Trip Budget reserved for Wilder. Wilder has vested approximately 313 weekday PM peak hour trips for development within the Final Development Plan. Tentative weekday PM peak hour vested trips break down by phase as follows:

Phase 1	40 (40 SFD)
Phase 2A (Phase 3, Lots 45-47)	49 (33 for retail/restaurant building, 16 for 6,025 SF specialty retail on 2 pads)
Phase 2B (Phase 6)	17 (28 apartments)
Phase 2C (Phase 7)	20 (20 SFD)
Phase 2D (Phase 7)	6 (SFD)
Phase 2E (Lot 48)	28 (assumes 10,150 SF specialty retail on 4 pads)
Phase 2F (Lot 48)	41 (assumes 15,000 SF specialty retail)
Phase 3 (Phase 4)	9 (9 SFD)
Phase 4 (Phase 2)	22 (22 SFD) vested, to be increased to 81 (130 apartments)
Phase 6 (Phase 5)	22 (7 for 12 apartments, 15 for 1,200 SF daycare center)
Remainder Phase	72 (57 SFD, 15 multifamily; not vested)
Total	232 existing, 385 proposed

The vesting term previously approved for Wilder is 10 years, meaning these trips will be vested through 2026. Additional trips for future phases of Wilder development will be vested through amended planned development plans and tentative subdivision plans; additional PM peak hour trip capacity within TAZ Area "A" in which Wilder is located (prior to approval of these modifications) is available first come, first served.

Utilities:

Adequate services are in place or will be made available at time of development of Wilder as outlined within the infrastructure report that was prepared for the original Preliminary Development Plan approval and as approved in file #3-PD-15. The major Collector roadway facilities that serve the development, 40th Street and SE Harborton Street, have already been constructed through the site from Highway 101 to College Way. A sidewalk on the north/east side of SE Harborton will be completed to serve Phase 5. As other phases are developed, various new public local streets will be either extended from the Collector or from existing neighborhood streets to serve the neighborhoods within the site consistent with the circulation plan.

Major utility facilities, including water and sewer lines, have also already been constructed within 40th Street, SE Harborton Street, and College Way to serve Wilder and the Oregon Coast Community College campus. These facilities have been extended to serve development in Phases 1, 3, 6, and 7, and utility plans in Appendix ___ illustrate how these facilities will be further extended to serve development within the Remainder Phase. Stormwater facilities will also be constructed in the Remainder Phase to collect and treat run-off from impervious surfaces prior to being discharged to on-site drainage ways.

4.0 CITY OF NEWPORT MUNICIPAL CODE

The proposal is subject to provisions of the Newport Municipal Code (NMC). The applicable criteria are set forth below with findings demonstrating the project’s consistency with these provisions. Provisions that are not applicable to this proposal are not included.

4.1 TITLE XIV - ZONING

CHAPTER 14.03 ZONING DISTRICTS

14.03.050 Residential Uses. The following list sets forth the uses allowed within the residential land use classification. Uses not identified herein are not allowed. Short-term rentals are permitted uses in the City of Newport’s R-1, R-2, R-3 and R-4 zone districts subject to requirements of Section 14.25.

"P" = Permitted uses.

"C" = Conditional uses; permitted subject to the approval of a conditional use permit.

"X" = Not allowed.

A.	Residential	R-1	R-2	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. Cottage Cluster	X	X	P	P
	5. Multi-family	X	X	P	P
	6. Manufactured Homes ¹	P	P	P	P
	7. Manufactured Dwelling Park	X	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.

Response: Single-family dwellings are proposed for all lots found within the R-2 zoned portion of the development and multi-family housing is proposed within the R-3 zoned portion of the development. All proposed development is consistent with the above criterion and the permitted uses identified within Section 14.03.050.

14.11.010 Required Yards

A building, or portion thereof, hereafter erected shall not intrude into the required yard listed in Table A of NMC 14.13.020 for the zone indicated.

Response: Acknowledged. No building, or portion thereof, will intrude into the required yard as modified by the Wilder Planned Development approval under File No. 1-PD-10/2-PD-10/I-SUB-10.

14.11.020 Required Recreation Areas

All multi-family dwellings, hotels, motels, manufactured dwelling parks, trailer parks, and recreational vehicle parks shall provide for each unit a minimum of 50 square feet of enclosed outdoor area landscaped or improved for recreation purposes exclusive of required yards such as a patio, deck, or terrace.

Response: The proposed multi-family dwellings will provide a minimum of 50 square feet of enclosed outdoor area for each unit.

14.11.030 Garage Setback

The entrance to a garage or carport shall be set back at least 20 feet from the access street for all residential structures. 14.11.040 Yards for Group Buildings

A. In case of group buildings on one lot, parcel, or tract including institutions and dwellings, the yards on the boundary of the lot, parcel, or tract shall not be less than required for one building on one lot or parcel in the district in which the property is located.

B. The distance between group buildings and property lines interior to a tract shall satisfy yard requirements that apply to a lot or parcel in the district in which the property is located, except as provided in NMC 14.11.050(D).

C. In the case of dwelling units rearing on side yards, the required side yards shall be increased two feet in width for each dwelling unit rearing thereon.

D. No court serving a group of dwelling units shall be less than 25 feet in width.

E. In the R-3 and R-4 zones where multi-family dwelling units are in a continuous row on an interior lot, parcel, or tract rearing on one side yard and fronting upon another side yard, the side yard on which the multifamily dwelling rears shall not be less than eight feet. The side yard on which the multi-family dwelling fronts shall not be less than 18 feet in width.

Response: Previous Wilder planned development approvals modified the required garage setbacks. These setbacks have been detailed within this application narrative and are described below:

Single Family Residential and Flex Lots for Residential Row Houses, Duplexes, and Micro-Cottages: 0-5 feet or 20 feet; 0 feet if alley served.

Residential Cottage Cluster Housing: 0 feet

All future garages will comply with the criteria outlined above. Compliance with these criteria will be detailed in future building permit applications.

14.11.050 General Exceptions to Required Yard

B. Projections Into Yards. Every part of a required yard shall be open from the ground to the sky, unobstructed except for the following:

- 1. Accessory building in the rear yard as provided in Section 14.16.***
- 2. Ordinary building projections such as cornices, eaves, belt courses, sills, or similar architectural features may project into side yards not more than 12 inches or into front and rear yards not more than 24 inches.**
- 3. Chimneys may project into any required yard not more than 16 inches.**
- 4. Uncovered balconies or fire escapes may project into any required yard not more than one foot.**
- 5. Uncovered terraces may project or extend into a required front yard not more than five feet or into a required side yard not more than one foot or into a required court not more than six feet. The regulations contained in this paragraph shall not apply to paved parking or driveway areas at ground level.**

Response: Acknowledged. All required yards will conform with the criteria listed above.

C. Dwelling Units Above Stores. Yards are not required for dwellings above businesses unless the dwelling area exceeds 50% of the floor area of the business dwelling.

Response: No dwellings are proposed above businesses. This criterion is not applicable.

D. Buildings on a Tract. Required yards shall apply to the boundary of the tract. In cases where a single building or group of buildings do not meet the yard requirements that would apply to property lines interior to the tract were they to be developed as single lots or parcels, a deed restriction, in a form approved by the City, shall be recorded stating that the property upon which the building or buildings is located cannot be sold or otherwise transferred. This restriction shall remain in effect until the interior property lines are eliminated or yard requirements that would apply to the property as a single lot or parcel are met.

Response: All proposed buildings/yards are anticipated to fall within separate lots and will not span across a tract. The criterion is not applicable.

14.11.060 Solid Waste and Recyclable Enclosure and Access Requirements

A. Applicability. The standards in this subsection shall apply to the construction of new multi-family, commercial, institutional, and industrial buildings, unless an alternative approach is approved in writing by the solid waste and recycling service provider.

Response: Multi-family dwelling units are proposed on the R-3 portion of the project site therefore the standards outlined in 14.11.060 are applicable.

B. Enclosure Requirements. Solid waste, recycling, and compostable receptacles stored outside shall be situated within one or more enclosures that satisfy the following requirements:

1. Receptacles must be shielded from public view by a minimum 6-foot high solid fence or wall unless the receptacle(s) exceed 6-feet in height, in which case the fence or wall shall be at least 6-inches taller than the receptacle(s).
2. The enclosed area shall contain sufficient space to accommodate solid waste, recycling, and compostable receptacles, with at least two (2) feet of clearance around drop boxes and compactors.
3. Gate openings for drop box or compactors must be a minimum of 10-feet in width. Gates for enclosures containing only carts or tubs may be a minimum of four (4) feet in width. For multi-family and mixed use developments, enclosures for drop boxes or compactors shall include a separate pedestrian gate that is at least three (3) feet in width.
4. Enclosures for drop boxes and compactors shall be located on a level concrete pad that is a minimum of six (6) inches in thickness, and shall be placed at least five (5) feet from a combustible wall, opening, or combustible roof eave.

Response: Acknowledged. All future solid waste, recycling, and compostable receptacle enclosures will be constructed in accordance with the above criteria. The location of proposed enclosure areas are depicted on Sheet 3 of the Conceptual Development Plan (**Appendix 1**). Future enclosures will be designed at time of final engineering.

C. Access Standards

1. Vehicle access to the front of a drop box or compactor pad shall be at least 50- feet in length and 10-feet in width with a minimum of 18-feet of vertical clearance (23-feet above the enclosure itself).
2. At least one accessible pedestrian route shall be provided between an accessible building and the enclosure to ensure adequate access for disabled persons. Such route shall conform to design standards listed in the Oregon Structural Specialty Code.
3. Enclosures shall be located within 150-feet of the entrance to the accessible building(s) that they serve as measured along the accessible path of travel.

Response: All proposed enclosures will adhere to the access standards outlined above. Access to future enclosures will be designed at time of final engineering.

CHAPTER 14.12 MINIMUM LOT SIZE

14.12.010 Minimum Size

All lots hereafter created within the City of Newport shall have a minimum lot area and width as listed in Table A for the zone indicated. It is not the intent of the Zoning Ordinance to deprive owners of substandard lots the use of their property. Substandard single lots lawfully created prior to the passage of this Zoning Ordinance shall not be prevented from being built upon solely because the lot does not comply with the minimum lot size requirements of this ordinance. However, the density standards shall apply to all partitioning or resubdivision of property in the future and to developments of over two dwelling units at one time.

Response: The applicant previously received approval for modifications to the minimum lot area, minimum lot widths, and setbacks required for lots within the R-2 and R-3 zoning districts for each development type via the approved modifications and final development plans for the Wilder Planned Development as detailed earlier in this narrative. The applicant is not seeking any further modifications beyond those previously approved.

Approved development standards for each development type and within the zones that permit the use are as follows:

Development Type	Zoning	Minimum Lot Area
Single-Family Residential	R-2	3,500 square feet
Residential Cottage Cluster Housing	R-2	1,000 square feet
Flex Lots	R-2	1,000 square feet
Multifamily Units	R-3	5,000 square feet

CHAPTER 14.13 DENSITY LIMITATIONS

14.13.010 Density Limitations

A residential building structure or portion thereof hereafter erected shall not exceed the maximum living unit density listed in Table A, as hereinafter set forth, for the zone indicated, except in the case of a lot having less than is required and of record prior to December 5, 1966, which may be occupied by a single-family dwelling unit, providing other requirements of this ordinance are complied with, except to the extent that a higher density may specifically be allowed by any term or provision of this Ordinance.

NMC 14.13.020

Table "A"

Zone District	Min. Lot Area (sf)	Min. Width	Required Setbacks ^{3,7}			Lot Coverage (%)	Max. Building Height	Density (Land Area Required Per Unit (sf))
			Front/2 nd Front ¹	Side	Rear			
R-1	7,500 sf	65-ft	15-ft / 15-ft or 20-ft / 10-ft	5-ft & 8-ft	15-ft	54 %	30-ft	SFD - 7,500 sf ² Duplex - 3,750 sf ²
R-2	5,000 sf ³	50-ft	15-ft / 15-ft or 20-ft / 10-ft	5-ft	10-ft	57%	30-ft	SFD - 5,000 sf ² Duplex - 2,500 sf ² Townhouse - 2,500 sf ³
R-3	5,000 sf ³	50-ft	15-ft / 15-ft or 20-ft / 10-ft	5-ft	10-ft	60%	35-ft	1,250 sf ³
R-4 ⁴	5,000 sf ³	50-ft	15-ft / 15-ft or 20-ft / 10-ft	5-ft	10-ft	64%	35-ft	1,250 sf ^{3,5}
C-1	5,000 sf	0	0 or 15-ft from US 101 ⁸	0	0	85-90% ⁶	50-ft ⁶	n/a

1 Front and second front yards shall equal a combined total of 30-feet. Garages and carports shall be setback at least 20-feet from the access street for all residential structures.

2 Density limitations apply where there is construction of more than one single-family dwelling (SFD) or duplex on a lot or parcel.

3 Density limitations for townhouses and cottage clusters is the minimum area required per townhouse or cottage cluster unit; whereas, minimum lot area, minimum lot width, and setbacks, apply to the perimeter of the lot, parcel, or tract dedicated to the townhouse or cottage cluster project.

4 Special Zoning Standards apply to R-4 and C-2 zoned property within the Historic Nye Beach design Review District as outlined in NMC 14.30.100.

5 Density of hotels, motels, and non-residential units shall be one unit for every 750 sf of land area.

6 Height limitations, setbacks, and lot coverage requirements for property adjacent to residential zones are subject to the height and yard buffer requirements of NMC Section 14.18.

7 Front and 2nd front setbacks for a townhouse project or cottage cluster project shall be 10-feet except that garages and carports shall be setback a distance of 20-feet.

8 The 15-foot setback from US 101 applies only to land situated south of the Yaquina Bay Bridge.

Response: The applicant is not proposing to increase the density above what is permitted in the zone. The square footage for the R-2 portion of the site (Lots 1-56) totals 657,385 square feet making the proposed density (land area required per unit) approximately 11,739 square feet per SFD.

The R-3 portion of the site (Lot 57) is approximately 92,737 square feet; with 20-30 proposed multifamily units, the density (land area required per unit) of the R-3 multifamily development is approximately 4,637 square feet per unit.

CHAPTER 14.14 PARKING AND LOADING REQUIREMENTS

14.14.030 Number of Parking Spaces Required

A. Off-street parking shall be provided and maintained as set forth in this section. Such off-street parking spaces shall be provided prior to issuance of a final building inspection, certificate of occupancy for a building, or occupancy, whichever occurs first. For any expansion, reconstruction, or change of

use, the entire development shall satisfy the requirements of Section 14.14.050, Accessible Parking. Otherwise, for building expansions the additional required parking and access improvements shall be based on the expansion only and for reconstruction or change of type of use, credit shall be given to the old use so that the required parking shall be based on the increase of the new use. Any use requiring any fraction of a space shall provide the entire space. In the case of mixed uses such as a restaurant or gift shop in a hotel, the total requirement shall be the sum of the requirements for the uses computed separately. Required parking shall be available for the parking of operable automobiles of residents, customers, or employees, and shall not be used for the storage of vehicles or materials or for the sale of merchandise. A site plan, drawn to scale, shall accompany a request for a land use or building permit. Such plan shall demonstrate how the parking requirements required by this section are met.

Response: Acknowledged. All proposed off-street parking will be provided and maintained as set forth in this section. Parking spaces will be provided prior to issuance of a final building inspection, certificate of occupancy for a building, or occupancy, whichever occurs first.

Parking shall be required at the following rate. All calculations shall be based on gross floor area unless otherwise stated.

Response: All single-family dwellings will be provided with 2 spaces/dwelling. Within the Remainder Phase, 43rd Street and 46th Street will be extended and connect with the proposed "Hillside" Streets A and B. 28 or 42 parking spaces are required for the 20-30 proposed multifamily units. As depicted on Sheet 3 of the Conceptual Development Plan (**Appendix 1**), there are 39 proposed parking spaces, two of which are ADA accessible. If 30 multifamily units are identified upon final design, an additional three (3) parking spaces will be built to remain consistent with the required parking stall count. This is consistent with the requirements outlined in the Table found within Section 14.14.030.

14.14.050 Accessible and Electric Vehicle Parking

Parking areas shall meet all applicable accessible parking and electric vehicle charging infrastructure requirements of the Oregon Structural Specialty Code to ensure adequate access for disabled persons, and sufficient electric vehicle parking infrastructure for future users.

Response: Acknowledged. Parking areas will meet the applicable accessible parking and electric vehicle charging infrastructure requirements outlined in the Oregon Structural Specialty Code. The dimensions of all parking areas will be provided with final engineering plans prior to development.

14.14.060 Compact Spaces

For parking lots of five vehicles or more, 40% of the spaces may be compact spaces measuring 7.5 feet wide by 15 feet long. Each compact space must be marked with the word "Compact" in letters that are at least six inches high.

Response: No compact spaces are depicted on the preliminary plan sets at this time. The final engineering plans will demonstrate compliance with the above criterion and the proposed parking lot will have 40% or less of its parking spaces dedicated to compact spaces.

14.14.070 Bicycle Parking

Bicycle parking facilities shall be provided as part of new multi-family residential developments of five units or more; new retail, office, and institutional developments; and park-and-ride lots and transit transfer stations.

A. The required minimum number of bicycle parking spaces is as follows, rounding up to the nearest whole number:

Parking Spaces Required	Bike Spaces Required
1 to 4 ^a	1
5 to 25	1
26 to 50	2
51 to 100	3
Over 100	1/25

^a. Residential developments less than 5 units are exempt from bicycle parking requirements.

Response: 28-42 parking spaces are required for the proposed multifamily development. Therefore, two (2) bike parking spaces are required. As depicted on Sheet 3 of the Conceptual Development Plan (**Appendix 1**), two designated bike racks are proposed. The criterion is satisfied.

B. Bicycle parking for multiple uses (such as commercial shopping centers) may be clustered in one or several locations but must meet all other requirements for bicycle parking.

Response: The proposed development contains residential uses only. The above criterion is not applicable.

C. Each required bicycle parking space shall be at least two and a half by six feet. An access aisle at least five feet wide shall be provided and maintained beside or between each row of bicycle parking.

Response: Acknowledged. All bicycle parking spaces will conform with the above criterion.

D. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary object (e.g., a "rack") upon which a bicycle can be locked.

Response: Acknowledged. Two bicycle racks are proposed along the northern portion of Lot 57. The criterion is satisfied.

E. Areas set aside for required bicycle parking must be clearly marked and reserved for bicycle parking only.

Response: All bicycle parking areas will be clearly marked and reserved for bicycle parking only.

14.14.080 Shared Parking

The off-street parking requirements of two or more uses, structures, or parcels may be satisfied by the same parking lot or loading spaces used jointly to the extent that it can be shown by the owners or

operators of the uses, structures, or parcels that their parking needs do not overlap. If the uses, structures, or parcels are under separate ownership, the right to joint use of the parking space must be evidenced by a deed, lease, contract, or other appropriate written document to establish the joint use.

Response: Shared parking is not proposed as part of this application for the R-2 portion of project site. All off-street parking requirements for the proposed single-family dwellings will be maintained on their individual lots. A single parking lot is proposed for the multi-family development located on the R-3 portion of the project site.

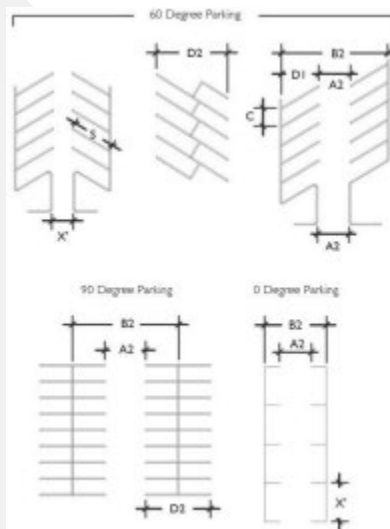
14.14.090 Parking Lot Standards

Parking lots shall comply with the following:

A. Parking Lot Minimum Standards. Parking lots shall be designed pursuant to the minimum dimensions provided in Table 14.14.090-A and Figure 14.14.090- A.

Response: A final parking lot plan will be included with the final engineering plans prior to development of the site. The future parking lot will be designed consistent with the minimum dimensions provided in Table 14.14.090-A and Figure 14.14.090-A.

PARKING ANGLE ≤ °	CURB LENGTH	STALL DEPTH		AISLE WIDTH		BAY WIDTH		STRIPE LENGTH
		SINGLE	DOUBLE	ONE	TWO	ONE	TWO	
		D1	D2	WAY A1	WAY A2	WAY B1	WAY B2	
90°	8'-6"	18'	36'	23'	23'	59'	59'	18'
60°	10'	21'	40'	17'	18'	57'	58'	23'
45°	12'	18'-6"	37'	13'	18'	50'	55'	26'-6"
30°	17'	16'-6"	33'	12'	18'	45'	51'	32'-8"
0°	22'	8'-6"	17'	12'	18'	29'	35'	8'-6"



B. Surfacing.

1. All parking lots that are required to have more than five parking spaces shall be graded and surfaced with asphalt or concrete. Other material that will provide equivalent protection against potholes, erosion, and dust may be approved by the City Engineer if an equivalent level of stability is achieved.

2. Parking lots having less than five parking spaces are not required to have the type of surface material specified in subsection (1), above. However, such parking lot shall be graded and surfaced with crushed rock, gravel, or other suitable material as approved by the City Engineer. The perimeter of such parking lot shall be defined by brick, stones, railroad ties, or other such similar devices. Whenever such a parking lot abuts a paved street, the driveway leading from such street to the parking lot shall be paved with concrete from the street to the property line of the parking lot.

3. Parking spaces in areas surfaced in accordance with subsection (1) shall be appropriately demarcated with painted lines or other markings.

Response: There are thirty-nine (39) parking spaces in the proposed parking lot as depicted on Sheet 3 of the Conceptual Development Plan (**Appendix 1**). The proposed parking lot will be graded and surfaced with asphalt, concrete, or another material approved by the City Engineer. The final engineering plans will demonstrate that all spaces will be appropriately demarcated with painted lines or other markings.

C. Joint Use of Required Parking Spaces. One parking lot may contain required spaces for several different uses, but the required spaces assigned to one use may not be credited to any other use.

Response: The proposed parking lot will only serve the multi-family development proposed within the R-3 portion of the project site. Joint use is not proposed.

E. Lighting. Lighting from parking lots shall be so designed and located as to not glare onto neighboring residential properties. Such lighting shall be screened, shaded, or designed in such a way as to comply with the requirement contained in this section. This section is not intended to apply to public street lighting or to outdoor recreational uses such as ball fields, playing fields, and tennis courts.

Response: Acknowledged. Lighting from parking lots will be designed in accordance with the above criterion.

G. Driveway Standards. Driveways shall conform to the requirements of Chapter 14.46.

Response: Acknowledged. Driveway standards are addressed later in this application narrative.

H. Landscaping and Screening. Parking lot landscaping and screening standards must comply with Section 14.19.050.

Response: Acknowledged. A landscape plan was previously approved that demonstrates how the site will be landscaped in accordance with City standards. Sustainable native plantings will be used where appropriate throughout the site to blend with the natural landscape. Street trees will be provided along all local streets with curb extensions also being

provided at SE Harborton. Landscape swales along the roadway will serve to collect and treat stormwater prior to discharge. All landscaping will be developed to create consistency with the previously approved landscaping plan per application file No. 5-PD-09/6-PD-09/3-SUB-09, and an updated landscaping plan will be included with the final engineering plans prior to development.

I. Preferential Carpool/Vanpool Parking. Parking areas that have designated employee parking and more than 20 vehicle parking spaces shall provide at least 10% of the employee parking spaces, as preferential carpool and vanpool parking spaces. Preferential carpool and vanpool parking spaces shall be closer to the employee entrance of the building than other parking spaces, with the exception of ADA accessible parking spaces.

Response: The proposed parking lot is for residential use only. The above criterion is not applicable.

CHAPTER 14.17 CLEAR VISION AREAS

14.17.010 Purpose

The purpose of this section is to promote safety at intersections and drive access points by reducing obstructions to clear vision at intersections.

14.17.030 Clear Vision Area Requirements

A clear vision area shall contain no planting, fence, wall, structure, or temporary or permanent obstruction, except for an occasional utility pole or tree, exceeding three feet in height, measured from the top of the curb, or where no curb exists, from the street centerline grade. Trees located within a clear vision area shall have their branches and foliage removed to the height of eight feet above the grade.

Response: A proposed modification to the clear vision area requirement for street intersections in Wilder is included with this application. The applicant requests a modification to the fence and clear vision area standards as they relate to all lots within Wilder, except corner lots where one side of the lot is on Harborton Street (“Harborton Corner Lots”). Heights shall be modified to allow fences up to 42 inches high in the front yard and up to 72 inches for fences in side and rear yards. “Front yard” is defined as the area between the front lot line and the plane of the front façade of the house on the lot, extended to the side lot lines. 42” fences shall be allowed in clear vision areas at intersections of all lots that are not Harborton Corner Lots.

14.17.040 Maintenance of Clear Vision Areas

It shall be the duty of the person who owns, possesses, or controls real property or right-of-way adjacent thereto, to maintain a clear vision area in the manner provided in this section.

Response: Acknowledged. Clear vision areas will be maintained in accordance with the above criterion.

CHAPTER 14.18 SCREENING AND BUFFERING BETWEEN RESIDENTIAL AND NONRESIDENTIAL ZONES

14.18.010 Height Buffer

Non-residential sites of districts abutting or having any portion located adjacent to any residential zone shall have a height limitation beginning at a height of ten feet at the property line abutting the residential zone and increasing at a slope of 1:2 for R-1 property, 1:1 for R-2 property, 2:1 for R-3 property, and 3:1 for R-4 property until intersecting the height limit otherwise established in that district.

Response: No portion of this proposed development phase includes non-residential sites. The above criterion is not applicable.

14.18.020 Adjacent Yard Buffer

On any portion of a site in a non-residential zone that abuts a residential zone, a minimum interior yard of 10 feet planted and maintained as a landscaped screen shall be required.

Response: The entirety of the project site contains residential zoning designations. The above criterion is not applicable.

14.18.030 Separated Yard Buffer

On any portion of a non-residential site that is opposite from a residential district and separated therefrom by a street, alley, creek, drainage facility, or other open area, a minimum yard of ten feet shall be required. The minimum yard shall be planted and maintained as a landscape screen (excluding areas required for access to the site).

Response: The project site is entirely comprised of residentially zoned parcels. The above criterion is not applicable.

CHAPTER 14.19 LANDSCAPING REQUIREMENT

14.19.030 Applicability

The provisions of this ordinance shall apply to all new commercial, industrial, public/institutional, and multifamily development, including additions to existing development or remodels.

14.19.040 General Requirements

The objective of this section is to encourage the planting and retention of existing trees and other vegetation to improve the appearance of off-street parking areas, yard areas and other vehicular use areas; to protect and preserve the appearance, character, and value of surrounding properties, and thereby promote the general welfare, safety and aesthetic quality of the City of Newport; to establish buffer strips between properties of different land uses in order to reduce the effects of sight and sound and other incompatibilities between abutting land uses; to insure that noise, glare and other distractions within one area does not adversely affect activity within the other area. Prior to the issuance of a building permit, landscaping plans showing compliance with this section are required.

A. No landscape plan submitted pursuant to this section shall be approved unless it conforms to the requirements of this ordinance.

B. Landscape plans shall be submitted for all development. Said plans shall include dimensions and distances and clearly delineate the existing and proposed building, parking space, vehicular access and the location, size and description of all landscape areas and materials.

C. Landscaping shall not obstruct the view at the intersection of two or more streets or alleys; or at the intersection of a street and a driveway.

Response: The previously approved landscape plan demonstrates how the site will be landscaped in accordance with City standards. Sustainable native plantings will be used where appropriate throughout the site to blend with the natural landscape. Street trees will be provided along all local streets with curb extensions also being provided at SE Harborton. Landscape swales along the roadway will serve to collect and treat stormwater prior to discharge. Landscaping will be provided along all streets according to the previously approved Kit of Parts (**Appendix 4**).

An enhanced forest edge planting is proposed along the east side of SE Harborton Street. Grass and shrubs will be planted under the power lines and trees will be planted beyond 75-feet. This will create a forested buffer or transition between the street and the single-family residential areas to the east. Vegetation will be cleared from areas in close proximity to homes in order to create a fuel break or a “defensible zone” in the event of a wildfire.

Compliance with applicable landscaping standards within the Newport Municipal Code and the Kit of Parts will be addressed at the time of final engineering or building permit, as necessary.

D. A guarantee of performance bond or escrow agreement shall be required in an amount to be determined by the Planning Director and approved by the City Attorney as to form to insure satisfactory completion of the landscaping plan as approved if the required landscaping is not installed prior to certificate of occupancy as required by the Building Code.

Response: Acknowledged. A guarantee of performance bond or escrow agreement will be provided as required by the Planning Director and City Attorney.

14.19.050 Landscaping Required for New Development, Exceptions

All new development, except for one and two family residences, shall be required to install landscaping per this section. For purposes of this section, new development shall mean construction upon a vacant lot or a lot that becomes vacant by virtue of the demolition of an existing building. Landscaping shall be provided as follows:

Response: For purposes of this application, only the R-3 portion of the development phase must adhere to the below requirements. All development located within the R-2 portion of the development phase will consist of single-family residences and is therefore exempt from the requirements outlined in Section 14.19.050. Landscaping will be provided for the R-3 portion of the development phase located in Lot 57.

A. Area. Landscaping shall be ten percent of the total square footage of a lot or parcel.

Response: Acknowledged. Landscaping will be ten percent of the total square footage found within the R-3 portion of the development phase (Lot 57).

B. Location. Landscaping shall be located along a street frontage or frontages.

Response: Acknowledged. Landscaping will be located along street frontages adjacent to Lot 57 in accordance with the approved Kit of Parts (**Appendix 4**).

C. Exceptions. The right-of-way between a curb and a property line, not counting any sidewalk, driveway or other hard surfaces, may be used and counted toward the required landscaping as long as it has been determined by the Planning Director that the right-of-way is not needed for future street expansion. A developer may also plant a street tree within the sidewalk and it shall count toward meeting landscaping requirements subject to approval by the Planning Director and the City Engineer. A window or planter box may also be used to meet landscaping requirements at a ratio of 1 to 1. If the developer chooses to exercise this option, he or she shall enter into an agreement that the landscaping in the right of-way is to be maintained as landscaping.

Response: Acknowledged. It is not anticipated that any streets fronting the R-3 portion of the development phase will require future street expansion. Therefore, the right-of-way between a curb and the property line may be used and counted toward the required landscaping. If the developer chooses to exercise this option, a maintenance agreement will be provided.

D. Landscaping and Screening for Parking Lots. The purpose of this subsection is to break up large expanses of parking lots with landscaping. Therefore, all parking areas or each parking bay where a development contains multiple parking areas shall comply with the following provisions:

1. A minimum of 10 percent of the total surface area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. This 10 percent landscaping requirement includes landscaping around the perimeter of parking areas as well as landscaped islands within parking areas. Such landscaping shall consist of canopy trees distributed throughout the parking area. A combination of deciduous and evergreen trees, shrubs, and ground cover plants is required. At a minimum, one tree per 12 parking spaces on average shall be planted over and around the parking area.

2. All parking areas with more than 20 spaces shall provide landscape islands with trees that break up the parking area into rows of not more than 12 contiguous parking spaces. Landscape islands and planters shall have dimensions of not less than 48 square feet of area and no dimension of less than 6 feet, to ensure adequate soil, water, and space for healthy plant growth;

3. All required parking lot landscape areas not otherwise planted with trees must contain a combination of shrubs and groundcover plants so that, within 2 years of planting, not less than 50 percent of that area is covered with living plants; and

4. Wheel stops, curbs, bollards or other physical barriers are required along the edges of all vehicle-maneuvering areas to protect landscaping from being damaged by vehicles. Trees shall be planted not less than 2 feet from any such barrier.

5. Trees planted in tree wells within sidewalks or other paved areas shall be installed with root barriers, consistent with applicable nursery standards.

6. The edges of parking lots shall be screened to minimize vehicle headlights shining into adjacent rights-of-way and residential yards. Parking lots abutting sidewalk or walkway shall be screened using a low-growing hedge or low garden wall to a height of between 3 feet and 4 feet.

7. The provisions of this subsection do not apply to areas for the storage and/or display of vehicles.

Response: Acknowledged. All landscaping within the proposed parking lot will conform with the standards above and the modifications previously approved in the landscaping plan and the approved Kit of Parts (**Appendix 4**). Landscaping will be depicted with the final engineering plans prior to development.

14.19.090 Maintenance of Required Landscaping

Landscaping required by this section, whether existing prior to January 1, 1999 or not, shall be reasonably maintained based on the time of year and kept free of weeds and garbage. Failure to maintain required landscaping may be found to be a violation and subject to penalties contained in Section 14.54 of this Code.

Response: Acknowledged. All landscaping will be reasonably maintained and kept free of weeds and garbage.

CHAPTER 14.26 MAINTENANCE OF PUBLIC ACCESS

14.26.010 Maintenance of Public Access

The city shall review, under ORS 271.080 - 271.230, proposals for the vacation of public easements or rights-of-way that provide access to or along the Yaquina Estuary or the Pacific Ocean. The city shall review, under ORS 271.300 - 271.360, proposals for the sale, exchange, or transfer of public ownership that provide access to or along the Yaquina Estuary or the Pacific Ocean.

Existing public ownerships, rights-of-way, and similar public easements that provide access to or along the estuary or the ocean shall be retained or replaced if they are sold, exchanged, or transferred. Rights-of-way may be vacated to permit redevelopment of existing developed shoreland areas, provided public access across the affected site is retained.

Response: The project site does not provide access to or along the estuary or the ocean. The above criterion is not applicable.

CHAPTER 14.35 PD, PLANNED DEVELOPMENTS

14.35.020 Permitted Uses An approved planned development permit may only include those uses permitted outright or conditionally in the underlying district, except that commercial uses as provided in the C-1/"Retail and Service Commercial" zone district may be permitted within residential zoned areas provided:

A. The area surrounding the proposed location of the commercial uses is deficient in support of commercial opportunities;

B. The proposed commercial development and uses will be primarily for the service and convenience of residents of the neighborhood; and

C. The proposed commercial development and uses must be consistent with the purpose and regulations of the C-1/"Retail and Service Commercial" zone district

Response: The applicant proposes uses permitted both outright and conditionally. No portion of the Remainder Phase includes development within the C-1 zoning district. Single-family and two-family residential uses are proposed within the R-2 zone, and multifamily uses are proposed within the R-3 zones. Parks and trails are proposed in all zones of the Planned Development.

14.35.030 Accessory Uses in Planned Development In addition to the accessory uses typical for the primary or conditional uses authorized, accessory uses approved as a part of a planned development may include the following uses:

A. Golf courses.

B. Private parks, lakes, or waterways.

C. Recreation areas.

D. Recreation buildings, clubhouses, or social halls.

E. Other accessory structures that the Planning Commission finds are designed to serve primarily the residents of the planned development and are compatible to the design of the planned development.

Response: Acknowledged. ADUs have previously been approved for portions of Wilder, and may be developed within the Remainder Phase.

14.35.070 Criteria for Approval of a Preliminary Development Plan The approval authority may approve an application for a Preliminary Development Plan when it finds that the application complies with the following criteria:

A. Size of the Planned Development Site.

1. A planned development shall be on a tract of land at least two acres in low-density residential areas, or;

Response: The total area for Wilder is approximately 62 acres, including rights-of-way and areas that have been previously developed, but excluding the OCCC campus. The planned development includes a mix of low density, high density and commercial areas; the low-density area exceeds the two-acre minimum. The criterion is satisfied.

2. A planned development may be allowed on any size tract of land in high- density residential areas if:

a. An unusual physical or topographic feature of importance to the people of the area or the community as a whole exists on the site or in the neighborhood that can be conserved and still leave the land owner equivalent use to the land by the use of a planned development.

b. The property or its neighborhood has a historical character of importance to the community that will be protected by the use of a planned development.

c. The property is adjacent to or across a street from property that has been developed or redeveloped under a planned development, and a planned development will contribute to the maintenance of the amenities and values of the neighboring development.

Response: The proposed development of the Remainder Phase is a modification of the previously approved Wilder Development Plan. The project site was previously identified in past application approvals and on recorded plats as the “remainder lot” or the “old disc golf course”, located east of SE Harborton Street. As part of the acreage annexed into the City of Newport for development as Wilder and included in the original Wilder Master Plan as previously amended, the project site is directly adjacent to previous phases of Wilder and will contribute to the maintenance of the amenities and values of the portions already developed.

B. Dimensional and Bulk Standards.

1. The minimum lot area, width, frontage, and yard requirements otherwise applying to individual buildings in the zone in which a planned development is proposed do not apply within a planned development.

Response: The applicant previously received approval for modifications to the minimum lot area, minimum lot widths, and setbacks required for lots within the R-2 and R-3 zoning districts for each development type. The project complies with the modified standards as discussed earlier in this narrative and reflected on the Conceptual Development Plan (**Appendix 1**).

2. If the spacing between main buildings is not equivalent to the spacing that would be required between buildings similarly developed under this Code on separate parcels, other design features shall provide light, ventilation, and other characteristics equivalent to that obtained from the spacing standards.

Response: As previously approved in past applications for the Wilder Planned Development and subsequent modifications, design features will be incorporated into the development that provide light, ventilation, and other characteristics equivalent to that obtained from the spacing standards. The design features of the development are identified in the attached “Kit of Parts” (**Appendix 4**) and include such things as buildings with multi-planed sloped roofs, porches, balconies, variations in materials and colors, use of natural materials to blend with the surroundings, large shared common green spaces, etc.

3. Buildings, off-street parking and loading facilities, open space, landscaping, and screening shall provide protection outside the boundary lines of the development comparable to that otherwise required of development in the zone.

Response: Buildings, off-street parking and loading facilities, open space, landscaping, and screening will provide protection outside the boundary lines of the development comparable to that which would otherwise be required of a development in this zone. No impacts are anticipated in the areas surrounding the proposed development.

4. The maximum building height shall, in no event, exceed those building heights prescribed in the zone in which the planned development is proposed, except that a greater height may be approved if surrounding open space within the planned development, building setbacks, and other design features are used to avoid any adverse impact due to the greater height.

Response: The applicant has previously received approval for three-story buildings that are up to 45-feet in height in the R-3 District, which exceeds the maximum height of 35-feet permitted in the R-3 District. No further modifications are proposed with this application.

5. The building coverage for any planned development shall not exceed that which is permitted for other construction in the zone exclusive of public and private streets.

Response: The building coverage in the proposed Planned Development will not exceed the maximum allowed in the zones and will be significantly less than the maximum allowed coverage.

C. Project Density

1. The planned development may result in a density in excess of the density otherwise permitted within the zone in which the planned development is to be constructed not to exceed 5%. An increase in density of over 5% but less than 10% can be permitted by the Planning Commission if the arrangement of yards and common open space is found to provide superior protection to existing or future development on adjacent property.

Response: The applicant is not proposing to increase the density above what is permitted in the zone. With a total square footage of 657,076 for the R-2 portion of the site, and 57 proposed lots, the density comes out to approximately 11,328 square feet per single-family dwelling. The R-3 portion of the development phase comes out to approximately 129,395 square feet; with 20-30 proposed multifamily units, the density of the R-3 development comes out to approximately 4,313-6,469 square feet per unit.

D. Common Open Space.

1. No open areas may be accepted as common open space within a planned development unless it meets the following requirements:

a. The location, shape, size, and character of the common open space is suitable for the planned development.

b. The common open space is for amenity or recreational purposes, and the uses authorized are appropriate to the scale and character of the planned development, considering its size, density, expected population, topography, and the number and type of dwellings provided.

c. Common open space will be suitably improved for its intended use, except that common open space containing natural features worthy of preservation may be left unimproved. The buildings, structures, and improvements to be permitted in the common open space are appropriate to the uses that are authorized for the common open space.

d. The development schedule that is part of the development plan coordinates the improvement of the common open space and the construction of buildings and other structures in the common open space with the construction of residential dwellings in the planned development.

e. If buildings, structures, or other improvements are to be made in the common open space, the developer shall provide a bond or other adequate assurance that the buildings, structures, and improvements will be completed. The City Manager shall release the bond or other assurances when the buildings, structures, and other improvements have been completed according to the development plan.

Response: There will be no common open space within the development phase. All proposed open space areas, further identified as Tracts "A", "B", and "C", will be dedicated to the City. Therefore, the above criteria are not applicable. Refer to the Conceptual Development Plan (**Appendix 1**) for further information on the location of the Tracts.

2. No common open space may be put to a use not specified in the Final Development Plan unless the Final Development Plan is first amended to permit the use. However, no change of use may be considered as a waiver of any of the covenants limiting the use of common open space areas, and all rights to enforce these covenants against any use permitted are expressly reserved.

Response: The proposed common open space within the site will be used in a manner consistent with the approved Final Development Plan. No changes to the use of common open space areas are proposed with this application.

3. If the common open space is not conveyed to a public agency, the covenants governing the use, improvement, and maintenance of the common open space shall authorize the city to enforce their provisions.

Response: Acknowledged. If any proposed open space is not conveyed to a public agency, the Covenants, Conditions and Restrictions (CC&Rs) governing the use, improvement, and maintenance of the area will authorize the City to enforce their provisions.

E. The planned development is an effective and unified treatment of the development possibilities on the project site while remaining consistent with the Comprehensive Plan and making appropriate provisions for the preservation of natural features such as streams and shorelines, wooded cover, and rough terrain.

Response: The proposed Planned Development Modification is an effective and unified treatment of the development possibilities on the site and makes appropriate provisions for preservation of natural features. The proposal also meets the purpose statement of the Planned Development pursuant to NMC 14.35.010, which is “to encourage variety in the development pattern of the community and the use of a creative approach to land development.

F. The planned development will be compatible with the area surrounding the project site and with no greater demand on public facilities and services than other authorized uses for the land.

Response: The proposed uses within the Remainder Phase complies with the City’s Comprehensive Plan and associated zoning and is consistent with the adopted South Beach Neighborhood Plan, as well as the previously approved Wilder Master Plan as amended and the applicable design standards of Wilder.

Public services necessary to serve the site, including utilities and streets, were contemplated in the South Beach Neighborhood Plan. A detailed infrastructure analysis and traffic study was prepared for the proposed development phase. Refer to the Traffic Impact Analysis (TIA) included with this application as **Appendix 5** for further details.

G. Financial assurance or bonding may be required to assure completion of the streets and utilities in the planned development prior to final approval as for a subdivision (see the Newport Subdivision Ordinance, Newport Municipal Code Chapter 13.05).

Response: The applicant or developer/successor will either complete construction of streets and utilities or provide the necessary financial assurances or bonding to ensure completion of

the streets and development within the proposed development phase prior to final approval of the subdivision.

14.35.100 Criteria for Approval of a Final Development Plan The approval authority may approve an application for a Final Development Plan when it finds that the application complies with the following criteria:

A. The Final Development Plan must substantially conform to the land use and arterial street pattern as approved in the Preliminary Development Plan.

Response: As shown in the attached Final Development Plan/Tentative Subdivision Plan, the Final Development Plan land uses and street pattern match the approved Preliminary Development Plan for Wilder as modified by the accompanying Preliminary Development Plan Major Modification.

B. The proposed uses shall be compatible in terms of density and demand for public services with uses that would otherwise be allowed by the Comprehensive Plan.

Response: The Proposed Final Development Plan includes uses that are allowed in the Comprehensive Plan and are compatible with the adopted South Beach Neighborhood Plan. The proposed maximum density for the site remains as previously approved. The location and level of public services necessary to serve the site were estimated and planned for in the South Beach Neighborhood Plan. Therefore, the proposal will not result in any additional demand on public services beyond what was planned for this site.

C. Adequate services normally rendered by the city to its citizens must be available to the proposed development at the time of approval of the Final Development Plan. The developer may be required to provide special or oversize facilities to serve the planned development.

Response: Adequate services are in place or will be made available at time of development of Wilder as outlined within the infrastructure report that was prepared for the original Preliminary Development Plan approval. The major Collector roadway facilities that serve the development, SE 40th Street and SE Harborton Street, have already been constructed through the site from Highway 101 to College Way.

Wilder utility facilities, including water and sewer lines, have also already been constructed within SE 40th Street, SE Harborton Street, and College Way to serve Wilder and the College campus. The applicant has prepared detailed utility plans that illustrate how these facilities will be further extended to serve development within the site. **(See Appendix 1, Sheets 9-12)** Stormwater facilities will also be constructed on site to collect and treat run-off from impervious surfaces prior to being discharged to on-site drainage ways.

D. Access shall be designed to cause minimum interference with traffic movement on abutting streets.

Response: The planned access systems have been designed to efficiently and safely access the site while minimizing impacts on local abutting streets. Primary traffic access will be provided by two-lane Collector roadways, SE 40th Street and SE Harborton Street. The Collector roadways have been constructed from US 101 east and south to College Way pursuant to

prior approvals for the Planned Development. These streets constitute the northern part of a loop road system that will ultimately connect to 50th Street on the south and then west to US 101. The remaining portion of the loop connecting to 50th Street will be constructed with future development, providing secondary access to the site. In the meantime, the southern part of the loop system has been constructed as a gravel access road for emergency vehicles and construction vehicles only. The City has been granted an access easement to the southern part of the loop system. The Remainder Phase will take access from SE Harborton Street, and provide internal circulation with private drive aisles.

E. The plan shall provide for adequate landscaping and effective screening for off-street parking areas and for areas where nonresidential use or high-density residential use could be detrimental to residential areas.

Response: The surface parking area in the Remainder Phase will be screened by proposed apartment site landscaping. A combination of enhanced entry landscaping and enhanced forest edge planting is proposed along the east side of SE Harborton Street, which will be part of the screening for the off-street parking area. Grass and shrubs will be planted under the power lines, and trees will be planted beyond 75-feet. This will create a transition between the street and off-street parking area within the Remainder Phase. The apartments on the south end of the Remainder Phase will be screened from single family residential areas to the north by landscaping.

F. The arrangement of buildings, parking areas, signs, and other facilities shall be designed and oriented to minimize noise and glare relative to adjoining property.

Response: All buildings, parking areas, signs, and other facilities will be designed and oriented to minimize noise and glare relative to adjoining property. Parking for the R-3 portion of the Remainder Phase will be screened by landscaping to minimize noise and glare that may be associated with parking. Landscaping and topographical conditions will be used to minimize the noise and glare associated with the proposed residential buildings.

G. Artificial lighting, including illuminated signs and parking area lights, shall be so arranged and constructed as not to produce direct glare on adjacent property or otherwise interfere with the use and enjoyment of adjacent property.

Response: Artificial lighting used on site will be arranged and constructed to minimize direct glare on adjoining property. Low-impact pedestrian scale lighting will be used throughout the development and will be shielded where necessary. As noted above, surface parking areas and associated parking lot lighting within the Remainder Parcel Phase will be shielded by building placement and landscaping buffers.

H. The area around the development can be developed in substantial harmony with the proposed plan.

Response: The areas proposed within the Final Development Plan are designed to be compatible with the overall Master Plan for the 63 acres of Wilder that have been annexed into the city, as well as future development areas in the Newport Urban Growth Boundary that have not yet been annexed into the city and are outside the limits of the current Preliminary Development Plan.

I. The plan can be completed within a reasonable period of time.

Response: The plan can be completed within a reasonable period, with steady development planned. The major public infrastructure necessary to serve the development, including 40th Street and Harborton Street to College Way, have already been constructed per the prior development approvals for the site.

J. The streets are adequate to serve the anticipated traffic.

Response: As part of the prior annexation of the site to the City, the City adopted Ordinance 1931 to address potential transportation impacts of Wilder by adopting a trip cap. A traffic analysis prepared in conjunction with the annexation of the Wilder site to the City demonstrates how the proposed development within Wilder can be accommodated within the limitations of the trip cap.

Subsequently, the City, Lincoln County, and ODOT worked to establish an alternative mobility standard for US 101 south of the Yaquina Bay Bridge which resulted in the creation of increased transportation system capacity, replacing the trip cap. A new TIA has been prepared in anticipation of the development of the Remainder Phase and is included as **Appendix 5**. The streets have been shown to be adequate for proposed development in the Final Development Plan, which is a portion of the full build-out of 345 units analyzed and approved in the Preliminary Development Plan.

K. Proposed utility and drainage facilities are adequate for the population densities and type of development proposed.

Response: The planned utilities that will serve the development are adequate and appropriate for the land use. Utilities, including water and sewer, have already been constructed through the Wilder site along 40th Street and SE Harborton Street from Highway 101 to the OCCC campus. As shown in the proposed utility plans, water and sewer will be extended from existing stubs in SE Harborton to serve development in the Remainder Phase and new water and sewer will be constructed in 46th Street. Stormwater facilities are also proposed that will collect and treat run-off from impervious surfaces within the development before being discharged to on-site drainage ways.

L. Land shown on the Final Development Plan as common open space shall be conveyed under one of the following options:

- 1. To a public agency that agrees to maintain the common open space and any buildings, structures, or other improvements that have been placed on it.**
- 2. To an association of owners or tenants, created as a non-profit corporation under the laws of the State, which shall adopt and impose a declaration of covenants and restrictions on the common open space that is acceptable to the Planning Commission as providing for the continuing care of the space. Such an association shall be formed and continued for the purpose of maintaining the common open space.**

Response: Tracts "A", "B", and "C" will be conveyed to the City for trail and open space uses.

M. The Final Development Plan complies with the requirements and standards of the Preliminary Development Plan.

Response: The Final Development Plan will comply with the provisions of the modified Preliminary Development Plan proposed concurrently with this application.

N. No building shall be erected in a planned development district except within an area contained in an approved Final Development Plan, and no construction shall be undertaken in that area except in compliance with the provisions of said plan. All features required in the Final Development Plan shall be installed and retained indefinitely or until approval has been received from the Planning Commission or Community Development Director for modification.

Response: No construction will be completed outside of the area or out of compliance with the approved Final Development Plan.

14.35.110 Procedure for Modification of a Planned Development

A. A minor change in the Preliminary or Final Development Plan may be approved by the Community Development Director. A minor change is any change that is not within the description of a major change as provided in the following subparts B and C of this Section.

Response: The proposed changes to the Wilder Development Plan are considered a major change. The above criterion is not applicable to this application.

B. A major change in a Preliminary or Final Development Plan that includes a change from a more restricted use to a less restricted use, or a change in the location, width, or size of a collector or major thoroughfare street, or in the location or specifications for utilities that is likely to materially affect future street or utility plans of the City may be approved only by the Commission after public hearing.

C. A major change in a Preliminary or Final Development Plan that includes any change in the character of the development or any increase in the intensity or density of the land use or in the location or amount of land devoted to specific land uses or any change in the location, width, or size of a collector or major thoroughfare street, or that substantially changes the location or specification for utilities but which will not materially affect future street or utility plans of the city may be approved by the Commission after public hearing.

Response: The proposed development phase meets the criteria for a Major Modification with review and approval by the Planning Commission. This proposal seeks to modify the previously approved Preliminary Development Plan by increasing the intensity of the land use by subdividing the area previously identified as the “remainder parcel” or “disc golf course” into 57 lots, one of which falls within the R-3 portion of the proposed development site. No changes to the location, width, or size of a collector or major thoroughfare street are proposed. Extension of utility services to the development are proposed; however, the proposed utilities will not materially affect future streets.

The applicant also proposes to modify the approved Preliminary Development Plan for Wilder (most recently modified in case file #1-PD-16) through a major modification. This application proposes to modify the fence height standards for all lots within Wilder, including the Remainder Phase. Fence heights are proposed to be modified to allow

height of 42 inches in the front yard, and a height of 72 inches in side and rear yards. Further modifications are proposed to allow fences in the clear vision area of street intersections to be 42" high, except on Harborton Corner Lots.

Furthermore, the applicant is proposing to modify the approved Final Development Plan for Phase 1 of Wilder (Case file #2-PD-09, #6-PD-09, #2-PD-10, #2-PD-14, #3-PD-15, #1-PD-18, #1-PD-21). The Final Development Plan proposes detailed development including streets, buildings, landscaping, open space, etc., within the portion identified as the "Remainder Parcel" on previously recorded subdivision plats for Wilder. It is located on the east side of SE Harborton Street. The major modifications to the Final Development Plan include the creation of 57 lots within the identified Remainder Parcel. This includes the creation of 56 single-family residential lots within the R-2 portion of the site, and one (1) multifamily residential lot within the R-3 portion of the site. Three open space tracts, one of which will contain a City park and multi-use paths are also proposed.

This application proposes to modify the previously approved ADU standards (#3-PD-15) to defer to the city's adopted ADU code standards. Additionally, expansion of SE Harborton Street to the southeast extent of Wilder is proposed to accompany "future development" instead of the development of Phase 3, Lot 48 as previously approved.

D. In considering any request for a change in a Preliminary or Final Development Plan, the Planning Commission shall apply the same standards as are provided in this Article for the approval of Preliminary or Final Development Plans. The Planning Commission may approve, reject, modify, or attach special conditions to a request for modification of a Preliminary or Final Development Plan. The Community Development Director in his reasonable discretion shall determine whether each request for modification of a Preliminary or Final Development Plan is a minor or major change within the remaining of subparts A, B, or C of this Section and shall determine or refer each request appropriately.

Response: Responses to the standards for approval of a Preliminary Development Plan and a Final Development Plan are addressed throughout this application narrative.

CHAPTER 14.44 TRANSPORTATION STANDARDS

14.44.020 When Standards Apply

The standards of this section apply to land divisions and new development or redevelopment for which a building permit is required that place demands on public or private transportation facilities and related city utilities. Unless otherwise provided, all construction, reconstruction, or repair of transportation facilities and related utilities shall comply with the standards of this Chapter. This Chapter applies to the vacation of streets only to the extent that new lots created, consolidated, or modified as a result of such a vacation shall have at least 25 feet of frontage or approved access to a public street.

Response: Modifications to the minimum lot frontage standards were previously approved by the City to accommodate various types of residential development within the Wilder Master Plan site. As identified on the Conceptual Development Plan (**Appendix 1**), six different lot types are proposed: High Density Residential, Flex Lots, Village Lots, Classic Lots, Grand

Lots, and Edge Lots. Each lot will be developed with an approved dwelling type appropriate for the proposed lot type per the approved “Kit of Parts” (Appendix 4) and the Wilder Master Plan. In order to accommodate this unique type of development, lots 49-56 will take street access from the proposed “Alley D” and will front on a multi-use path similar to the multi-use path on the west side of Harborton Street, and in a manner similar to the way the units in the cottage cluster in Phase 1 front on paths in the green space

14.44.040 Conditions of Development Approval

No development may occur unless required public facilities are in place or guaranteed, in conformance with the provisions of this Code. Improvements required as a condition of development approval, when not voluntarily accepted by the applicant, shall be roughly proportional to the impact of the development on public facilities. Findings in the development approval shall indicate how the required improvements are directly related and roughly proportional to the impact.

Response: Public facilities are currently in place throughout the Wilder development. These facilities will be expanded to the proposed development phase as depicted in the utility plans included within the Conceptual Development Plan (Appendix 1).

14.44.060 Streets, Pathways, Accessways, and Trails

A. Street Width and Cross Sections. Right-of-way and roadway widths shall conform to the Minimum Street Cross-Sections in the Transportation System Plan and the standards in Table 14.44.060-A.

Functional Classification	Minimum Right-of-Way Width	Minimum Roadway Width
Major Collector	70-ft	48-ft
Neighborhood Collector	50-ft	36-ft
Local	50-ft	36-ft
Yield Street	40-ft	24-ft
Shared Street	30-ft	16-ft. ¹

¹ A 12-ft width may apply to local streets that carry fewer than 150 vehicles per day.

Response: The previously approved Planned Development application and subsequent modifications for the site included a “Kit of Parts” which identified proposed street sections, including roadway and right-of-way widths, for each of the unique street types located throughout the Master Plan site. As depicted on the conceptual plans included as Appendix 1, 43rd Street, 46th Street, and the identified “Hillside” Street have right-of-way widths of 40 feet, and roadway widths of 20 feet. The proposed Alleys (A, B, C, and D) all have proposed right-of-way and roadway widths of 20 feet. As approved by file # 1-PD-21 / 1-SUB-21, the proposed 40-foot right-of-way width and 20-foot roadway width for the “Hillside” Street, 43rd Street, and 46th Street, as well as the proposed 20-foot right-of-way and roadway width for the proposed alleys are an approved modification. Lots 49-56 may also be accessed utilizing the proposed multi-use path along the western lot lines. No further modifications to streets are requested as part of this application. All proposed

right-of-way and roadway widths will be constructed in accordance with the “Kit of Parts” previously approved as part of the Wilder Master Plan development. Refer to the approved Kit of Parts included as **Appendix 4**.

B. Travel Lane and On-Street Parking. Travel lanes and on-street parking areas shall be sized in accordance with the standards in Table 14.44.060-B

Roadway Classification	Arterial Street ¹	Major Collector	Neighborhood Collector	Local Street	Yield Street ²
Through Lanes	2 to 4	2	2	2	1
Min. Lane Width	11-12 ft. ³	10 ft. ⁴	10 ft. ⁴	10 ft.	12 – 16 ft.
Median/Center Turn Lane	11-14 ft. ⁵	11 ft. ⁷	11 ft. ⁷	None	None
Min. On-Street Parking Width	Context Dependent, 7-8 ft.	8 ft.	8 ft.	7-8 ft. ⁸	7-ft one side ⁸

1. Although guidance is provided for arterial streets, these are under State jurisdiction. Values presented in this table are consistent with ODOT’s urban design guidance. For detailed design recommendations on US 101 and US 20, the identified urban contexts for Newport are provided in the appendix and ODOT’s urban design guidance is publicly available.

2. For use along low volume local streets in residential areas only. Yield streets are an option for new streets, while shared streets are an option for existing streets. Requires intermittent on-street parking on at least one side to allow for vehicle queuing and passing opportunities. For blocks of no more than 300 ft. in length, and with fire access roads at both ends, a 16 ft. width may apply to local streets that carry fewer than 500 vehicles per day, or a 12 ft. width may apply to local streets that carry fewer than 150 vehicles per day. For blocks longer than 300 feet, this also requires 30 ft. long pullouts/no parking zones every 150 ft. to allow for 20 ft. wide clear areas (excluding drainage swales) or 26 ft. wide clear areas near fire hydrants.

3. 11 ft. travel lanes are preferred for most urban contexts within Newport. 11 ft. travel lanes are standard for central business district areas in ODOT’s urban design guidance. Adjustments may be required for freight reduction review routes. Final lane width recommendations are subject to review and approval by ODOT.

4. Travel lanes widths of 11-12 ft. are required along designated local truck routes.

5. A minimum 8-ft.-wide pedestrian refuge should be provided at marked crossings. Otherwise, a median can be reduced to a minimum of 4 ft. at midblock locations that are more than 150 ft. from an arterial (i.e., US 101 and US 20), before widening at intersections for left-turn lanes (where required or needed).

6. ODOT’s urban design guidance recommends a 14 ft. lane for speeds above 40 mph. Final lane width recommendations are subject to review and approval by ODOT.

7. Center turn lane required at and within 150 ft. of intersections with arterials (i.e., US 101 and US 20). Otherwise, it is optional and should be used to facilitate turning movements and/or street crossings; minimum 8-ft-wide median required where refuge is needed for pedestrian/bicycle street crossings.

8. On-street parking is preferred along all City streets where block spacing, and system connectivity standards are met. An 8 ft. width is required in most areas, with a 7 ft. width only allowed along local streets in residential areas. Local yield/shared streets require intermittent on-street parking on at least one side to allow for vehicle queuing and passing opportunities, with an 8 ft. width required when on only one side, and 7 ft. width allowed when on both sides. Shoulders totaling 8 ft. in collective width may also be provided in lieu of parking

Response: Travel lanes and on-street parking will be constructed in accordance with the “Kit of Parts” previously approved as part of the Wilder Master Plan development. Refer to the Kit of Parts included as **Appendix 4**.

C. If the required cross-section is wider than the available right-of-way, coordination with the City of Newport is required to determine whether right-of-way dedication is necessary or design elements can be narrowed or removed. Any modifications to the minimum street crosssection require approval pursuant to the requirements of Section 14.33.100 – Transportation Mitigation Procedure. Requests for modifications involving ODOT facilities will require review and approval by ODOT.

Response: All cross-sections provided are in accordance with the previously approved “Kit of Parts” (**Appendix 4**). No further modifications to the minimum street cross-section are proposed with this application.

D. Reserve Strips. Reserve strips giving a private property owner control of access to streets are not allowed.

Response: Acknowledged. No reserve strips are proposed.

E. Alignment. As far as practicable, Arterial, Collector, and Neighborhood Collector Streets shall be extended in alignment with existing streets by continuation of the street centerline. When staggered street alignments resulting in T intersections are unavoidable, they shall leave a minimum of 200 ft. between the nearest edges of the two rights-of-way. This requirement may be modified by the approval authority if topography or other conditions make it impractical to satisfy the standard.

Response: The applicant is not proposing to extend any existing streets outside of the Wilder Master Plan development. Streets internal to Wilder will be extended in alignment with existing sections of roadway. All streets proposed with this project (43rd Street and the “Hillside” Street) are considered “minor” streets. The collector roadway that serves the proposed development, SE Harborton Street, was previously approved and constructed. There are no staggered street alignments resulting in T intersections.

F. Future Extensions of Streets. Proposed streets within a land division shall be extended to the boundary of the land division. A turnaround if required by the Oregon Fire Code will be required to be provided. If the approval authority determines that it is not necessary to extend the streets to allow the future division of adjoining land in accordance with this chapter, then this requirement may be modified such that a proposed street does not have to be extended to the boundary.

Response: The streets proposed within this phase are considered ‘neighborhood local roads’ (“Kit of Parts” **Appendix 4**) extending from the existing collector roadway, SE Harborton Street. Street orientations are depicted on Sheets 2 and 3 of the Conceptual Development Plan included as **Appendix 1** which identifies where each street section occurs in the proposed development phase, and where connections to SE Harborton Street are occurring.

G. Intersection Angles.

- 1. Streets shall be laid out to intersect at right angles.**
- 2. An arterial intersecting with another street shall have at least 100 feet of tangent adjacent to the intersection.**
- 3. Other streets, except alleys, shall have at least 50 feet of tangent adjacent to the intersection.**
- 4. Intersections which contain an acute angle of less than 80 degrees or which include an arterial street shall have a minimum corner radius sufficient to allow for a roadway radius of 20 feet and maintain a uniform width between the roadway and the right-of-way line.**
- 5. No more than two streets may intersect at any one point.**
- 6. If it is impractical due to topography or other conditions that require a lesser angle, the requirements of this section may be modified by the approval authority. In no case shall the acute angle in Subsection G.(1.) be less than 80 degrees unless there is a special intersection design.**

Response: All proposed streets within the subdivision are designed to intersect at or near right angles. No more than two streets will intersect at any one point.

H. Half Street. Half streets are not allowed. Modifications to this requirement may be made by the approving authority to allow half streets only where essential to the reasonable development of the property, when in conformity with the other requirements of these regulations and when the city finds it will be practical to require the dedication of the other half when the adjoining property is divided or developed.

Response: No half streets are proposed with this development phase.

I. Sidewalks. Sidewalks in conformance with the city's adopted sidewalk design standards are required as outlined in the adopted Transportation System Plan and Table 14.44.060(C) below. Any modifications to the sidewalk standards require approval pursuant to the requirements of Section 14.33.100 – Transportation Mitigation Procedure. Requests for modifications involving ODOT facilities will require review and approval by ODOT.

Roadway Classification	Arterial Street ¹	Major Collector (Commercial)	Major Collector (Non-Commercial)	Neighborhood Collector	Local/Yield Street ³
Edge	1-4 ft.	0 ft.	0 ft.	0 ft.	0 ft.
Pedestrian Throughway	5-10 ft.	8 ft. ⁴	6 ft.	6 ft.	5 ft.
Furnishings/Landscape (including curb)	5.5-6.5 ft.	3 ft.	3 ft.	0.5 ft.	0.5 ft.
Min. Walkway Width	Variable ⁵	11 ft.	9 ft.	6.5 ft.	5.5 ft.
Minimum Buffer (Pedestrian Throughway to Vehicle Travel Way) ²	Variable ⁵	3 ft.	3 ft.	0.5 ft.	0.5 ft.

1. Minimum widths may be expanded in areas with enhanced pedestrian activity, or when identified as a project in the TSP or subsequently adopted refinement plan. For instance, the edge zone may need to be expanded to accommodate outdoor seating for the adjacent land use.
2. Includes width of on-street parking, bike facilities, and furnishing/landscape zone.
3. Local streets that are also constructed as shared/yield streets do not require curbs and may include a 5 ft. shoulder walkway at street level, with the travel lanes and shoulders satisfying pedestrian needs. In constrained cases, the shoulder walkway may be provided on only one side, or eliminated.
4. In highly constrained locations, the landscape buffer may be eliminated to meet the required 8 ft. pedestrian throughway with approval from the City Engineer, City Engineer's designee or Community Development Director.
5. Desired walkway and buffer width for ODOT facilities depends on the urban context and are subject to review and approval by ODOT.

Response: Pedestrian connectivity is provided throughout Wilder. Streets within the proposed phase are designed according to the previously approved “Kit of Parts” which includes a variety of pedestrian treatments including sidewalks, shared space along woonerfs, and off-street multiuse paths and trails. Proposed pedestrian crossings will connect this development phase to other portions of the Wilder neighborhood across SE Harborton Street. Refer to the Kit of Parts included with this submittal as **Appendix 4**.

J. Cul-de-sac. A cul-de-sac shall have a maximum length of 400 feet and serve building sites for not more than 18 dwelling units. A cul-de-sac shall terminate with a circular turn-around meeting minimum Oregon Fire Code requirements. Modifications to this requirement may be made by the approving authority. A pedestrian or bicycle accessway may be required by easement or dedication by the approving authority to connect from a cul-de-sac to a nearby or abutting street, park, school, or trail system to allow for efficient pedestrian and bicycle connectivity between areas if a modification is approved and the requested easement or dedication has a rational nexus to the proposed development and is roughly proportional to the impacts created by the proposed land division or development.

Response: No cul-de-sacs are proposed as part of this application.

K. Street Names. Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street. Street names and numbers shall conform to the established pattern in the city, as evident in the physical landscape and described in City of Newport Ordinance No. 665, as amended.

Response: As depicted on the Conceptual Development Plan included as **Appendix 1**, the “Hillside” Street, previously approved as a street type in of the Kit of Parts (**Appendix 4**), is the only new street proposed as part of this development. The proposed street has not yet been named, but the name will be consistent with the naming conventions found throughout Wilder (E Street, F Street, G Street, etc.), and an official, unique road name will be determined by the developer prior to construction.

L. Alleys. Alleys shall be provided in commercial and industrial districts. If other permanent provisions for access to off-street parking and loading facilities are provided, the approving authority is authorized to modify this provision if a determination is made that the other permanent provisions for access to off-street parking and loading facilities are adequate to assure such access. The corners of alley intersections shall have a radius of not less than 12 feet.

Response: As discussed earlier in this narrative, the four proposed urban alleys will be constructed in accordance with the design previously approved within the “Kit of Parts” (**Appendix 4**) and their names will be consistent with the naming conventions found throughout Wilder. The corners of all alley intersections have a radius of at least 12 feet.

M. Street Trees. Trees and other plantings may be installed within proposed or existing rights-of-ways provided they conform to the City’s approved Tree Manual.

Response: Acknowledged.

N. Accessways. Accessways must be on public easements or rights-of-way and have a minimum paved surface of 8 feet, with a 2-foot shoulder on each side, within a 12-foot right-of-way.

Response: Acknowledged. All accessways will be on public easements or rights-of-way and have a minimum paved surface of 8 feet, with a 2-foot shoulder on each side, within a 12-foot right-of-way.

O. Shared Use Paths. A shared use path must be a minimum of 10 feet wide within 14 feet of right-of-way. In areas with significant walking or biking demand, as identified in the Newport Transportation System Plan (e.g., Nye Beach Area, Oregon Coast Bike Route) or on state facilities, the path must be 12 feet wide within a right-of-way of 16 feet (see Figure 14.44.060-A), unless an alternative width is approved by ODOT. A shared use path may be narrowed to 8 feet over short distances to address environmental or right-of-way constraints.



¹ For short segments, a low use shared use path can be as narrow as 8-feet wide, with a 1-foot shoulder on each side and a total right-of-way of 10 feet.

² Unless otherwise authorized by ODOT, a shared use path width of 12 feet is required parallel to ODOT facilities and may be applied in other areas with significant walking or biking demand (e.g. Nye Beach, Oregon Coast Bike Route).

Response: The proposed multi-use path identified on the Conceptual Development Plan included as **Appendix 1** and approved in the “Kit of Parts” (**Appendix 4**) is 10-feet in width. Therefore, the criterion is satisfied.

P. Pedestrian Trail. Pedestrian trails are typically located in parks or natural areas and provide opportunities for both pedestrian circulation and recreation. They may be constructed as a hard or soft surface facility. The City of Newport Parks System Master Plan identifies requirements for specific trail improvements.

Response: Acknowledged. The proposed pedestrian trails provide for both pedestrian circulation and recreation. As identified in the City of Newport Parks System Master Plan, trail connections to Mike Miller Park will continue to be maintained and improved throughout development of the Wilder Planned Development. The proposed trail in the Remainder Phase does not directly connect to Mike Miller Park; however, the trail will provide access to proposed crosswalks along SE Harborton Street to ensure connectivity throughout Wilder. All trails will be developed in a manner that is visually attractive and can be easily maintained in a financially and environmentally sustainable manner. Maintenance of the trail is the responsibility of the City since all trails will be City owned.

Q. Private Streets. Private streets, though discouraged in conjunction with Land Divisions, may be considered within a development site provided all the following conditions are met:

1. Extension of a public street through the development site is not needed for continuation of the existing street network or for future service to adjacent properties;
2. The development site remains in one ownership, or adequate mechanisms are established, such as a homeowners' association with the authority to enforce payment, to ensure that a private street installed with a Land Division will be adequately maintained;
3. Where a private street is installed in conjunction with a Land Division, development standards, including paving standards, consistent with City standards for public streets shall be used to protect the interests of future homeowners; and 4. The private street is located within a separate tract.

Response: All streets proposed in this development phase will be constructed in accordance with the previously approved ‘Kit of Parts’. No private streets are proposed as part of this development. Refer to the Kit of Parts included with this application as **Appendix 4**.

CHAPTER 14.46 VEHICULAR ACCESS AND CIRCULATION

14.46.020 Permit Required

Vehicular access to a public street (e.g., a new or modified driveway connection to a street or highway) requires a right-of-way permit, pursuant to NMC Chapter 9.10. In addition, approval by Lincoln County is required for connections to county roads within the city limits, and authorization from the Oregon Department of Transportation is required for connections onto US 101 or US 20.

Response: All future driveway connections will access local roads as depicted on the approved “Kit of Parts” (**Appendix 4**). As demonstrated on the Conceptual Development Plan (**Appendix 1**), lots are configured in a manner in which vehicular access to all sites must be taken from the approved local roads and alleys. In order to accommodate this unique type of development, proposed flex lots 49-56 will take street access from the proposed “Alley D” and pedestrian access from a multi-use path similar to the multi-use path on the west side of Harborton Street. The micro-cottages planned for the Flex lots will front on the multi-use path in a manner similar to the way the units in the cottage cluster in Wilder Phase 1 front on paths in the green space in the middle of the cluster.

14.46.030 Approach and Driveway Development Standards

Approaches and driveways shall conform to all of the following applicable development standards:

A. Access to parking lots shall be from a public street or alley. Access to loading and unloading areas shall be from a public street, an alley, or a parking lot.

Response: Access to the proposed parking lot will be taken from SE Harborton Street and the “Hillside” Street. See **Appendix 1** for further details.

B. Access to nonresidential parking lots or loading and unloading areas shall not be through areas that are zoned residential.

Response: No nonresidential parking lots are proposed as part of this development phase. This criterion is not applicable.

C. All accesses shall be approved by the City Engineer or designate.

Response: Acknowledged.

D. Accesses shall be consolidated unless demonstrated to be unfeasible as determined by the City Engineer.

Response: Access to the site is consolidated to the extent feasible while still providing desired circulation through the parking lot and adjacent neighborhood.

E. Access shall be taken from lower classification streets (e.g. local and neighborhood collector streets) when it can be accomplished in conformance with these standards.

Response: Access for single family lots within the R-2 portion of the project site will be provided from local neighborhood streets for Lots 1-48. The proposed development will incorporate a mix of dwelling types previously approved in the “Kit of Parts” (**Appendix 4**). In order to accommodate this unique type of development, lots 49-56 will front onto and take access from proposed alleys and pedestrian accessways, rather than a traditional street right-of-way.

Access for the proposed multi-family dwelling located in Lot 57 of the project site is provided via SE Harborton Street, a major collector, and the “Hillside” Street, a local street.

F. New approaches shall conform to the spacing standards listed in Table 14.46.020-A, and shall conform to minimum sight distance and channelization standards of the city, county or ODOT, as appropriate.

	Arterials ²	Major Collector s	Neighborhood Collector	Local Street
Minimum Driveway Spacing (Driveway to Driveway)	See Table 14.46.020 -B	100 ft.	75-ft.	n/a
Minimum Intersection Setback (Full Access Driveways Only)	See Table 14.46.020 -B	150 ft.	75 ft.	25 ft.
Minimum Intersection Setback (Right-In/Right-Out Driveways)	See Table 14.46.020 -B	75 ft.	50 ft.	25 ft.
Maximum Length Between Pedestrian/Bicycle Connections	See Table 14.46.020 -B	300 ft.	300 ft.	300 ft.

¹. All distances measured from edge of adjacent approaches.

². All Arterial streets are under ODOT jurisdiction. ODOT facilities are subject to access spacing guidelines in the Oregon Highway Plan, Appendix C Table 14, and the Blueprint for Urban Design. Blueprint for Urban Design Guidelines in Table 14.46.020-B are based on posted speed and urban context.

Urban Context (Posted Speed)	Target Spacing Range (Feet)
Traditional Downtown/CBD (20-25 mph)	250 - 550
Urban Mix (25-30 mph)	250 - v550
Commercial Corridor (30-35 mph)	500 - 1,000
Residential Corridor (30-35 mph)	500 - 1,000
Suburban Fringe (35-40 mph)	750 - 1,500
Rural Community (25-35 mph)	250 - 750

Response: Proposed driveways will take access via proposed local streets and alleys, therefore, no minimum driveway spacing is required for the 56 single family lots. All intersections will adhere to the setbacks identified in Table 14.46.020. Refer to the Conceptual Development Plan (**Appendix 1**) for further details on proposed driveway and intersection alignments.

G. Existing approaches shall be upgraded as specified in an approved Traffic Impact Analysis.

Response: All existing approaches will be upgraded as specified in the approved Traffic Impact Analysis (**Appendix 5**).

H. With the exception of Private Driveways as defined in Section 14.01.020, all approaches and driveways serving more than five parking spaces shall be paved and meet applicable construction standards.

Response: All future driveways will be private driveways as defined in Section 14.01.020.

I. The city may limit the number or location of connections to a street, or limit directional travel at an approach to one-way, right-turn only, or other restrictions, where the city, county, or ODOT requires mitigation to alleviate safety or traffic operations concerns.

Response: Acknowledged.

J. Where city, county, or ODOT spacing standards limit the number or location of connections to a street or highway, the city may require a driveway extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The city may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).

Response: Acknowledged.

K. Where applicable codes require emergency vehicle access, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus.

Response: All approaches and driveways will be designed and constructed to accommodate emergency vehicle apparatus where necessary.

L. As applicable, approaches and driveways shall be designed and constructed to accommodate truck/trailer-turning movements.

Response: While trucks and trailers are not anticipated to access the proposed residential development phase, all approaches and driveways will be designed and constructed to accommodate truck/trailer-turning movements. Refer to Sheet 13 of the Conceptual Development Plan (**Appendix 1**) for further details regarding fire truck movement / turning on site.

M. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street.

Response: All future driveways will accommodate projected vehicular traffic on-site. The proposed development is all residential in nature, and no vehicle stacking is anticipated. Refer to the TIA included with this application as **Appendix 5**.

N. Driveways shall be designed so that vehicle areas, including, but not limited to, vehicle storage and service areas, do not obstruct any public right-of-way.

Response: Driveways serving the residential development are not anticipated to obstruct any public right-of-way.

O. Drive-up/drive-in/drive-through uses and facilities shall meet the standards in Section 14.14.090(F).

Response: No drive-up/drive-in/drive-through uses and facilities are proposed with this application. The above criterion is not applicable.

P. Approaches and driveways shall be a minimum of twelve (12) feet for a one-way drive and twenty (20) feet for a two-way drive. Approaches and driveways shall not be greater than 150% of the minimum, with the exception of those that serve industrial uses and heavy commercial uses which may be up to 35 feet.

Response: All approaches and driveways will adhere to the development standards as depicted in the criterion above.

Q. Construction of approaches along acceleration or deceleration lanes, and along tapered (reduced width) portions of a roadway, shall be avoided; except where no reasonable alternative exists and the approach does not create safety or traffic operations concern.

Response: As depicted on the Conceptual Development Plan included as **Appendix 1**, no approaches are proposed along acceleration or deceleration lanes, or along tapered portions of a roadway.

R. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.

Response: As depicted on the Conceptual Development Plan included as **Appendix 1**, all approaches are located to allow for safe maneuvering while avoiding conflicts with pedestrians, parking, landscaping, and buildings.

S. Where sidewalks or walkways occur adjacent to a roadway, driveway aprons constructed of concrete shall be installed between the driveway and roadway edge.

Response: All future driveway aprons will be constructed of concrete between the driveway and roadway edge where sidewalks / walkways fall adjacent to roadways.

T. Where an accessible route is required pursuant to ADA, approaches and driveways shall meet accessibility requirements where they coincide with an accessible route.

Response: All proposed driveways and approaches will meet accessibility requirements where they coincide with an accessible route.

U. The city may require changes to the proposed configuration and design of an approach, including the number of drive aisles or lanes, surfacing, traffic calming features, allowable turning movements, and other changes or mitigation, to ensure traffic safety and operations.

Response: Acknowledged.

V. Where a new approach onto a state highway or a change of use adjacent to a state highway requires ODOT approval, the applicant is responsible for obtaining ODOT approval. The city may approve a development conditionally, requiring the applicant first obtain required ODOT permit(s) before commencing development, in which case the city will work cooperatively with the applicant and ODOT to avoid unnecessary delays.

Response: No approaches are proposed onto a state highway. The above criterion is not applicable.

W. Where a proposed driveway crosses a culvert or drainage ditch, the city may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant to applicable engineering and stormwater design standards.

Response: Acknowledged. The developer will install culverts if required by the city.

X. Temporary driveways providing access to a construction site, staging area, or special event shall be paved, graveled, or treated in an alternative manner as approved by the City Engineer, to prevent tracking of mud onto adjacent paved streets.

Response: All temporary driveways used during the construction period will be paved, graveled, or treated in an alternative manner as approved by the City Engineer to prevent the tracking of mud onto adjacent paved streets.

CHAPTER 14.47 PEDESTRIAN ACCESS

14.47.020 Applicability

The provisions of this chapter shall apply to all new or substantial improvements to commercial, industrial, public/institutional, and multifamily development as defined in 14.01.020. Where the

provisions of this chapter conflict with facilities identified in the Newport Parks and Recreation Master Plan, the Newport Parks and Recreation Master Plan shall govern.

14.47.030 Standards

Developments shall conform to all of the following standards for pedestrian access and circulation:

A. Continuous Walkway System. A pedestrian walkway system shall extend throughout the development site and connect to adjacent sidewalks, if any.

Response: As depicted on the Conceptual Development Plan included as **Appendix 1**, a pedestrian walkway system extends throughout the development and connects to adjacent sidewalks along SE Harborton Street.

B. Safe, Direct, and Convenient. Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way based on all of the following criteria:

1. The walkway is reasonably direct. A walkway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of out-of-direction travel;

2. The walkway is designed primarily for pedestrian safety and convenience, meaning it is reasonably free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The city may require landscape buffering between walkways and adjacent parking lots or driveways to mitigate safety concerns.

3. The walkway network connects to all primary building entrances in a manner consistent with the Oregon Structural Specialty Code.

Response: All proposed walkways within the proposed development phase provide safe, direct, and convenient connections between building entrances and the adjacent parking areas, open space, and public rights-of-way. Refer to the Conceptual Development Plan (**Appendix 1**) and the approved “Kit of Parts” (**Appendix 4**) for further details on the proposed design of all planned walkways, sidewalks, and multi-use paths.

C. Crosswalks. Where a walkway crosses a parking area or driveway (“crosswalk”), it shall be clearly identified with pavement markings or contrasting paving materials (e.g., pavers, light color concrete inlay between asphalt, or similar contrast). The crosswalk may be part of a speed table to improve driver-visibility of pedestrians.

Response: All crosswalks will be clearly identified with pavement markings or contrasting paving materials.

D. Walkway Surface. Walkway surfaces may be concrete, asphalt, brick/masonry pavers, or other city-approved durable surface meeting Americans with Disabilities Act requirements.

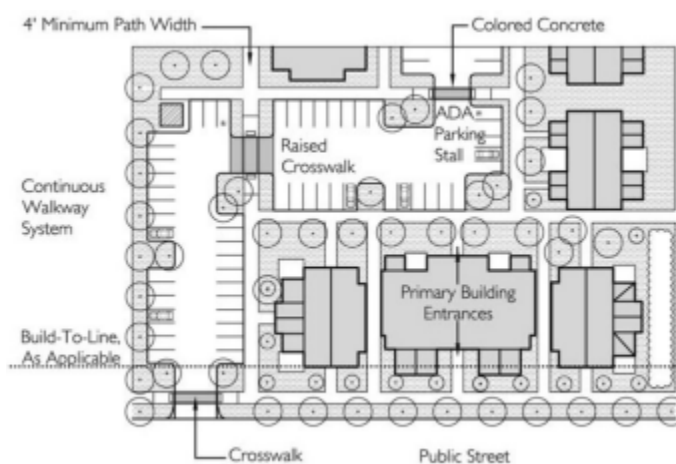
Response: All walkway surfaces will be constructed of either concrete, asphalt, brick/masonry pavers, or other approved durable surface materials. Refer to the approved “Kit of Parts”

(Appendix 4) to see the various walkways proposed within the development, as well as the Conceptual Development Plan included as Appendix 1.

E. Walkway Width. Walkways shall be not less than 4 feet in width, except that concrete walkways a minimum of 6 feet in width are required in commercial developments and where access ways are required.

Response: All walkways will be a minimum of 5 feet in width consistent with the approved “Kit of Parts” included with this application as Appendix 4. Refer to Sheets 2-6 of the Conceptual Development Plan (Appendix 1) for the location identified pedestrian walkways.

F. Pedestrian Trail, Accessway, and Shared Use Path. Standards for trails, accessways, and shared use paths are found in Section 14.44.60.



Response: Responses to the standards outlined in Section 14.44.60 are addressed earlier in this narrative.

CHAPTER 14.48 LAND DIVISIONS

14.48.010 Application Requirements

A. A person seeking approval of a land division shall submit the following to the Community Development Department:

1. A completed city application form signed by the owner of the property or an authorized agent. If the application form is signed by an authorized agent, it must be accompanied by a document signed by the property owner authorizing the agent to act for the owner in the land division process.

Response: A completed application form is provided as Appendix 2.

2. A tentative plan containing the information identified in Section 14.48.010(C).

Response: A tentative plan has been included with this application as **Appendix 1**.

3. A narrative listing each applicable approval criterion or standard and an explanation as to how the criterion or standard is met.

Response: This document serves as the applicant's narrative and burden of proof that all applicable approval criteria has been satisfied.

4. A vicinity map showing existing subdivisions and unsubdivided land ownerships adjacent to the proposed subdivision and showing how proposed streets and utilities will be extended to connect to existing streets and utilities and may be connected to future streets and utilities.

Response: A vicinity map has been included earlier in this narrative as **Figure 1**. The provided Conceptual Development Plan included as **Appendix 1** also contains a vicinity map and depicts how proposed streets and utilities will be extended to connect to existing streets and utilities in the Wilder Planned Development.

5. Proposed deed restrictions, if any, in outline form.

Response: No deed restrictions are proposed at this time.

6. Approximate center line profiles with extensions for a reasonable distance beyond the limits of the proposed subdivision showing the finished grade of streets and the nature and extent of street construction.

Response: Refer to Sheets 7 and 8 of the Conceptual Development Plan included as **Appendix 1** for further information regarding proposed grading.

7. A plan for domestic water supply lines and related water service facilities.

Response: Refer to the Utility Plans included on Sheets 9 and 10 of the Conceptual Development Plan (**Appendix 1**) which identify the water supply lines and water service facilities.

8. Proposals for sewage disposal, storm water drainage, and flood control, including profiles of proposed drainage ways.

Response: Refer to the Utility Plans included on Sheets 11 and 12 of the Conceptual Development Plan (**Appendix 1**) which depict the proposed sewage disposal, storm water drainage, and flood control locations. A drainage design memorandum has also been included with this application as **Appendix 7**.

9. If lot areas are to be graded, a plan showing the nature of cuts and fills and information on the character of the soil.

Response: Refer to Sheets 7 and 8 of the Conceptual Development Plan (**Appendix 1**) to see further information regarding the cuts and fills and information on the character of the soil.

10. Where geologic hazards are known to exist on part or all of the property in question based on adopted maps of the City of Newport, a geologic hazard report is required and shall be

provided in accordance with the requirements of Chapter 14.21. The report must clearly state what measures will be taken to safeguard against existing hazards.

Response: A geotechnical report identifying the necessary measures to ensure safety when developing along slopes and lands with landslide risk was prepared in preparation of the proposed development phase and has been included with this application as **Appendix 6**.

11. Written letters from public facilities (water, sewer, storm water, and streets) and utilities (electric and phone) identifying requirements for providing service to the land division.

Response: Written letters from public facilities and utilities were provided in past application approvals for previous phases of the Wilder development. Utilities, including water and sewer, have already been constructed through the Wilder site along SE Harborton Street. Service to the site will extend from these existing lines and stubs, and no conflicts are anticipated for the proposed development.

12. An application fee in an amount set by City Council resolution.

Response: Acknowledged. All application fees will be paid upon submittal of this application.

13. A Trip Assessment Letter, if required by Chapter 14.43.

Response: A Trip Assessment Letter has been incorporated into the Traffic Impact Analysis included as **Appendix 5**.

14. A Traffic Impact Analysis, if required by Chapter 14.45.

Response: A Traffic Impact Analysis has been included with this application as **Appendix 5**.

15. Other materials that the applicant believes relevant or that may be required by the city.

Response: All relevant materials have been provided in the appendices included with this application submittal.

B. The tentative plan of a land division shall be drawn such that the dimensions can be verified with the standard tick marks depicted on an Engineer's or Architects scale.

Response: The tentative plans provided within the Conceptual Development Plan (**Appendix 1**) have been drawn to an Engineer's scale. The criterion is satisfied.

C. The following general information shall be shown on the tentative plan of the land division:

- 1. If a subdivision, the proposed name of the subdivision. This name shall not duplicate or resemble the name of another subdivision in the county and shall be approved by the Planning Commission.**
- 2. Date, northpoint, and scale of the drawing.**
- 3. Appropriate identification of the drawing as a tentative plan.**

4. Location of the property being divided sufficient to define its location and boundaries, and a legal description of the entire property being divided.

5. Names and addresses of the owner, the applicant if different from the owner, and the engineer and/or surveyor.

6. The following existing conditions shall be shown on the tentative plan:

a. The location, widths, and names of existing streets and undeveloped rights of way within or adjacent to the tract, any existing easements, and other important features such as section lines, section corners, city boundary lines, and monuments.

b. Contour lines related to some established bench mark or other datum approved by the city and having minimum intervals as follows:

i. For slopes of less than 5 percent: show the direction of slope by means of arrows or other suitable symbols, together with not less than four (4) spot elevations per acre, evenly distributed.

ii. For slopes of 5 percent to 15 percent: five (5) feet.

iii. For slopes of 15 percent to 20 percent: 10 feet.

iv. For slopes of over 20 percent: 20 feet.

c. The location and direction of water courses and the location of areas subject to flooding.

d. Natural features such as wetlands, tidelands, marshes, or any natural resource identified as a protected Statewide Land Use Planning Goal 5 or Goal 17 resource on maps adopted by the city shall be identified. Other features, such as rock outcroppings, wooded areas, and isolated trees that serve as the basis of any requested modifications to the land division standards shall also be identified.

e. Existing uses of the property and location of existing structures to remain on the property after platting.

f. The location within the land division and in the adjoining streets and property of existing sewers, water mains, culverts, drain pipes, and utility lines.

7. The following information shall be included on the tentative plan of a subdivision:

a. The location, width, names, approximate grades, and radii of curves of proposed streets and the relationship of proposed streets to streets shown in the Transportation System Plan. Streets in existing adjacent developments and approved subdivisions and partitions shall also be shown, as well as potential street connections to adjoining undeveloped property.

b. The location, width, and purpose of proposed easements.

c. The location and approximate dimensions of proposed lots and the proposed lot and block numbers.

d. Proposed sites, if any, allocated for purposes other than single-family dwellings.

Response: The criteria outlined above is depicted in the Conceptual Development Plan included with this application as **Appendix 1**.

D. If the land division proposal pertains to only part of the property owned or controlled by the owner or applicant, the city may require a sketch of a tentative layout for streets in the undivided portion.

Response: Acknowledged. A tentative layout plan will be provided if required.

14.48.015 Streets

Streets created with a subdivision or partition shall meet the requirements of Section 14.44.060.

Response: All streets will be constructed in accordance with the approved “Kit of Parts” included with this application as **Appendix 4**. Responses to Section 14.44.060 are addressed earlier in this narrative.

14.48.020 Blocks

A. Blocks created in land divisions shall be consistent with the standards in Table 14.48.020-A. Modifications to the standards may be made by the approving authority pursuant to the standards in Chapter 14.33 if the street is adjacent to an arterial street, the location of adjoining streets, or other constraints identified in Section 14.33.100 justify the modification.

Response: All block lengths have been designed in accordance with the standards outlined in Table 14.48.020-A.

B. Mid-block pedestrian and bicycle connections must be provided when the block length exceeds 300 feet to ensure convenient access for all users. Mid-block pedestrian and bicycle connections must be provided on a public easement or right-of-way every 300 feet, unless the connection is impractical due to topography, inadequate sight distance, high vehicle travel speeds, lack of supporting land use, or other factors that may prevent safe crossing; or a rational nexus to the proposed development is not established and the connection is not roughly proportional to the impacts created by the proposed land division.

Response: Pedestrian and bicycle connections have been provided appropriately throughout the proposed development phase. Refer to the tentative subdivision plan provided on Sheets 4-6 of the Conceptual Development Plan (**Appendix 1**).

Table 14.48.020-A. Block Length ¹

	Arterials ²	Major Collectors	Neighborhood Collector	Local Street
Maximum Block Length (Public Street to Public Street)	550 ft.	1,000 ft.	1,000 ft.	1,000 ft.
Minimum Block Length (Public Street to Public Street)	220 - 550 ft.	200 ft.	150 ft.	125 ft.
Maximum Length Between Pedestrian/Bicycle Connections (Public Street to Public Street, Public Street to Connection, or Connection to Connection) ²	220 - 550 ft.	300 ft.	300 ft.	300 ft.

1. All distances measured from edge of adjacent approaches.

2. See Section 14.48.020(B).

3. All Arterial streets are under ODOT jurisdiction. ODOT facilities are subject to access spacing guidelines in the Oregon Highway and the Blueprint for Urban Design which vary based on posted speed and urban context.

14.48.025 Easements

A. Utility Lines. Easements for sewers and water mains shall be dedicated to the city wherever a utility is proposed outside of a public right-of-way. Such easements must be in a form acceptable to the city. Easements for electrical lines, or other public utilities outside of the public right-of-way shall be dedicated when requested by the utility provider. The easements shall be at least 12 feet wide and centered on lot or parcel lines, except for utility pole tieback easements, which may be reduced to six (6) feet in width.

Response: Easements for public and private utilities outside of the public right-of-way will be provided within the subdivision plat per the above requirements.

B. Utility Infrastructure. Utilities may not be placed within one foot of a survey monument location noted on a subdivision or partition plat.

Response: Acknowledged. No utilities will be placed within one foot of a survey monument location.

C. Water Course. If a tract is traversed by a water course such as a drainage way, channel, or stream, there shall be provided a storm water easement or drainage right of-way conforming substantially to the lines of the water course, and such further width as will be adequate for the purpose. Streets or parkways parallel to the major water courses may be required.

Response: Stormwater drains are present throughout the site in existing stormwater systems, roadside swales, and natural low spots in undeveloped areas. A natural drainage swale is present west of the development site along SE Harborton Street; however, conflicts with the swale and private property are not anticipated. There are no significant water bodies or water courses identified within the Wilder site. Where stormwater is conveyed through a private property, an easement or drainage right-of-way will be provided as required by this section. Refer to the Conceptual Development Plan (**Appendix 1**) and Drainage Design Memo (**Appendix 7**).

14.48.030 Lots and Parcels

A. Size. The size (including minimum area and width) of lots and parcels shall be consistent with the applicable lot size provisions of the Zoning Ordinance, with the following exception: Where property is zoned and planned for business or industrial use, other widths and areas may be permitted at the discretion of the Planning Commission. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.

Response: The applicant previously received approval for modifications to the minimum lot area, minimum lot widths, and setbacks required for lot within the R-2 and R-3 zoning districts for each development type. The applicant is not seeking any other modifications beyond those previously approved.

Approved development standards for each development type within any of the zones that permit the use are as follows:

Development Type	Zoning	Minimum Lot Area
Single-Family Residential	R-2	3,500 square feet
Residential Cottage Cluster Housing	R-2	1,000 square feet
Flex Lots	R-2	1,000 square feet
Multifamily Units	R-3	5,000 square feet

B. Street Frontage. Each lot and parcel shall possess at least 25 feet of frontage along a street other than an alley.

Response: Modifications have been approved for the requirement contained in Section 13.05.030.B that “each lot or parcel shall possess at least 25 feet of frontage along a street other than an alley.” The proposed development will incorporate a mix of dwelling types previously approved in the “Kit of Parts” (**Appendix 4**). In order to accommodate this unique type of development, Lots 49-56 will front onto and take access from proposed alleys and pedestrian accessways, rather than a traditional street right-of-way.

C. Through Lots and Parcels. Through lots and parcels are not allowed. Modifications may be made by the approving authority where they are essential to provide separation of residential development from major traffic arteries or adjacent nonresidential activities or to overcome specific disadvantages of topography and orientation. The approving authority may require a planting screen easement at least 10 feet wide and across which there shall be no right of access. Such easement may be required along the line of building sites abutting a traffic artery or other incompatible use.

Response: No through lots are proposed as part of this development phase. The criterion is not applicable.

D. Lot and Parcel Side Lines. The side lines of lots and parcels shall run at right angles to the street upon which they face, except that on curved streets they shall be radial to the curve. Modifications to this requirement may be made by the approving authority where it is impractical to do so due to topography or other conditions or when the efficient layout of the land division has the lines running as close to right angles (or radial) as practical.

Response: All side lines of the proposed lots run at right angles to the streets upon which they face, except Lots 3, 4, and the multi-family site (Lot 57) where proposed side lines run radial to the curve of the “Hillside” Street. Proposed lot lines are depicted on the Conceptual Development Plan included as **Appendix 1**.

E. Special Setback Lines. All special building setback lines, such as those proposed by the applicant or that are required by a geological report, which are to be established in a land division, shall be shown on the plat, or if temporary in nature, shall be included in the deed restrictions.

Response: The applicant previously received approval for modifications to the minimum lot area, minimum lot widths, and setbacks required for lot within the R-2 and R-3 zoning districts for each development type. The applicant is not seeking any other modifications beyond those previously approved. Modified standards specific to the proposed development are detailed on Pages 14-15 of this narrative.

Approved development standards for each development type within any of the zones that permit the use are as follows:

F. Maximum lot and parcel size. Proposed lots and parcels shall not contain square footage of more than 175% of the required minimum lot size for the applicable zone. Modifications to this requirement may be made by the approving authority to allow greater square footage where topography or other conditions restrict further development potential or where the layout of the land division is designed and includes restrictions to provide for extension and opening of streets at intervals which will permit a subsequent division into lots or parcels of appropriate size for the applicable zone designation.

Response: Since this proposal is a modification of a previously approved Planned Unit Development, the standard lot size requirements are not applicable to this application. The gross area of several proposed lots on the northern and eastern edges of the Remainder Phase exceed the maximum lot sizes due to topographical features that make significant portions of the lots undevelopable. However, the developable areas of those proposed lots are consistent with the standards approved in previous modifications. The undevelopable areas are included in proposed lots to avoid leaving “orphan parcels” that are not in private ownership. This application is held to the minimum and maximum lot standards as previously approved, as detailed in Section 3 of this narrative. All proposed lots will conform with the previously approved lot size standards as outlined in the Wilder Planned Unit Development Master Plan.

G. Development Constraints. No lot or parcel shall be created with more than 50 % of its land area containing wetlands or lands where the city restricts development to protect significant Statewide Land Use Planning Goal 5 or Goal 17 resources, except that areas designated as open space within a land

division may contain up to 100% of a protected resource. Modifications to this requirement may be made by the approval authority if the approval authority determines that the proposed lot or parcel contains sufficient land area to allow for construction on the lot or parcel without impacting the Newport Municipal Code Index Page 508 resource or that a variance or other permit has been obtained to allow for impacts on the identified resource.

Response: Nine of the proposed lots contain wetlands – lots 11, 12, 13, 14, 38, 39, 40, 49, and 58. None of the proposed lots have more than 50% of their land area containing wetlands or restricted land development areas. Wetlands are also found extending onto alleys “C” and “D” near lots 38 and 49. Refer to the Conceptual Development Plan (**Appendix 1**) and **Figure 3** for further details on the location of existing wetlands. Future fill permits will be acquired prior to development of any sites in which identified wetland areas will be filled. The criterion is not applicable.

H. Lots and Parcels within Geologic Hazard Areas. Each new undeveloped lot or parcel shall include a minimum 1000 square foot building footprint within which a structure could be constructed and which is located outside of active and high hazard zones and active landslide areas (See NMC Chapter 14.21 for an explanation of hazard zones). New public infrastructure serving a lot or parcel shall similarly be located outside of active and high hazard zones and active landslide areas.

Response: The proposed development phase is located outside of any Geologic Hazard Areas as mapped by the City of Newport; however, the provided Geotechnical Report (**Appendix 6**) identified areas of concern and potential instability along with recommendations for construction to ensure safe development. This criterion does not apply.

14.48.035 Public Improvement Requirements

A. The following public improvements are required for all land divisions, except where a subdivision plat is reconfiguring or establishing rights-of-way for future public streets:

1. Streets. All streets, including alleys, within the land division, streets adjacent but only partially within the land divisions, and the extension of land division streets to the intersecting paving line of existing streets with which the land division streets intersect, shall be constructed in accordance with the standards set forth in Chapter 14.44. Street width standards may be adjusted subject to the provisions of Section 14.33.070.

Response: Criteria outlined in Chapter 14.44 is addressed previously in this application narrative.

2. Surface Drainage and Storm Sewer System. Drainage facilities shall be provided within the land division and to connect the land division drainage to drainage ways or storm sewers outside the land division. Design of drainage within the land division shall consider the capacity and grade necessary to maintain unrestricted flow from areas draining through the land division and to allow extension of the system to serve such areas.

Response: Acknowledged. Refer to Sheets 7-12 of the Conceptual Development Plan (**Appendix 1**) for information regarding drainage facilities, drainage ways and storm sewers. Further information can be found in the Drainage Design Memo included as **Appendix 7**.

3. Sanitary Sewers. Sanitary sewers shall be installed to serve each lot or parcel in accordance with standards adopted by the city, and sewer mains shall be installed in streets as necessary to connect each lot or parcel to the city's sewer system.

Response: Acknowledged. Sanitary sewers will be installed to serve each lot and sewer mains will be installed in streets as necessary per the standards adopted by the city.

4. Water. Water mains shall be installed to allow service to each lot or parcel and to allow for connection to the city system, and service lines or stubs to each lot shall be provided. Fire hydrants shall be installed as required by the Uniform Fire Code. The city may require that mains be extended to the boundary of the land division to provide for future extension or looping.

Response: Acknowledged. Water mains will be installed to allow service to each lot and allow for connection to the city system. Fire hydrants will be installed as required. Mains will be extended to the boundary of the land division if required by the city.

5. Sidewalks. Required sidewalks shall be constructed in conjunction with the street improvements except as specified below:

a. Delayed Sidewalk Construction. If Where sidewalks are designed contiguous with the curb in residential areas, the subdivider may delay the placement of concrete for the sidewalks until such time as driveway aprons are established and constructed on individual lots. In such cases, sidewalks shall be installed and accepted by the city engineer prior to issuance of a certificate of occupancy.

Response: Acknowledged. Sidewalks will be constructed in conjunction with the proposed street improvements. Any delayed sidewalk construction will be completed in accordance with 14.48.035(5)(a) above.

B. Public Improvement Procedures. In addition to other requirements, public improvements installed by a developer that is dividing land, whether required or voluntarily provided, shall comply with this chapter, and with any public improvement standards or specifications adopted by the city. The following procedure shall be followed:

1. Improvement work, including excavation in the excess of 100 cubic yards, shall not be commenced until plans have been checked for adequacy and approved by the city. To the extent necessary for evaluation of the proposal, the plans shall be required before approval of the tentative plan of a subdivision or partition.

Response: Acknowledged. Excavation exceeding 100 cubic yards will not commence until plans have been approved by the city.

2. Improvement work shall not commence until after the city is notified, and, if work is discontinued for any reason, it shall not be resumed until after the city is notified.

Response: Acknowledged. Work will not commence until after the city is notified.

3. Public improvements shall be constructed under the inspection and to the satisfaction of the city engineer. The city may require change in typical sections and details in the public interest if unusual conditions arise during construction to warrant the change.

Response: Acknowledged. Public improvements will be constructed under the inspection and to the satisfaction of the city engineer.

4. Underground utilities, sanitary sewers, and storm drains installed in streets shall be constructed prior to the surfacing of the streets. Stubs for service connection for underground utilities and sanitary sewers shall be placed to allow future connections without disturbing the street improvements.

Response: Acknowledged. All underground utilities, sanitary sewers, and storm drains will be constructed prior to the surfacing of streets. All stubs for service connections will be placed to allow future connections without disturbing street improvements.

5. A map showing public improvements as built shall be filed with the city upon completion of the improvements.

Response: Acknowledged. A map showing public improvements will be filed with the city upon completion of the improvements.

6. Public improvements shall not be commenced until any appeals of the subdivision approval are resolved.

Response: Acknowledged. Public improvements will not commence until any appeals are resolved.

14.48.040 Adequacy of Public Facilities and Utilities

A. Tentative plans for land divisions shall be approved only if public facilities and utilities (electric and phone) can be provided to adequately service the land division as demonstrated by a written letter from the public facility provider or utility provider stating the requirements for the provision of public facilities or utilities (electric and phone) to the proposed land division.

B. For public facilities of sewer, water, storm water, and streets, the letter must identify the:

1. Water main sizes and locations, and pumps needed, if any, to serve the land division.

2. Sewer mains sizes and locations, and pumping facilities needed, if any, to serve the land division.

3. Storm drainage facilities needed, if any, to handle any increased flow or concentration of surface drainage from the land division, or detention or retention facilities that could be used to eliminate need for additional conveyance capacity, without increasing erosion or flooding.

4. Street improvements outside of the proposed development that may be needed to adequately handle traffic generated from the proposed development.

Response: Written letters from public facilities and utilities have been provided in past application approvals for previous phases of the Wilder development and are provided as **Appendix 8**. Service to the site will extend from existing lines, and no conflicts are anticipated for the proposed development phase. Further information can be found in the Drainage Design Memo included as **Appendix 7**.

14.48.045 Underground Utilities and Service Facilities

A. Undergrounding. All utility lines within the boundary of the proposed land divisions, including, but not limited to, those required for electric, telephone, lighting, and cable television services and related facilities shall be placed underground, except surface-mounted transformers, surface-mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, high capacity electric and communication feeder lines, and utility transmission lines operating at 50,000 volts or above. The subdivider shall make all necessary arrangements with the serving utility to provide the underground service.

Response: All utility facilities within the subdivision will be designed in accordance with this standard. The main Central Lincoln PUD transmission lines through South Beach are located above ground within a 75-foot right-of-way along the north and east side of SE Harborton Street.

B. Non-City-Owned Utilities. As part of the application for tentative land division approval, the applicant shall submit a copy of the preliminary plat to all non-city owned utilities that will serve the proposed subdivision. The subdivider shall secure from the non-city-owned utilities, including but not limited to electrical, telephone, cable television, and natural gas utilities, a written statement that will set forth their extension policy to serve the proposed land division with underground facilities. The written statements from each utility shall be submitted to the city prior to the final approval of the plat for recording.

Response: The Pioneer Telephone Cooperative and Central Lincoln PUD have confirmed that they can provide service for the proposed subdivision.

14.48.055 Miscellaneous

A. Street Lights. Street lights are required in all land divisions where a street is proposed. The city may adopt street light standards. In the absence of adopted standards, street lights shall be placed in new land divisions to assure adequate lighting of streets and sidewalks within and adjacent to the land division.

Response: All proposed streets will be lit to assure adequate lighting along the proposed streets and sidewalks.

B. Street Signs. Street name signs, traffic control signs and parking control signs shall be furnished and installed by the city.

Response: Acknowledged. All street name signs, traffic control signs and parking signs will be furnished and installed by the city.

C. Monuments. Upon completion of street improvements, monuments shall be reestablished and protected in monument boxes at every street intersection and all points of curvature and points of tangency of street center lines.

Response: Monuments will be reestablished and protected as required.

D. Exceptions for Planned Developments. The standards and requirements of this Chapter may be modified without an adjustment or variance for planned developments.

Response: Acknowledged. The proposed development phase is considered a modification of a planned development, and therefore any standards and requirements of this chapter may be modified without an adjustment or variance.

E. Adjustment or Variances. Adjustments or variances to this chapter not otherwise allowed by modification within this chapter are subject to the standards and procedures for set forth in Chapter 14.33. Notice of the adjustment or variance request may be included in the legal notice for the hearing on the tentative plan for a subdivision or may be provided separately.

Response: Acknowledged. The proposed development phase is considered a modification of a planned development, and therefore any standards and requirements of this chapter may be modified without an adjustment or variance.

F. Standards in Effect after Subdivision Approval. The land use standards in effect at the time of a subdivision approval apply to all applications for land use approval within the subdivision filed within 180 days of the subdivision approval. After that time, the land use standards in effect at the time the land use application is deemed complete shall apply to the land use application.

Response: Acknowledged.

5.0 CONCLUSION

As evidenced throughout this narrative and attached appendices, the subject parcel meets the governing approval criteria for subdivision and modification of a previously approved planned unit development. Therefore, the applicant respectfully requests City approval of this request.

**APPENDIX 1:
CONCEPTUAL DEVELOPMENT
PLAN**

APPENDIX 2: APPLICATION FORMS

**APPENDIX 3:
WETLAND DILENEATION
REPORT – DEPARTMENT OF
STATE LANDS (DSL)
CONCURRENCE**

APPENDIX 4: KIT OF PARTS

APPENDIX 5: TRAFFIC IMPACT ANALYSIS

APPENDIX 6: GEOTECHNICAL REPORT

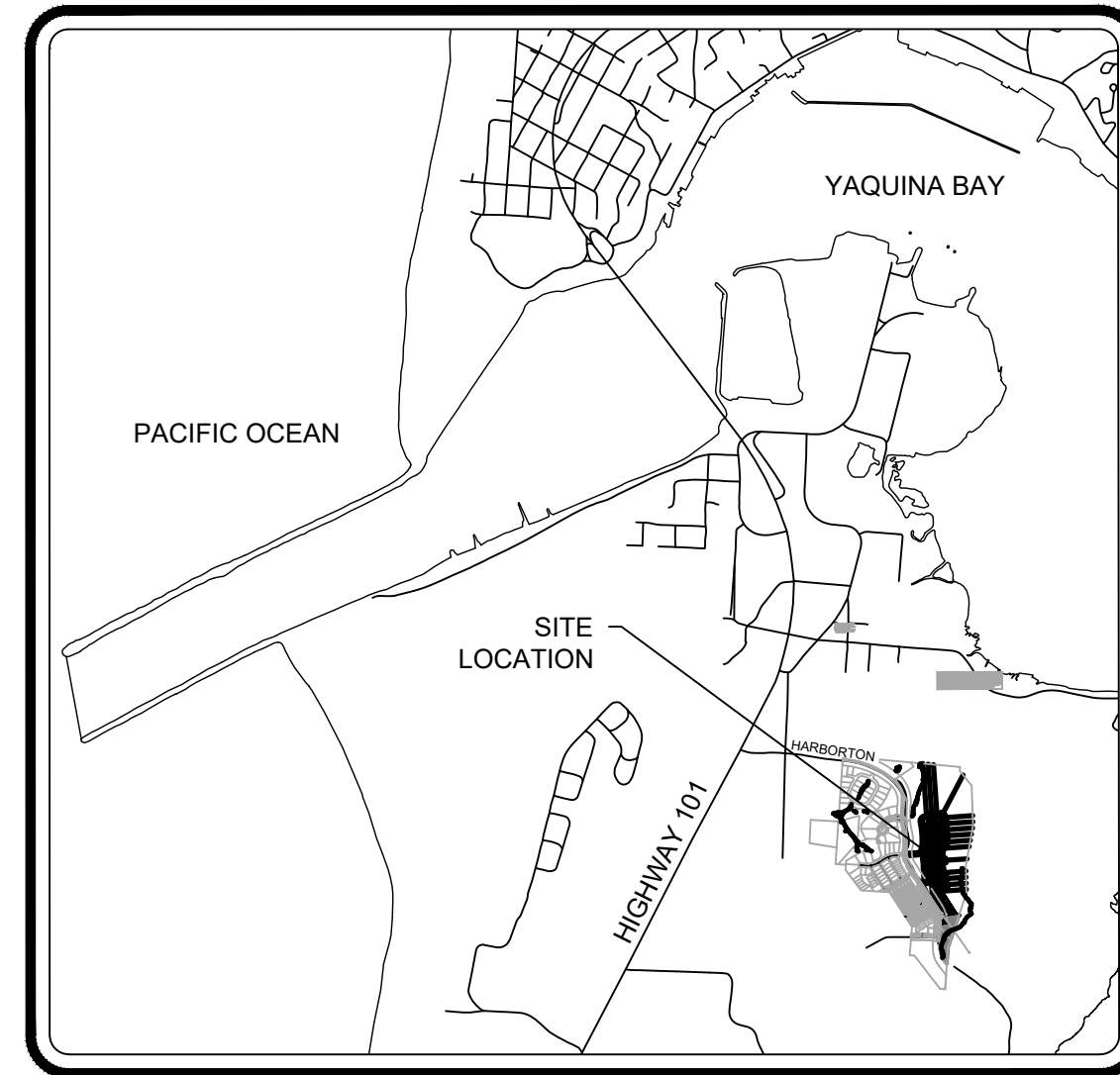
**APPENDIX 7:
DRAINAGE DESIGN
MEMORANDUM**

APPENDIX 8: UTILITY LETTERS

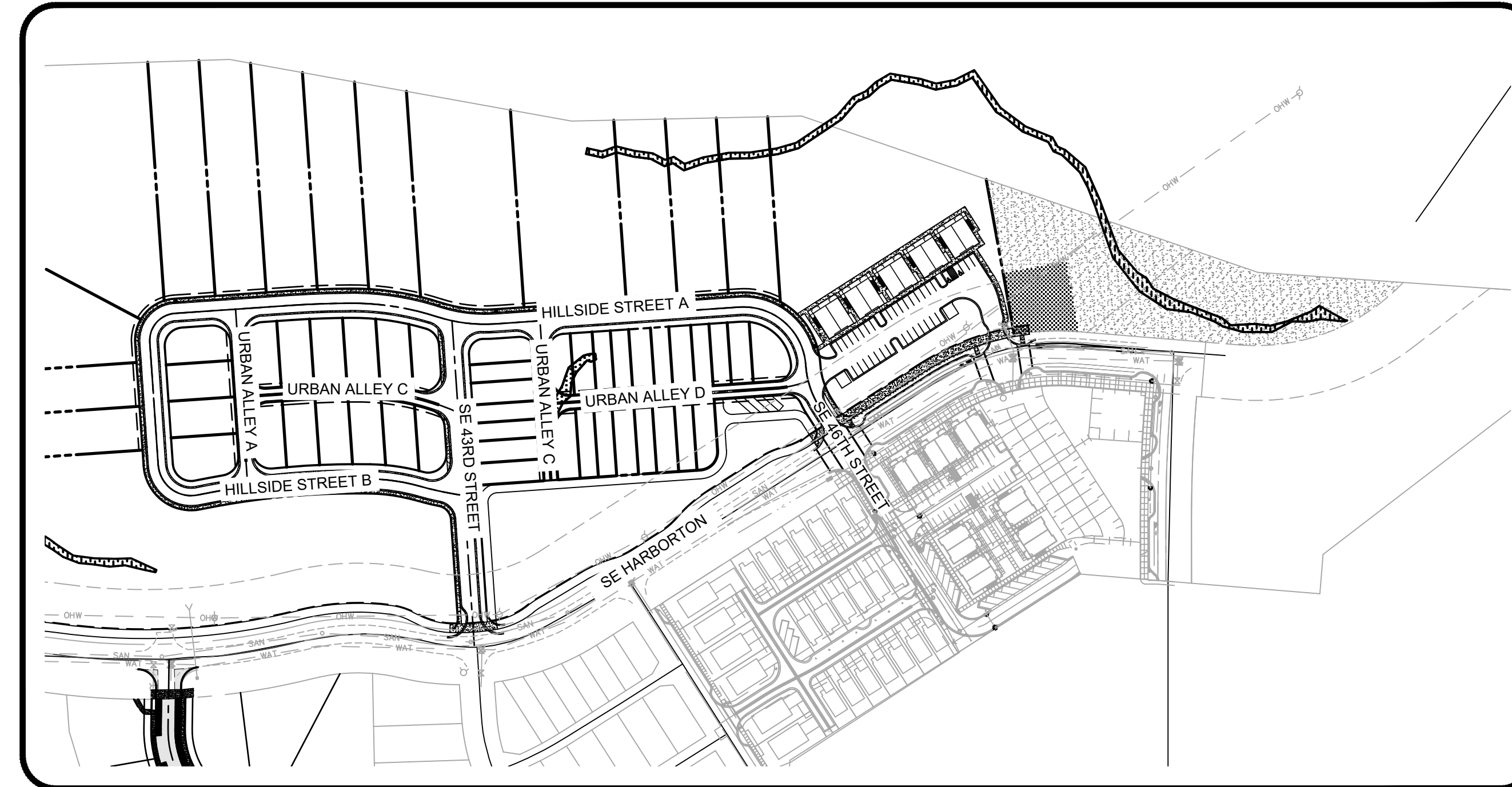
APPENDIX 9: PRELIMINARY TITLE REPORT

WILDER RESIDENTIAL DEVELOPMENT - REMAINDER PHASE

EAST SIDE OF SE HARBORTON STREET BETWEEN 42ND AND COLLEGE WAY
NEWPORT, OREGON, 97366



VICINITY MAP
NTS



SITE MAP

1" = 150'



SHEET INDEX

- 1 - COVER SHEET
- 2 - FINAL DEVELOPMENT PLAN - NORTH LOTS
- 3 - FINAL DEVELOPMENT PLAN - SOUTH LOTS
- 4 - TENTATIVE SUBDIVISION PLAN - OVERALL
- 5 - TENTATIVE SUBDIVISION PLAN-NORTH LOTS
- 6 - TENTATIVE SUBDIVISION PLAN-SOUTH LOTS
- 7 - GRADING PLAN - NORTH LOTS
- 8 - GRADING PLAN - SOUTH LOTS
- 9 - UTILITY PLAN - NORTH LOTS
- 10 - UTILITY PLAN - SOUTH LOTS
- 11 - STORMWATER PLAN - NORTH LOTS
- 12 - STORMWATER PLAN - SOUTH LOTS

DATUM

ELEVATIONS ARE BASED ON NATIONAL GEODETIC SURVEY BENCHMARK HAMILTON (PID: QE2663), BEING A 4" BRASS DISK IN CONCRETE LOCATED AT THE NORTH END OF THE WESTERNMOST PARKING ISLAND OF THE SOUTH BEACH STATE PARK DAY USE AREA APPROXIMATELY 1 MILE SOUTHWEST OF PROJECT SITE, ELEVATION = 21.02 (NAVD88)

OREGON UTILITY
NOTIFICATION CENTER
1-800-332-2344



ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER. (NOTE THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503) 232-1987.)

PROJECT TEAM

OWNER

LANDWAVES, INC.
2712 SE 20TH AVE
PORTLAND, OR 97202
503-720-0899
CONTACT: BONNIE SERKIN

CIVIL ENGINEER

DOWL
309 SW 6TH AVE, SUITE 700
PORTLAND, OREGON, 97204
(971) 280-8641
CONTACT: MIKE TOWLE, PE

SURVEYOR

AKS ENGINEERING AND FORESTRY, LLC
12965 SW HERMAN RD, SUITE 100
TUALATIN, OR 97062
(503) 563-6151
CONTACT: GARY PAUL, PLS

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WWW.DOWL.COM
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Portland, Oregon 97204
971-280-8641

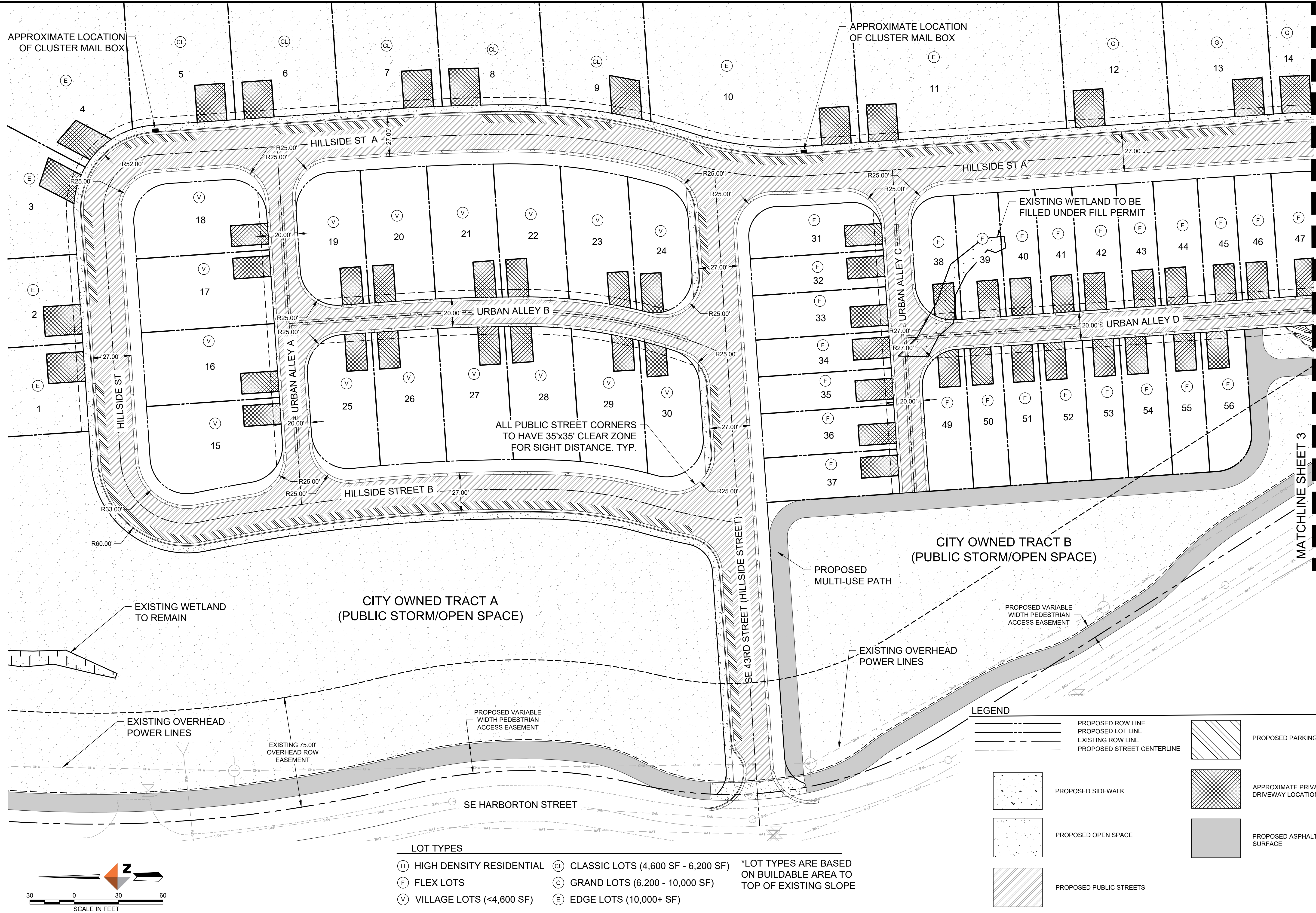
WILDER MASTER PLAN
REMAINDER PHASE - NEWPORT, OR
COVER SHEET

PROJECT 2322.14369.02
DATE 07/22/2024

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SHEET

1

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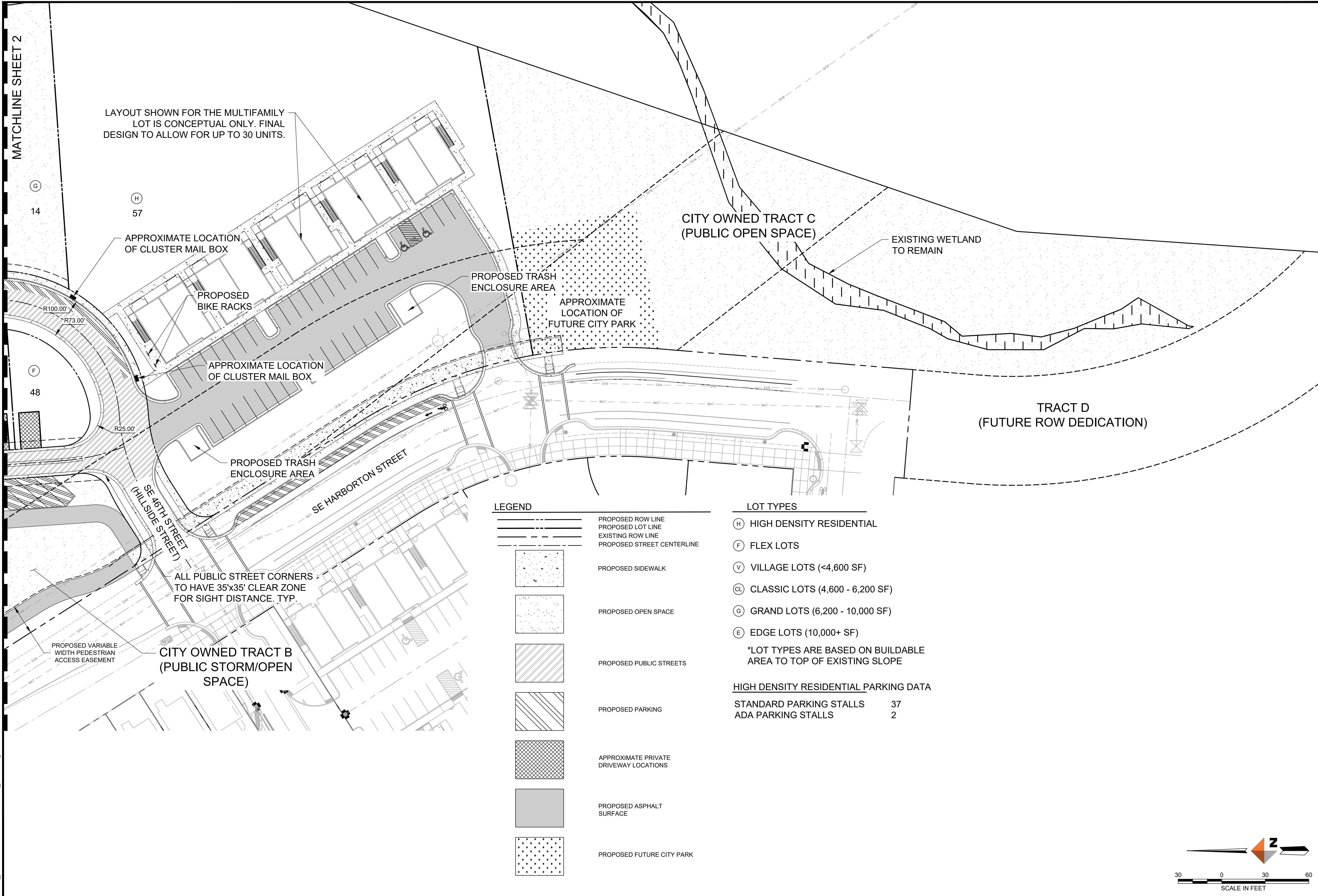
FINAL DEVELOPMENT PLAN - NORTH LOTS

PROJECT 2322.14369.02
DATE 07/22/2024

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SHEET

2

NEWPORT, OREGON - 97386





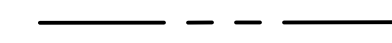
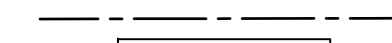

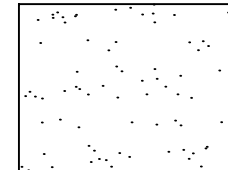
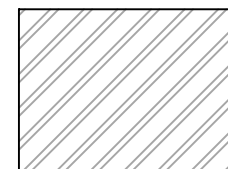
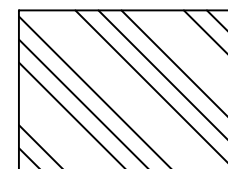
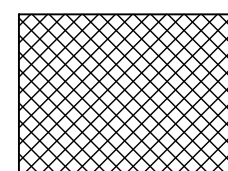

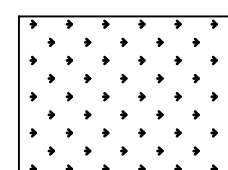
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48

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LEGEND

-  PROPOSED ROW LINE
-  PROPOSED LOT LINE
-  EXISTING ROW LINE
-  PROPOSED STREET CENTERLINE
-  PROPOSED SIDEWALK
-  PROPOSED OPEN SPACE
-  PROPOSED PUBLIC STREETS
-  PROPOSED PARKING
-  APPROXIMATE PRIVATE DRIVEWAY LOCATIONS
-  PROPOSED ASPHALT SURFACE
-  PROPOSED FUTURE CITY PARK

LOT TYPES

- (H) HIGH DENSITY RESIDENTIAL
- (F) FLEX LOTS
- (V) VILLAGE LOTS (<4,600 SF)
- (CL) CLASSIC LOTS (4,600 - 6,200 SF)
- (G) GRAND LOTS (6,200 - 10,000 SF)
- (E) EDGE LOTS (10,000+ SF)

*LOT TYPES ARE BASED ON BUILDABLE AREA TO TOP OF EXISTING SLOPE

HIGH DENSITY RESIDENTIAL PARKING DATA

STANDARD PARKING STALLS	37
ADA PARKING STALLS	2

REV	DATE	DESCRIPTION	BY

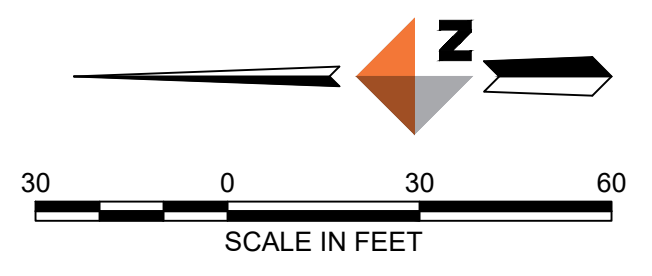
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 Portland, Oregon 97204
 971-280-8641

WILDER MASTER PLAN
 REMAINDER PHASE - NEWPORT, OR
FINAL DEVELOPMENT PLAN - SOUTH LOTS

PROJECT	2322.14369.02
DATE	07/22/2024

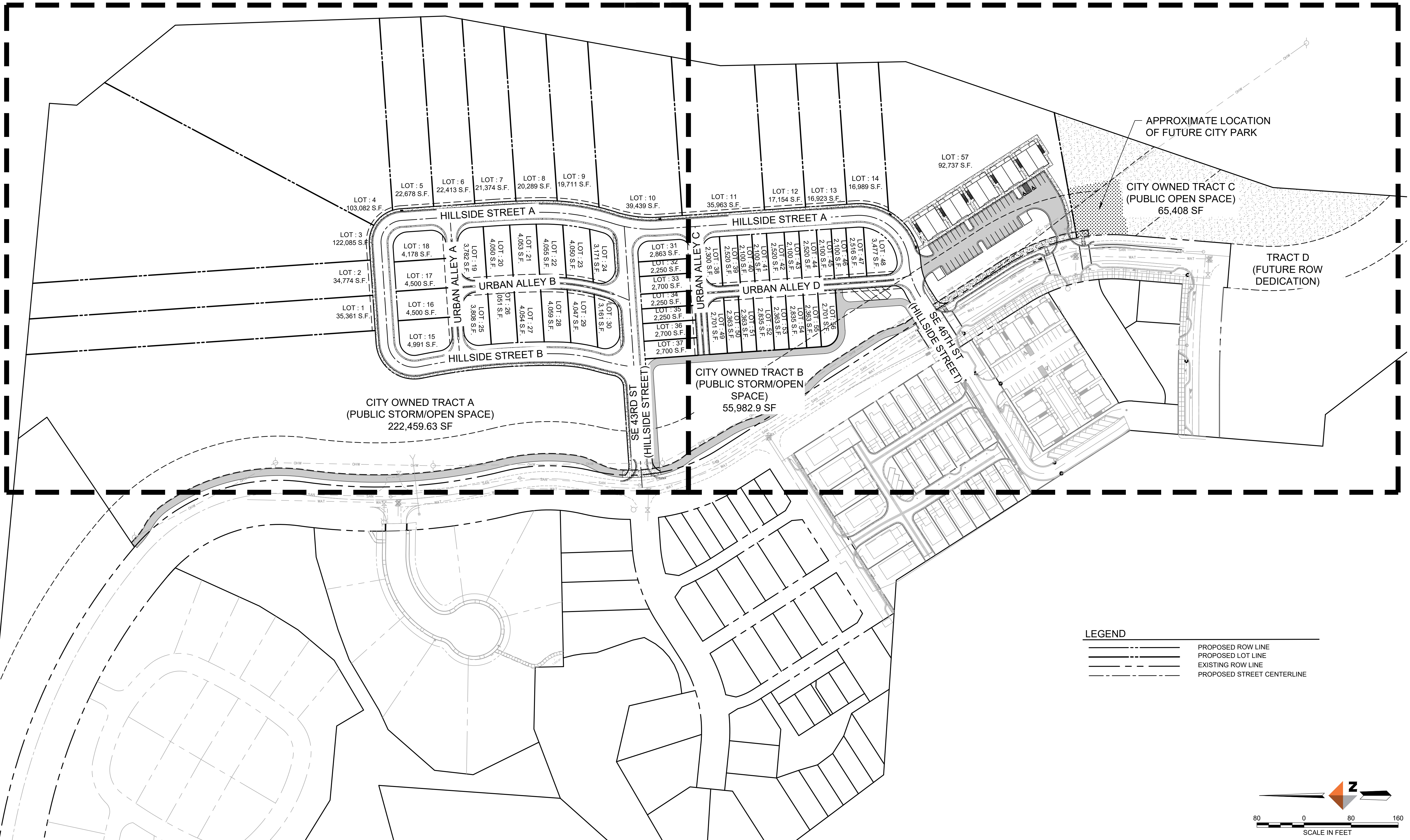
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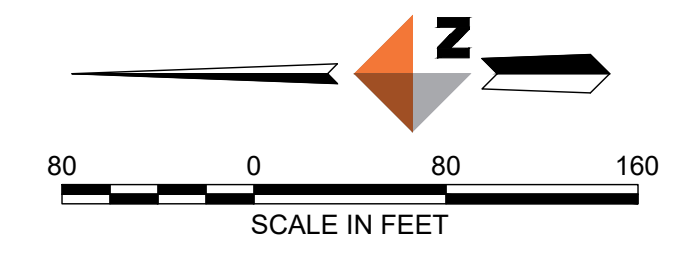
SEE SHEET 5

SEE SHEET 6



LEGEND

	PROPOSED ROW LINE
	PROPOSED LOT LINE
	EXISTING ROW LINE
	PROPOSED STREET CENTERLINE



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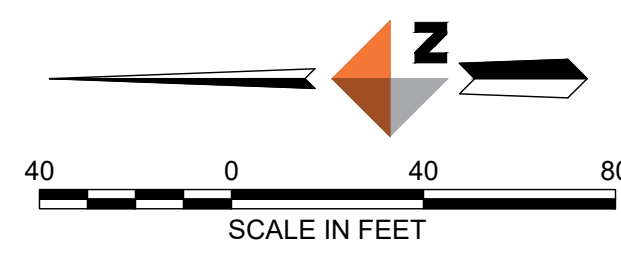
WILDER MASTER PLAN
 REMAINDER PHASE - NEWPORT, OR
 TENTATIVE SUBDIVISION PLAN - OVERALL

PROJECT 2322.14369.02
 DATE 07/22/2024

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4

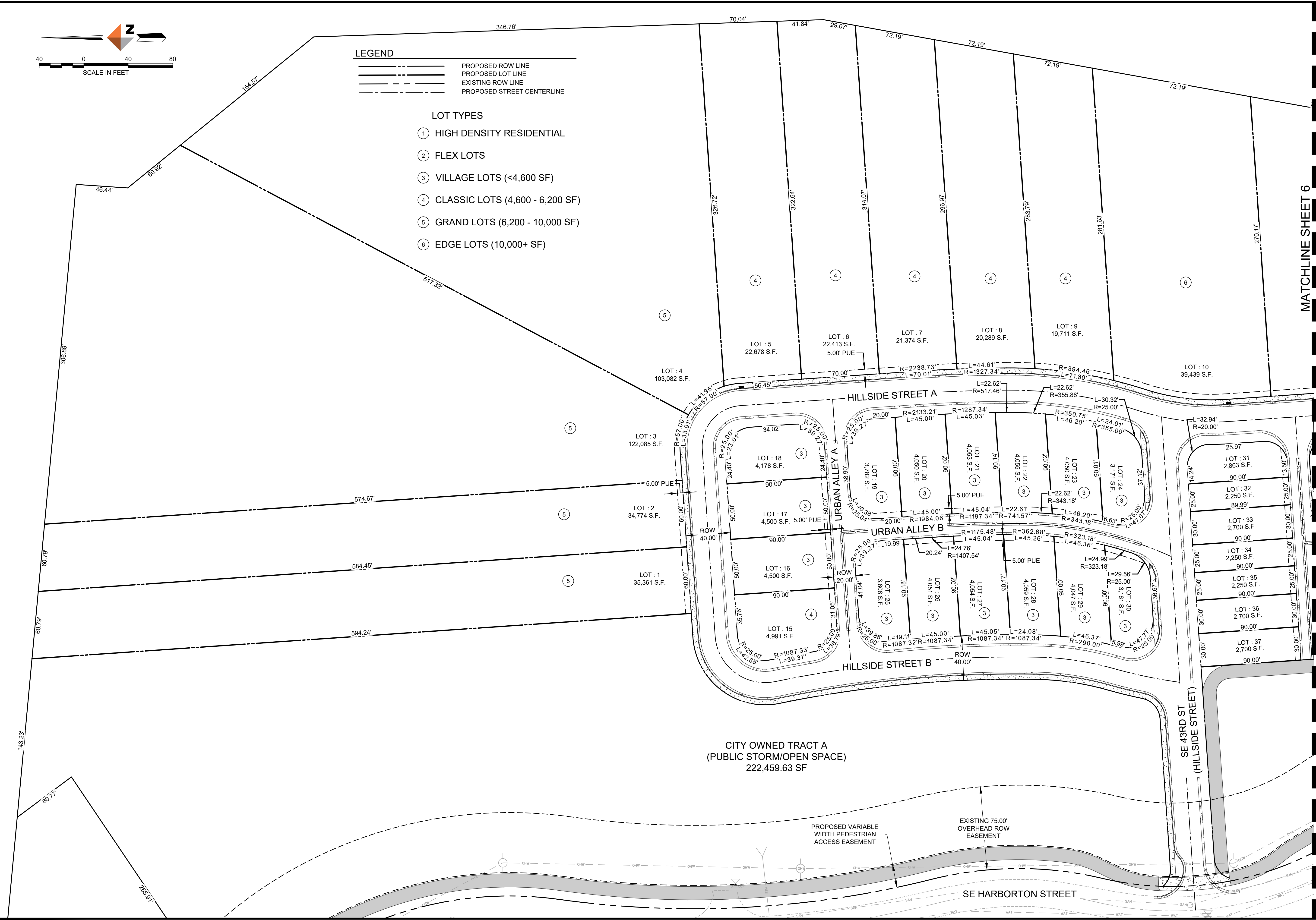
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LEGEND

	PROPOSED ROW LINE
	PROPOSED LOT LINE
	EXISTING ROW LINE
	PROPOSED STREET CENTERLINE

- LOT TYPES**
- ① HIGH DENSITY RESIDENTIAL
 - ② FLEX LOTS
 - ③ VILLAGE LOTS (<4,600 SF)
 - ④ CLASSIC LOTS (4,600 - 6,200 SF)
 - ⑤ GRAND LOTS (6,200 - 10,000 SF)
 - ⑥ EDGE LOTS (10,000+ SF)



MATCHLINE SHEET 6

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WILDER MASTER PLAN
 REMAINDER PHASE - NEWPORT, OR
 TENTATIVE SUBDIVISION PLAN-NORTH LOTS

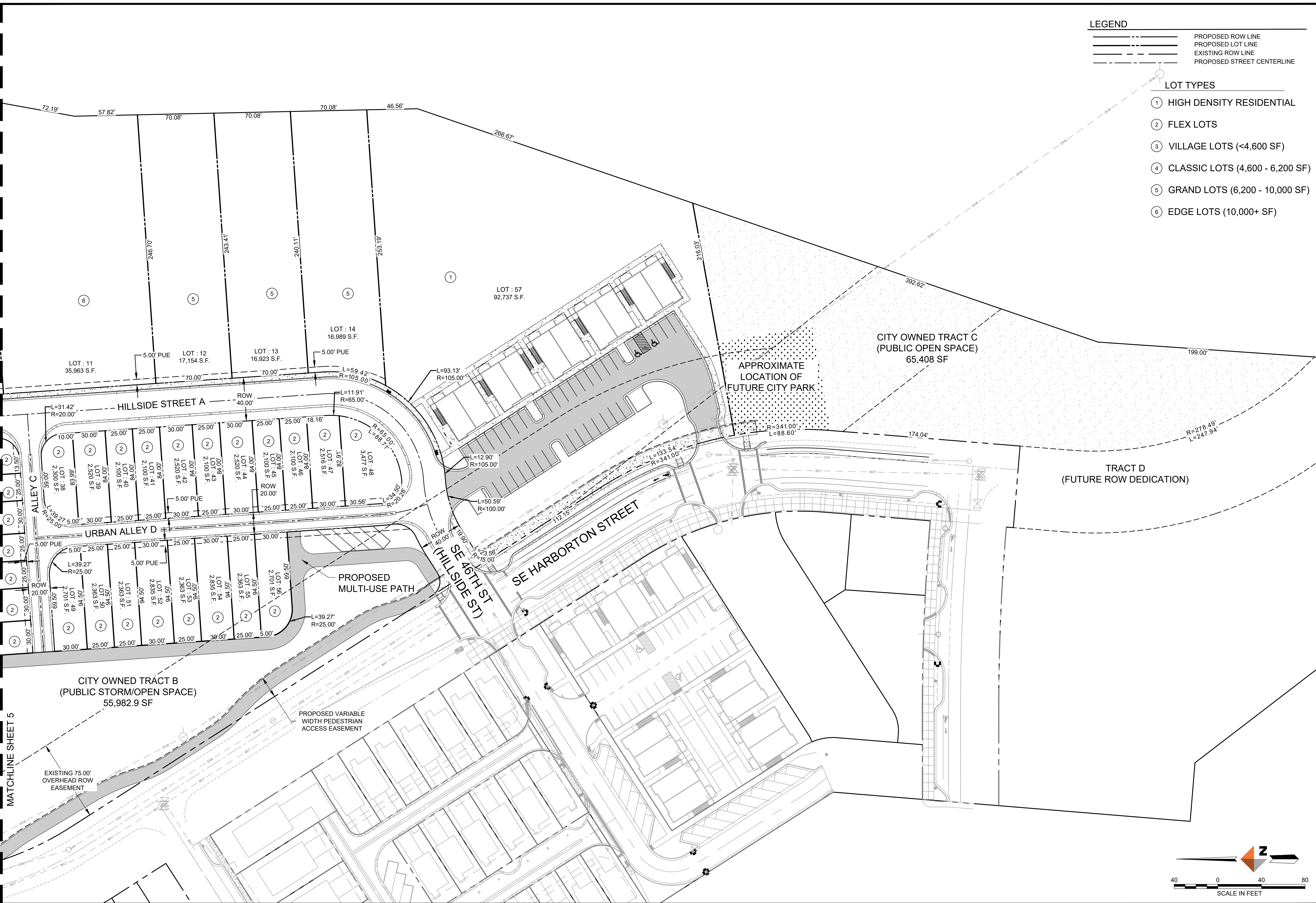
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NEWPORT, OREGON - 97386

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LEGEND

- PROPOSED ROW LINE
- PROPOSED LOT LINE
- - - EXISTING ROW LINE
- PROPOSED STREET CENTERLINE

- LOT TYPES**
- ① HIGH DENSITY RESIDENTIAL
 - ② FLEX LOTS
 - ③ VILLAGE LOTS (<4,600 SF)
 - ④ CLASSIC LOTS (4,600 - 6,200 SF)
 - ⑤ GRAND LOTS (6,200 - 10,000 SF)
 - ⑥ EDGE LOTS (10,000+ SF)

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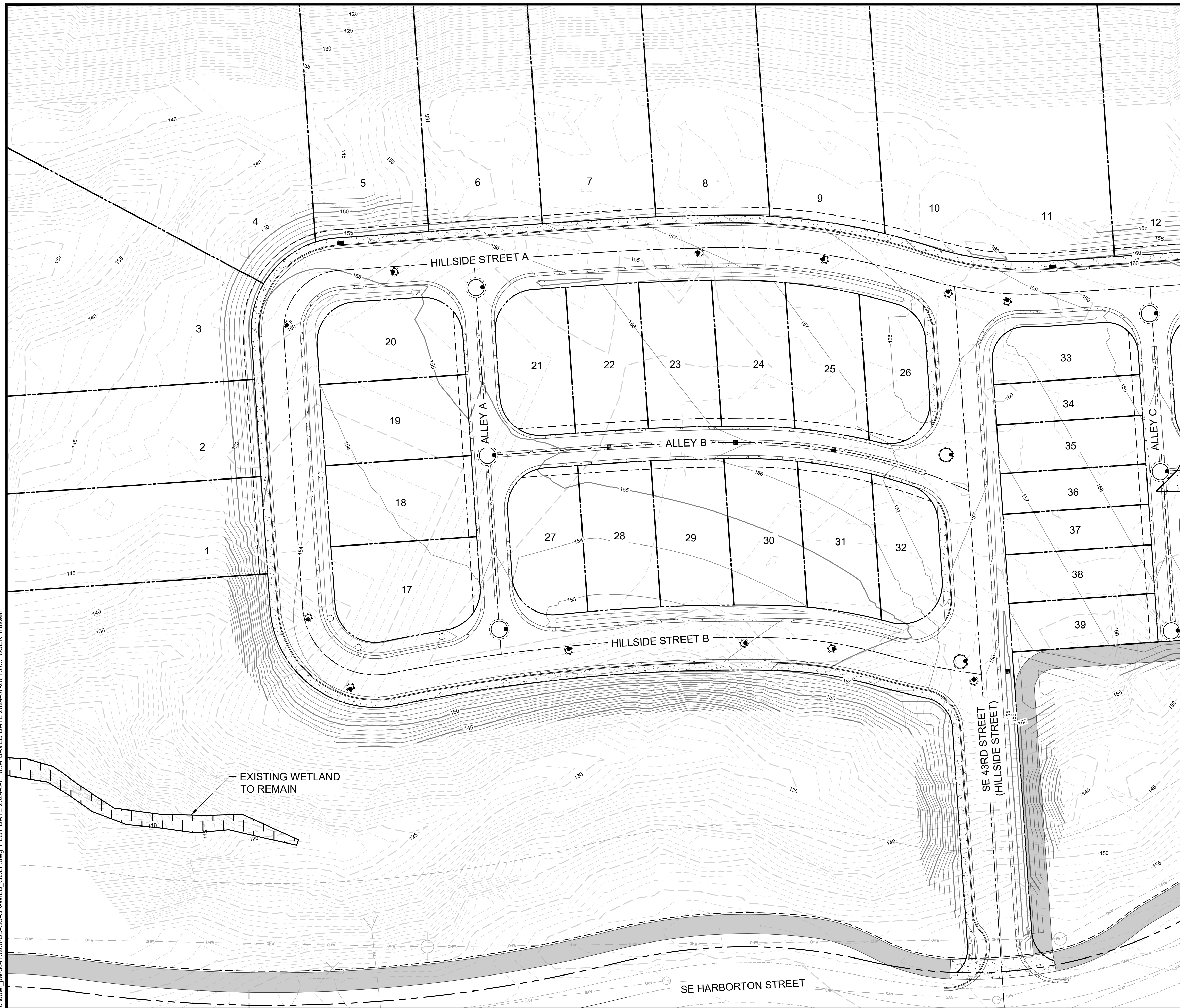
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WILDER MASTER PLAN
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TENTATIVE SUBDIVISION PLAN-SOUTH LOTS

PROJECT 2322.14369.02
 DATE 07/22/2024

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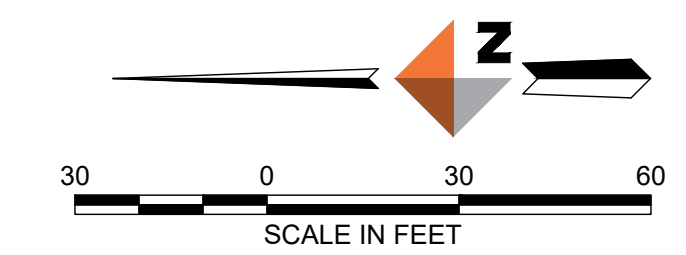
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LEGEND

- PROPOSED ROW LINE
- PROPOSED LOT LINE
- EXISTING ROW LINE
- PROPOSED STREET CENTERLINE
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- - PROPOSED CATCH BASIN
- - PROPOSED MANHOLE

MATCHLINE SHEET 8



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WILDER MASTER PLAN
 REMAINDER PHASE - NEWPORT, OR
 GRADING PLAN - NORTH LOTS

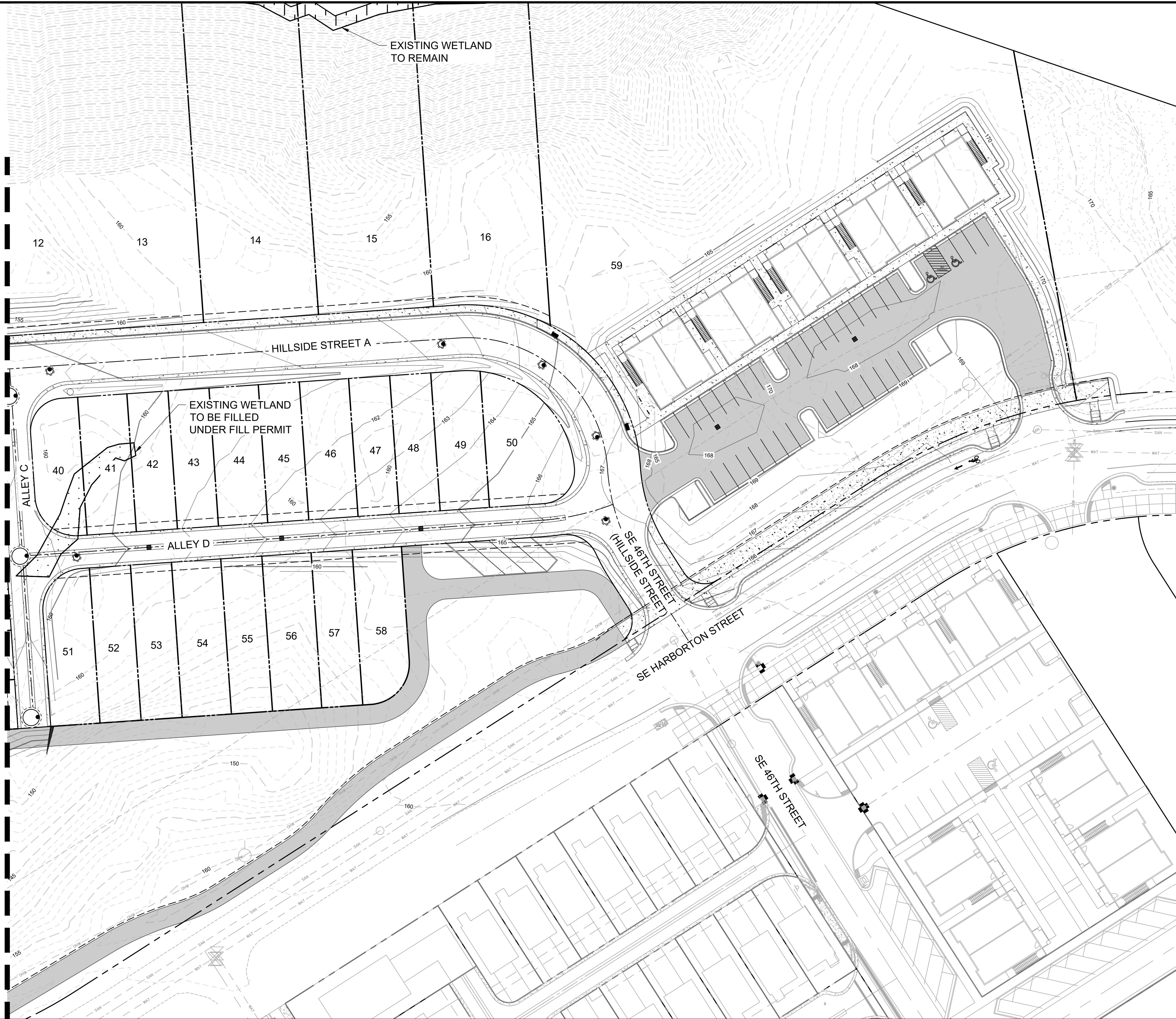
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 DATE 07/22/2024

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MATCHLINE SHEET 7



LEGEND

	PROPOSED ROW LINE
	PROPOSED LOT LINE
	EXISTING ROW LINE
	PROPOSED STREET CENTERLINE
	PROPOSED MAJOR CONTOUR
	PROPOSED MINOR CONTOUR
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	- PROPOSED CATCH BASIN
	- PROPOSED MANHOLE

REV	DATE	DESCRIPTION	BY

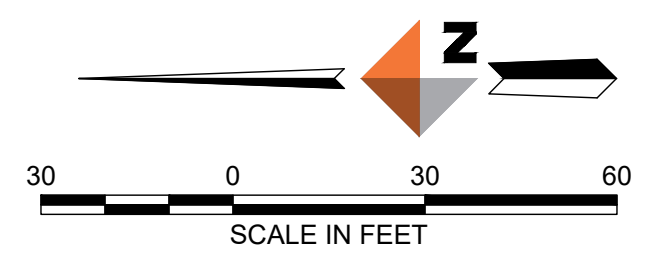
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 Portland, Oregon 97204
 971-280-8641

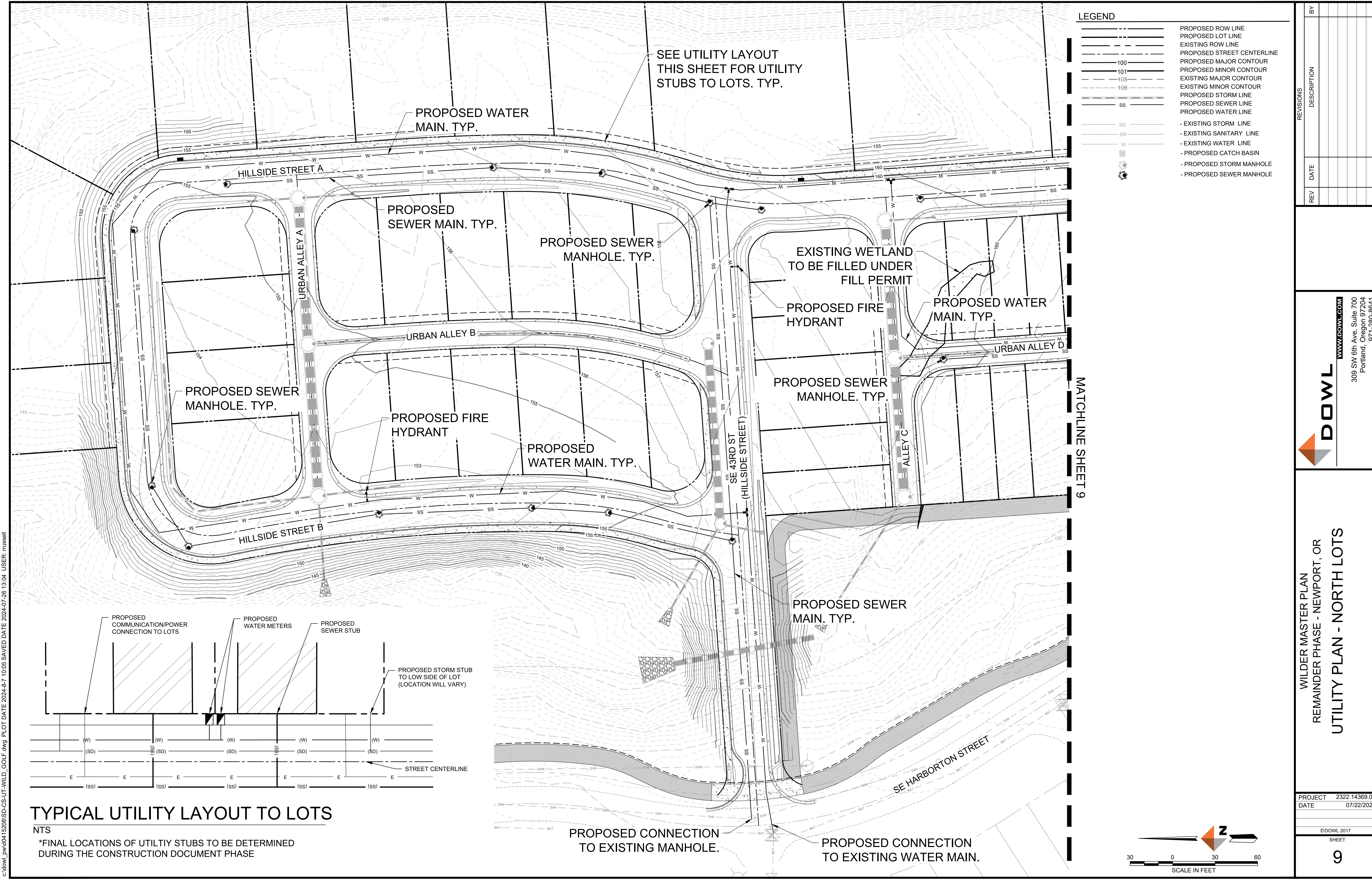
WILDER MASTER PLAN
 REMAINDER PHASE - NEWPORT, OR
 GRADING PLAN - SOUTH LOTS

PROJECT 2322.14369.02
 DATE 07/22/2024

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 SHEET

8





LEGEND

---	PROPOSED ROW LINE
- - -	PROPOSED LOT LINE
---	EXISTING ROW LINE
---	PROPOSED STREET CENTERLINE
100	PROPOSED MAJOR CONTOUR
101	PROPOSED MINOR CONTOUR
105	EXISTING MAJOR CONTOUR
106	EXISTING MINOR CONTOUR
---	PROPOSED STORM LINE
---	PROPOSED SEWER LINE
---	PROPOSED WATER LINE
SS	- EXISTING STORM LINE
SS	- EXISTING SANITARY LINE
W	- EXISTING WATER LINE
○	- EXISTING CATCH BASIN
○	- PROPOSED STORM MANHOLE
○	- PROPOSED SEWER MANHOLE

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WILDER MASTER PLAN
 REMAINDER PHASE - NEWPORT, OR
 UTILITY PLAN - NORTH LOTS

PROJECT	2322.14369.02
DATE	07/22/2024

PROPOSED WATER MAIN. TYP.

SEE UTILITY LAYOUT THIS SHEET FOR UTILITY STUBS TO LOTS. TYP.

PROPOSED SEWER MAIN. TYP.

PROPOSED SEWER MANHOLE. TYP.

EXISTING WETLAND TO BE FILLED UNDER FILL PERMIT

PROPOSED FIRE HYDRANT

PROPOSED WATER MAIN. TYP.

PROPOSED SEWER MANHOLE. TYP.

PROPOSED FIRE HYDRANT

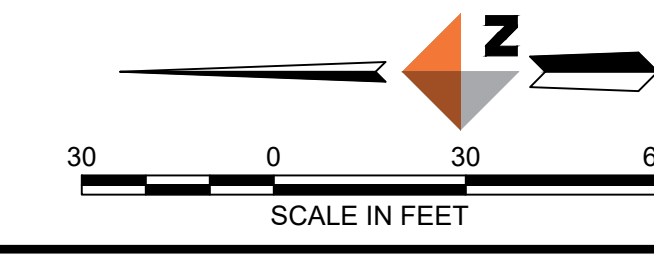
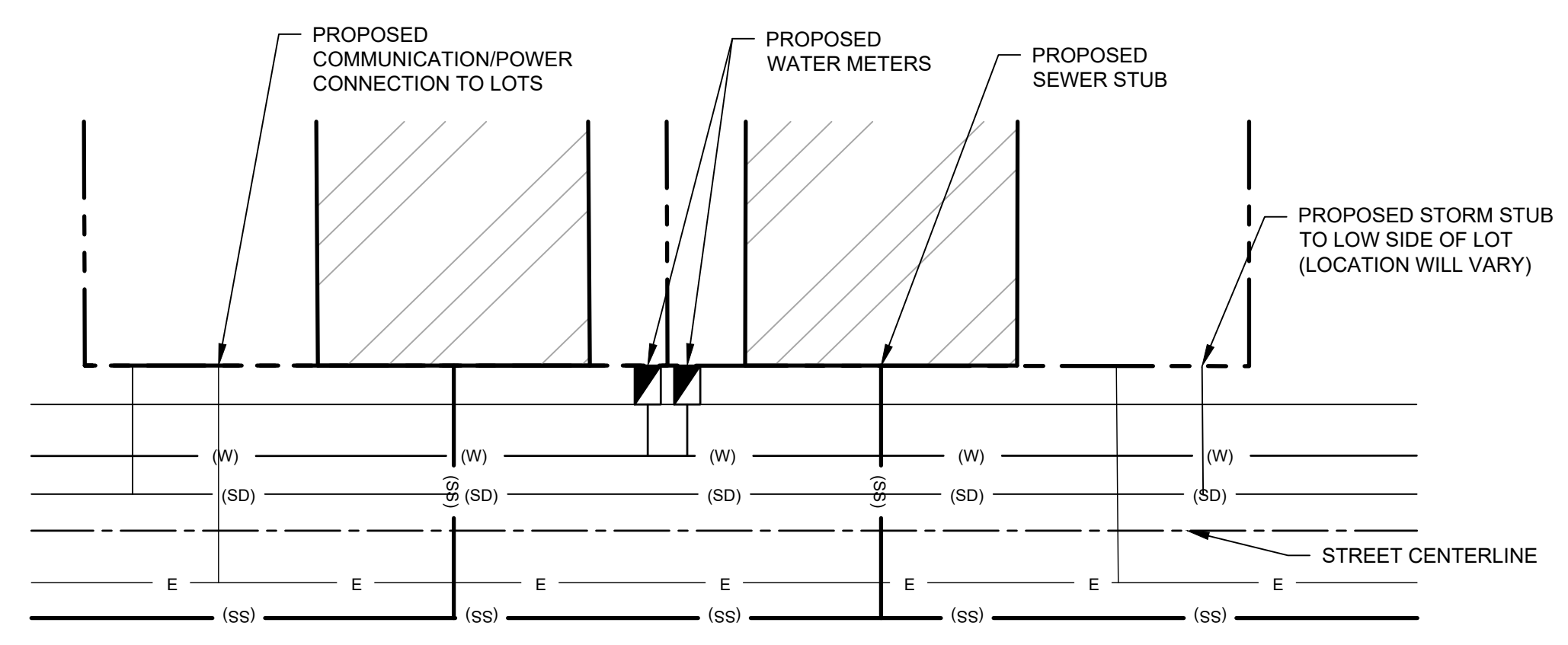
PROPOSED WATER MAIN. TYP.

PROPOSED SEWER MANHOLE. TYP.

PROPOSED SEWER MAIN. TYP.

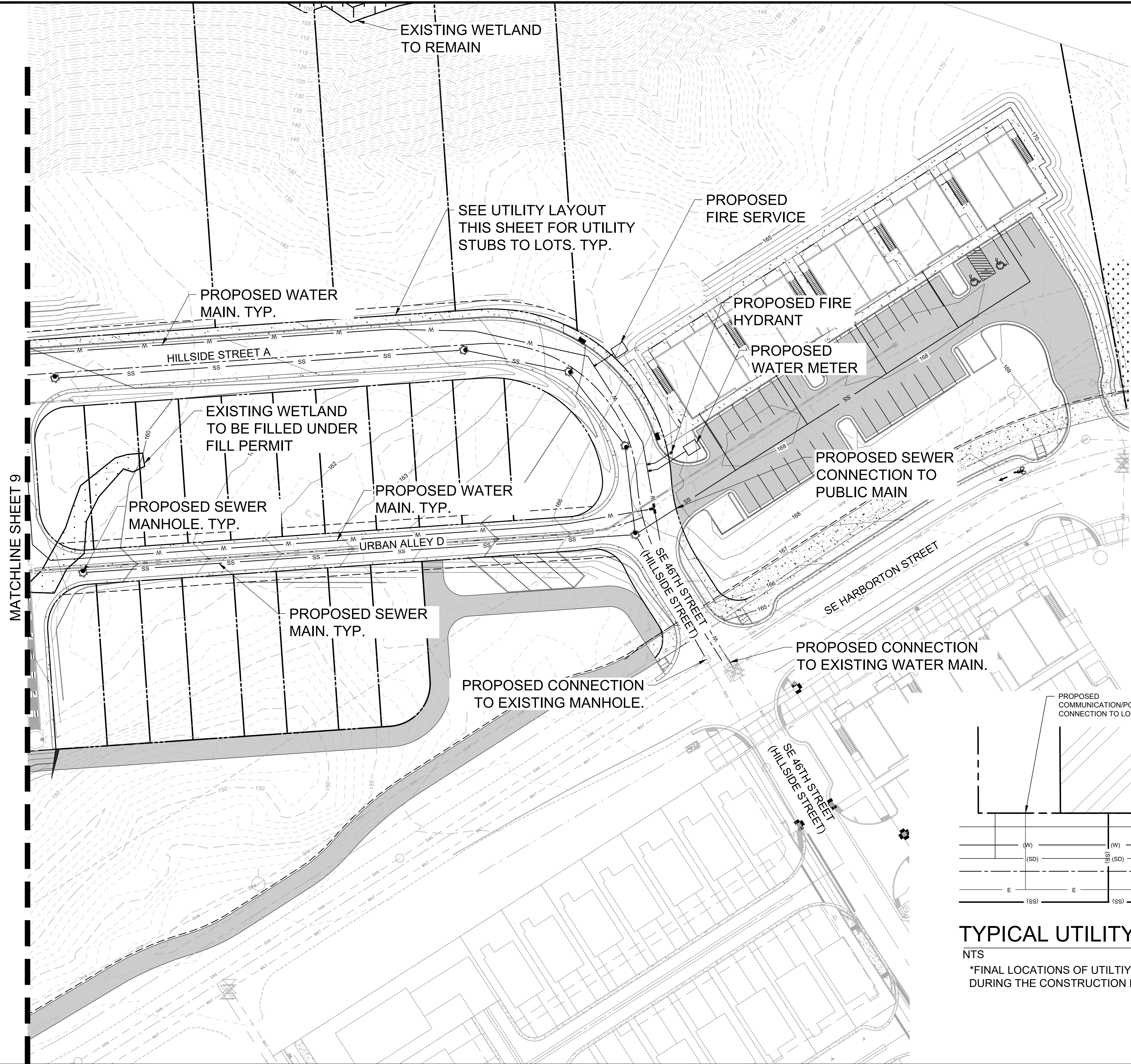
PROPOSED CONNECTION TO EXISTING MANHOLE.

PROPOSED CONNECTION TO EXISTING WATER MAIN.



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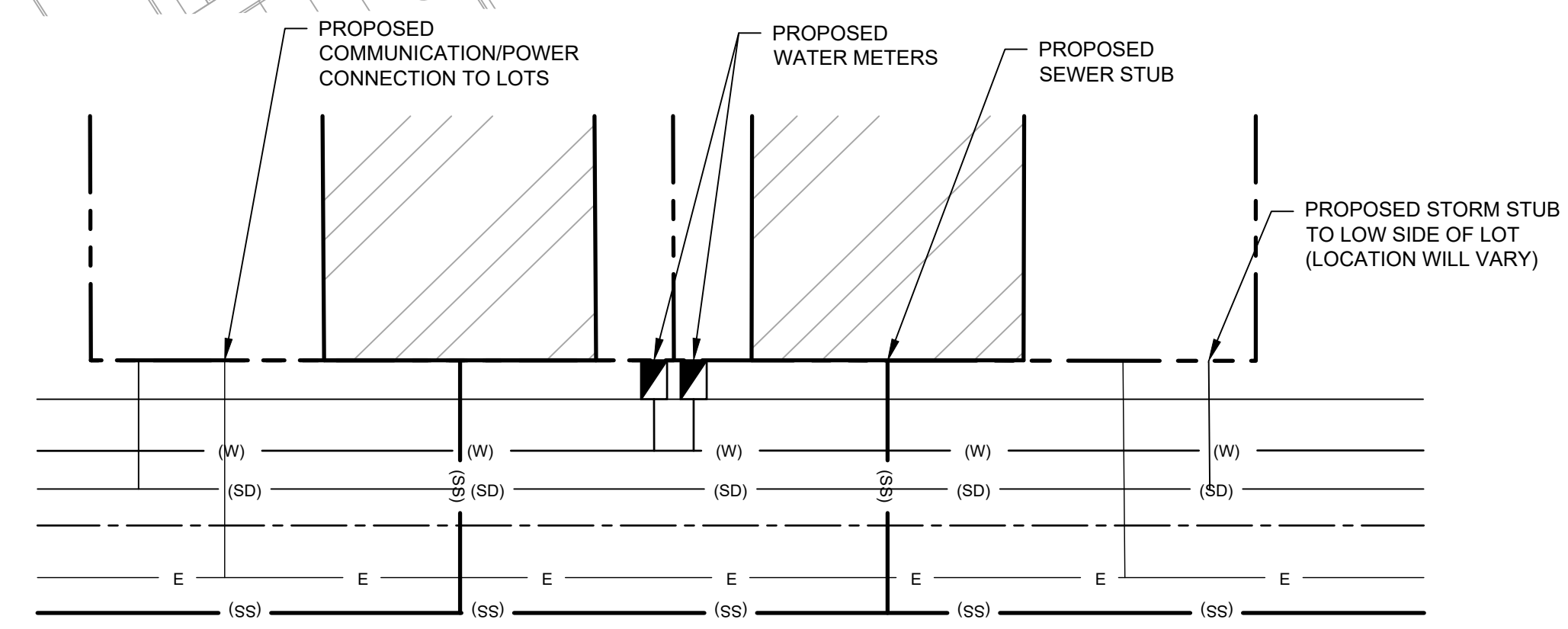
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105	EXISTING MAJOR CONTOUR
106	EXISTING MINOR CONTOUR
---	PROPOSED STORM LINE
---	PROPOSED SEWER LINE
---	PROPOSED WATER LINE
SD	- EXISTING STORM LINE
SS	- EXISTING SANITARY LINE
W	- EXISTING WATER LINE
⊞	- PROPOSED CATCH BASIN
⊞	- PROPOSED STORM MANHOLE
⊞	- PROPOSED SEWER MANHOLE

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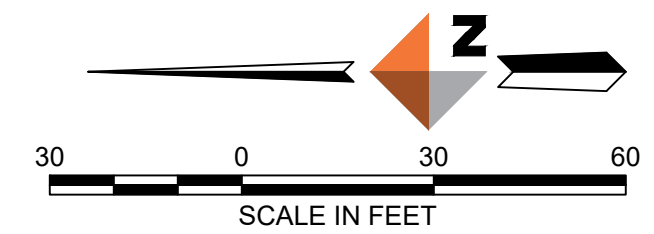
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 REMAINDER PHASE - NEWPORT, OR
 UTILITY PLAN - SOUTH LOTS

PROJECT	2322.14369.02
DATE	07/22/2024

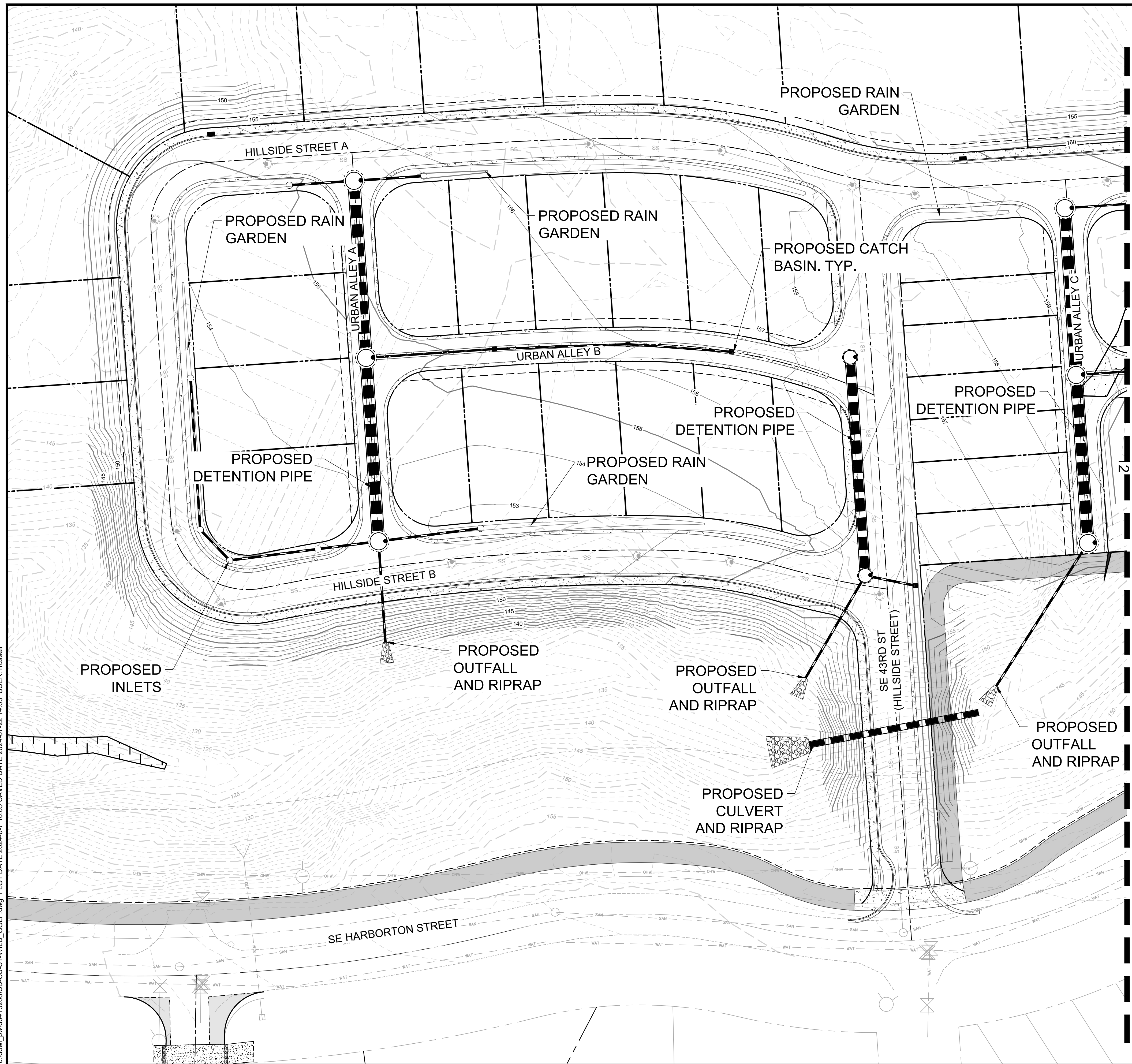


TYPICAL UTILITY LAYOUT TO LOTS

NTS
 *FINAL LOCATIONS OF UTILITY STUBS TO BE DETERMINED DURING THE CONSTRUCTION DOCUMENT PHASE



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LEGEND

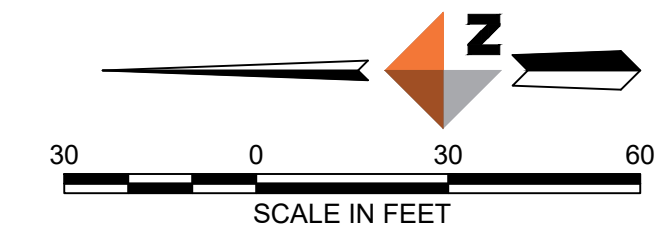
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	PROPOSED MAJOR CONTOUR
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	EXISTING MAJOR CONTOUR
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	PROPOSED STORM LINE
	PROPOSED SEWER LINE
	PROPOSED WATER LINE
	- EXISTING STORM LINE
	- EXISTING SANITARY LINE
	- EXISTING WATER LINE
	- PROPOSED CATCH BASIN
	- PROPOSED STORM MANHOLE
	- PROPOSED SEWER MANHOLE

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 Portland, Oregon 97204
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WILDER MASTER PLAN
 REMAINDER PHASE - NEWPORT, OR
STORMWATER PLAN - NORTH LOTS

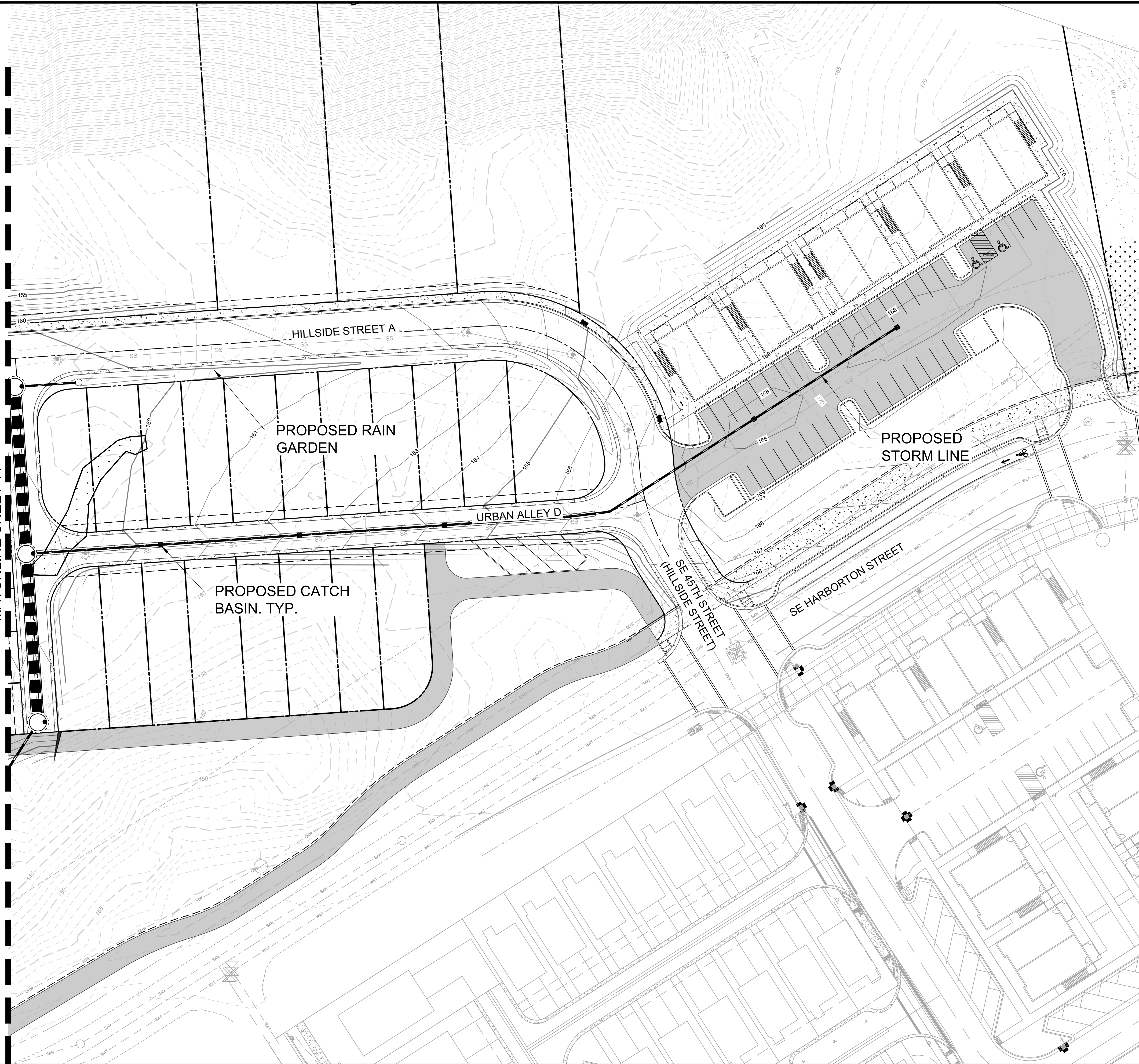
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DATE	07/22/2024



MATCHLINE SHEET 2

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MATCHLINE SHEET 11



LEGEND

	PROPOSED ROW LINE
	PROPOSED LOT LINE
	EXISTING ROW LINE
	PROPOSED STREET CENTERLINE
	PROPOSED MAJOR CONTOUR
	PROPOSED MINOR CONTOUR
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	PROPOSED STORM LINE
	PROPOSED SEWER LINE
	PROPOSED WATER LINE
	- EXISTING STORM LINE
	- EXISTING SANITARY LINE
	- EXISTING WATER LINE
	- PROPOSED CATCH BASIN
	- PROPOSED STORM MANHOLE
	- PROPOSED SEWER MANHOLE

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WILDER MASTER PLAN
 REMAINDER PHASE - NEWPORT, OR
STORMWATER PLAN - SOUTH LOTS

PROJECT 2322.14369.02
 DATE 07/22/2024

©DOWL 2017
 SHEET

12



City of Newport Land Use Application

Applicant Name(s):	Property Owner Name(s) <i>if other than applicant</i>
Landwaves Inc.	Same as applicant
Applicant Mailing Address:	Property Owner Mailing Address:
2712 SE 20th Ave, Portland, OR 97202	Same as applicant
Applicant Phone No.	Property Owner Phone No.
503-720-0899	Same as applicant
Applicant Email	Property Owner Email
bonnie@eenw.com	Same as applicant
Authorized Representative(s): <i>Person authorized to submit and act on this application on applicant's behalf</i>	
DOWL	
Authorized Representative Mailing Address:	
309 SW 6th Avenue, Suite 700, Portland, OR 97204	
Authorized Representative Telephone No.	
971-280-8641	
Authorized Representative Email. mtowle@dowl.com	

Project Information

Property Location: <i>Street name if address # not assigned</i>	
SE Harborton Street	
Tax Assessor's Map No.: R529960	Tax Lot(s): 11-11-20-00-00100
Zone Designation: (R-2) / (R-3) / (C-1)	Legal Description: <i>Add additional sheets if necessary</i>
Comp. Plan Designation: High Density Residential Low Density Residential, Commercial	
Brief description of Land Use Request(s):	
<i>Examples:</i>	
1. Move north property line 5 feet south	Subdivision and modification to planned deve
2. Variance of 2 feet from the required 15-foot front yard setback	
Existing Structures: if any	
N/A	
Topography and Vegetation:	
Mature trees and native vegetation; steep slopes found along eastern portion of site	

Application Type (please check all that apply)

- | | | |
|--|---|---|
| <input type="checkbox"/> Annexation
<input type="checkbox"/> Appeal
<input type="checkbox"/> Comp Plan/Map Amendment
<input type="checkbox"/> Conditional Use Permit
<input type="checkbox"/> PC
<input type="checkbox"/> Staff
<input type="checkbox"/> Design Review
<input type="checkbox"/> Geologic Permit | <input type="checkbox"/> Interpretation
<input type="checkbox"/> Minor Replat
<input type="checkbox"/> Partition
<input checked="" type="checkbox"/> Planned Development
<input type="checkbox"/> Property Line Adjustment
<input type="checkbox"/> Shoreland Impact
<input checked="" type="checkbox"/> Subdivision
<input type="checkbox"/> Temporary Use Permit | <input type="checkbox"/> UGB Amendment
<input type="checkbox"/> Vacation
<input type="checkbox"/> Variance/Adjustment
<input type="checkbox"/> PC
<input type="checkbox"/> Staff
<input type="checkbox"/> Zone Ord/Map
<input type="checkbox"/> Amendment
<input type="checkbox"/> Other |
|--|---|---|

FOR OFFICE USE ONLY

File No. Assigned:		
Date Received:	Fee Amount:	Date Accepted as Complete:
Received By:	Receipt No.	Accepted By:

City Hall
169, SW Coast Hwy
Newport, OR 97365
541.574.0629



City of Newport Land Use Application

I understand 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 also 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.

Landwages, Inc.
by *[Signature]* COO
Applicant Signature(s)
Bonnie Serkin

8.1.24

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.



Oregon

Theodore R. Kulongoski, Governor

Department of State Lands
775 Summer Street NE, Suite 100
Salem, OR 97301-1279
(503) 986-5200
FAX (503) 378-4844
www.oregonstatelands.us.

March 20, 2009

State Land Board

William Emery
Landwaves, Inc.
P.O. Box 12085
Portland, OR 97212

Theodore R. Kulongoski
Governor

Kate Brown
Secretary of State

Ben Westlund
State Treasurer

Re: Wetland Delineation Report for Lincoln County, T11S R11W Sec. 20,
Tax Lot 100; WD #2008-0608

Dear Mr. Emery:

The Department of State Lands has reviewed the wetland delineation report prepared by Pacific Habitat Services for the site referenced above. Please note that the study area includes only a portion of the tax lots described above (see the attached map). Based upon the information presented in the report, a site visit on February 25, 2009, and additional information submitted upon request, we concur with the wetland and waterway boundaries as mapped in revised Figure 6 of the report. Please replace all copies of the preliminary wetland map with this final Department-approved map. Within the study area, five wetlands (totaling approximately 0.13 acres) and five streams were identified. The wetlands and all streams except stream 5 are subject to the permit requirements of the state Removal-Fill Law. A state permit is required for cumulative fill or annual excavation of 50 cubic yards or more in the wetlands or below the ordinary high water line (OHWL) of a waterway (or the 2 year recurrence interval flood elevation if OHWL cannot be determined).

During the site visit, I noted that a large building pad constructed slightly south of wetland A was eroding into the wetland. Silt fences had been installed at the base of the slope to block further filling of the wetland. The amount of fill that had entered the wetland was less than the 50 cubic yard threshold that would require a permit. Therefore, unless the fill is removed from wetland A, it will count toward the 50 cubic yard threshold requiring a permit. I have informed Carrie Landrum in our office about this wetland fill, and she might want to follow up on the status of the situation at wetland A as development progresses.

This concurrence is for purposes of the state Removal-Fill Law only. Federal or local permit requirements may apply as well. The Army Corps of Engineers will review the report and make a determination of jurisdiction for purposes of the Clean Water Act if and when a permit application is submitted. We recommend that you attach a copy of

this concurrence letter to both copies of any subsequent joint permit application to speed application review.

Please be advised that state law establishes a preference for avoidance of wetland impacts. Because measures to avoid and minimize wetland impacts may include reconfiguring parcel layout and size or development design, we recommend that you work with Department staff on appropriate site design before completing the city or county land use approval process.

This concurrence is based on information provided to the agency. The jurisdictional determination is valid for five years from the date of this letter, unless new information necessitates a revision. Circumstances under which the Department may change a determination and procedures for renewal of an expired determination are found in OAR 141-090-0045 (available on our web site or upon request). The applicant, landowner, or agent may submit a request for reconsideration of this determination in writing within 60 calendar days of the date of this letter.

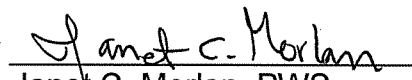
Thank you for having the site evaluated. Please phone me at 503-986-5300 if you have any questions.

Sincerely,



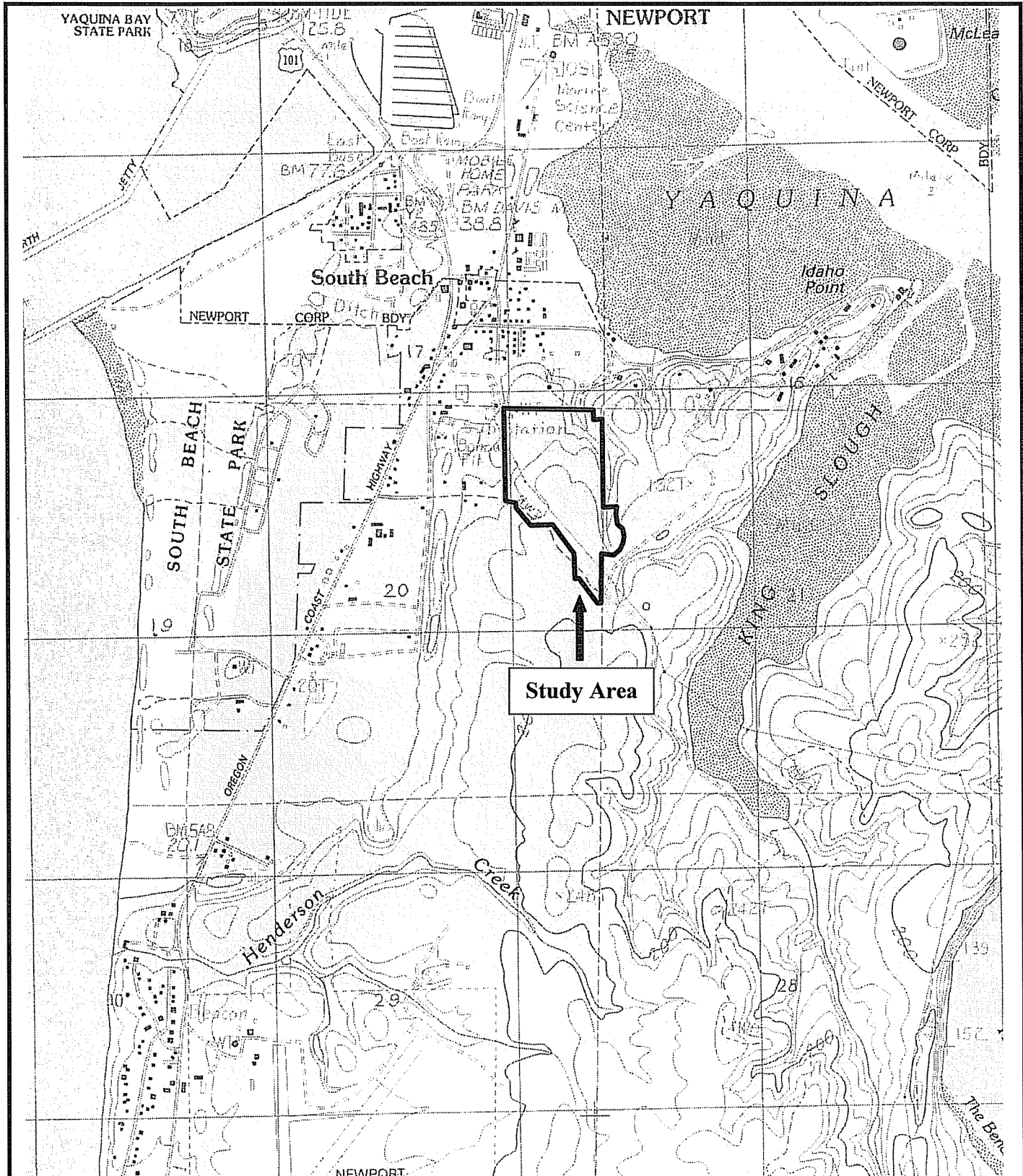
Lynne McAllister
Wetland Specialist

Approved by


Janet C. Morlan, PWS
Wetlands Program Manager

Enclosures

ec: Amy Hawkins, Pacific Habitat Services
City of Newport Planning Department
James McMillan, Corps of Engineers, Portland office
Carrie Landrum, DSL



9/18/08

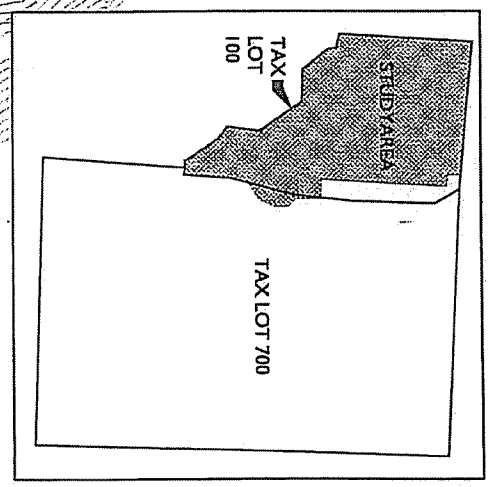
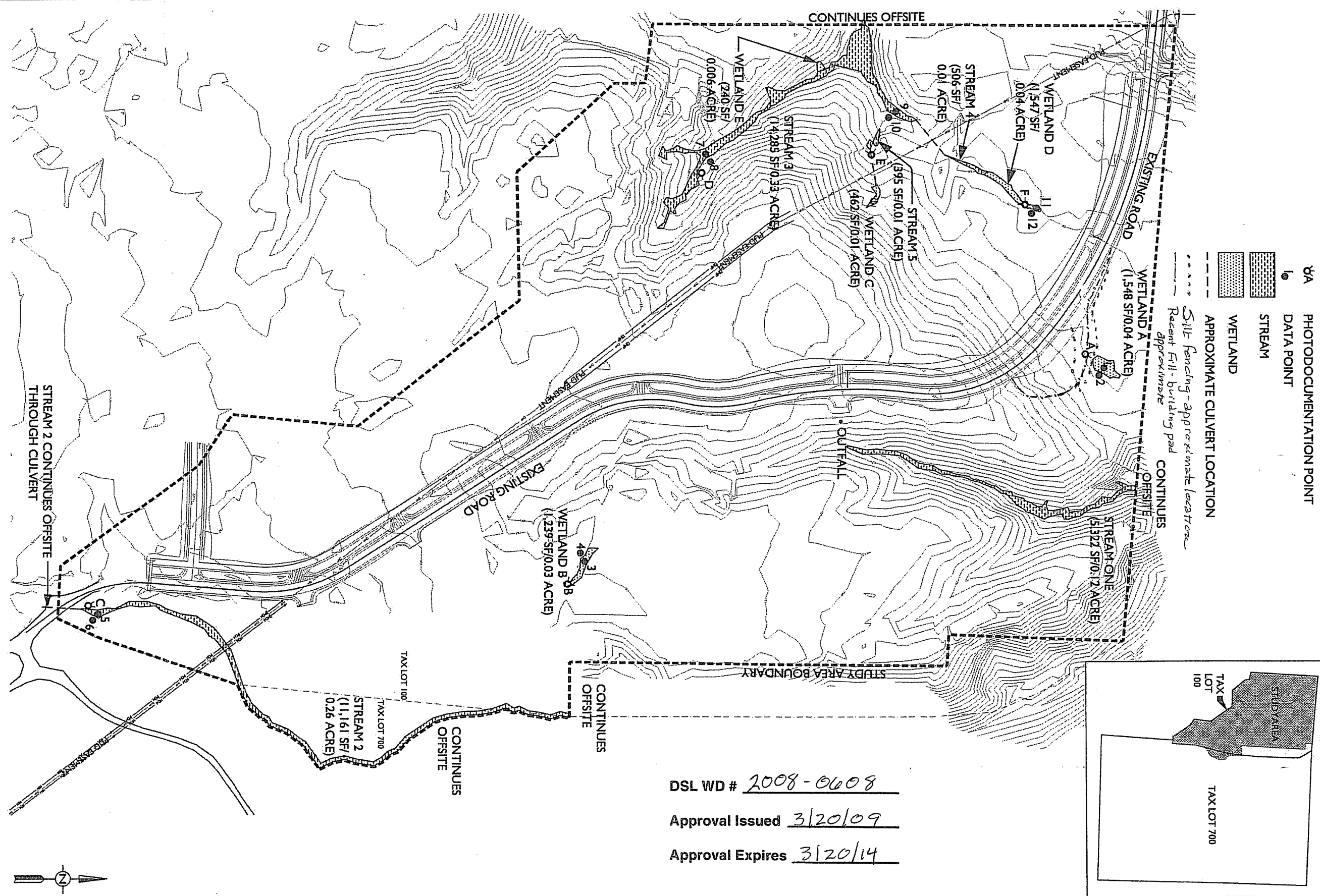
4295

Location and general topography of the South Beach development site in Newport, Oregon (USGS Newport South, OR quadrangle, 1984).

FIGURE
1



— Pacific Habitat Services, Inc. —



DSL WD # 2008-0608
 Approval Issued 3/20/09
 Approval Expires 3/20/14

FIGURE 6

Existing conditions, and location of data points and photodocumentation points for the South Beach Development site in South Beach, Oregon. Survey provided by David Evans & Associates, 2008. Survey accuracy is sub-centimeter. Data point accuracy is +/- 3 feet.



4295
3/11/09



9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

PACIFIC HABITAT SERVICES, INC

(800) 871-9333 • (503) 570-0800 • Fax (503) 570-0855

Date: June 7, 2024
To: Bonnie Serkin
From: John van Staveren, Senior Professional Wetland Scientist
Re: Former Wilder Disc Golf Area Wetland Delineation, Newport
PHS Project Number: 7917

On September 10, 2008, wetland scientists from Pacific Habitat Services (PHS) conducted a wetland delineation within the former Wilder disc golf area, which is east of SE 40th Street and SE Harborton Street in Newport. On March 20, 2009, the Oregon Department of State Lands (DSL) completed their review of the wetland delineation and issued the attached concurrence letter.

In September 2023, wetland scientists from PHS returned to the property to determine whether the 2008 wetland delineation results had changed. To aid in the review, the boundaries of the 2008 wetland delineation was reflagged by AKS Engineering and Forestry, so the accuracy of the boundaries could be carefully checked by PHS. We concluded the boundaries have not changed, and that the original 2008 delineation is still accurate. To document there has been no change to the boundary, we collected six new data points, documenting the property's soils, vegetation, and hydrology. An updated report containing the new data has been prepared and submitted to DSL.

This memorandum confirms that the wetland delineation boundary that was reviewed and approved by DSL in 2009 is still accurate and that any activity within the property can proceed assuming no activity occurs within the wetlands.

Please let me know if you have any questions.

Thanks

John



Oregon

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Department of State Lands

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During the site visit, I noted that a large building pad constructed slightly south of wetland A was eroding into the wetland. Silt fences had been installed at the base of the slope to block further filling of the wetland. The amount of fill that had entered the wetland was less than the 50 cubic yard threshold that would require a permit. Therefore, unless the fill is removed from wetland A, it will count toward the 50 cubic yard threshold requiring a permit. I have informed Carrie Landrum in our office about this wetland fill, and she might want to follow up on the status of the situation at wetland A as development progresses.

This concurrence is for purposes of the state Removal-Fill Law only. Federal or local permit requirements may apply as well. The Army Corps of Engineers will review the report and make a determination of jurisdiction for purposes of the Clean Water Act if and when a permit application is submitted. We recommend that you attach a copy of

this concurrence letter to both copies of any subsequent joint permit application to speed application review.

Please be advised that state law establishes a preference for avoidance of wetland impacts. Because measures to avoid and minimize wetland impacts may include reconfiguring parcel layout and size or development design, we recommend that you work with Department staff on appropriate site design before completing the city or county land use approval process.

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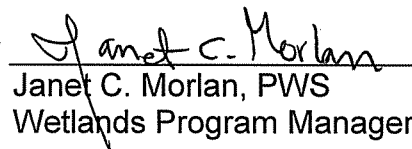
Thank you for having the site evaluated. Please phone me at 503-986-5300 if you have any questions.

Sincerely,



Lynne McAllister
Wetland Specialist

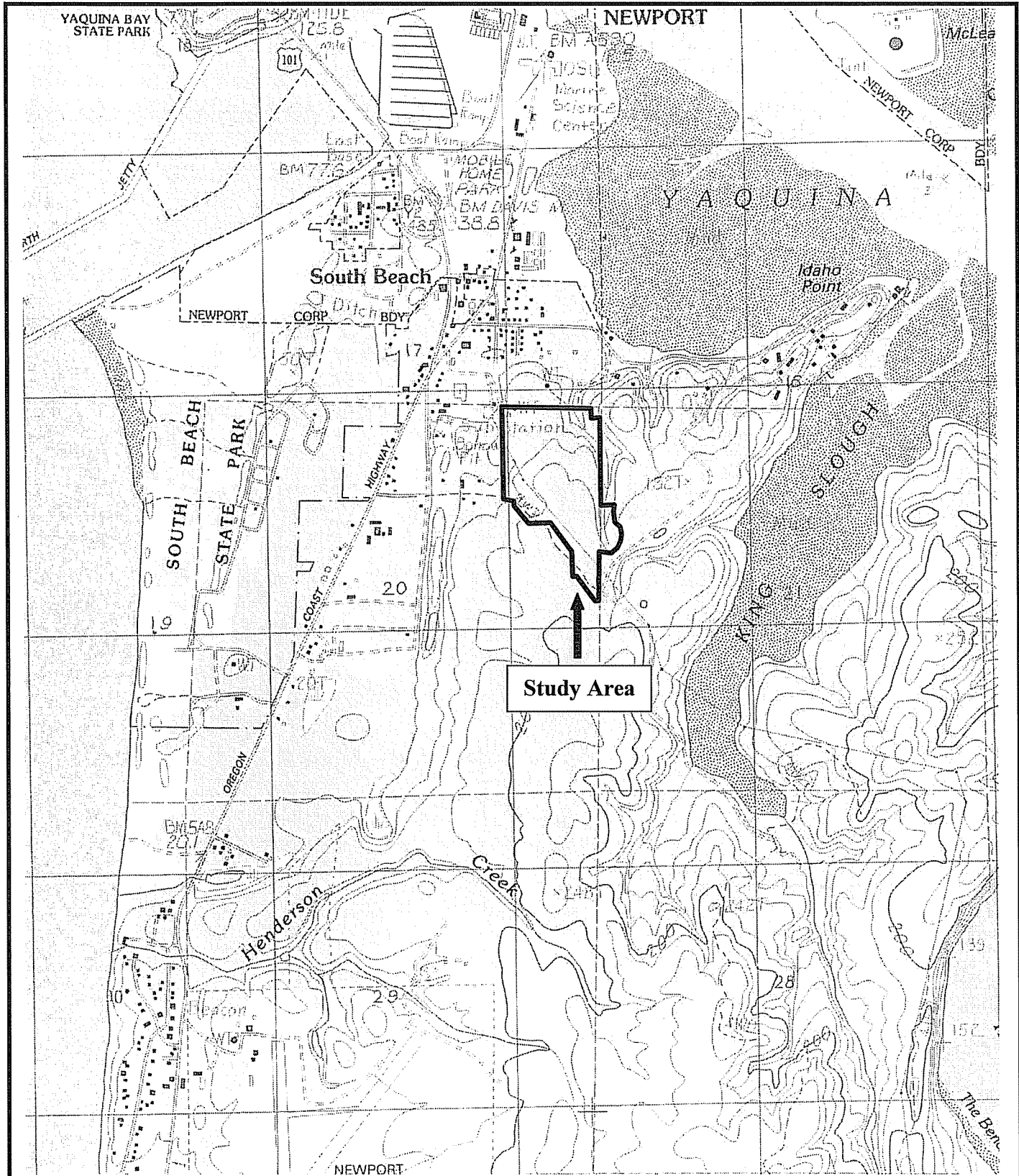
Approved by



Janet C. Morlan, PWS
Wetlands Program Manager

Enclosures

ec: Amy Hawkins, Pacific Habitat Services
City of Newport Planning Department
James McMillan, Corps of Engineers, Portland office
Carrie Landrum, DSL



9/18/08

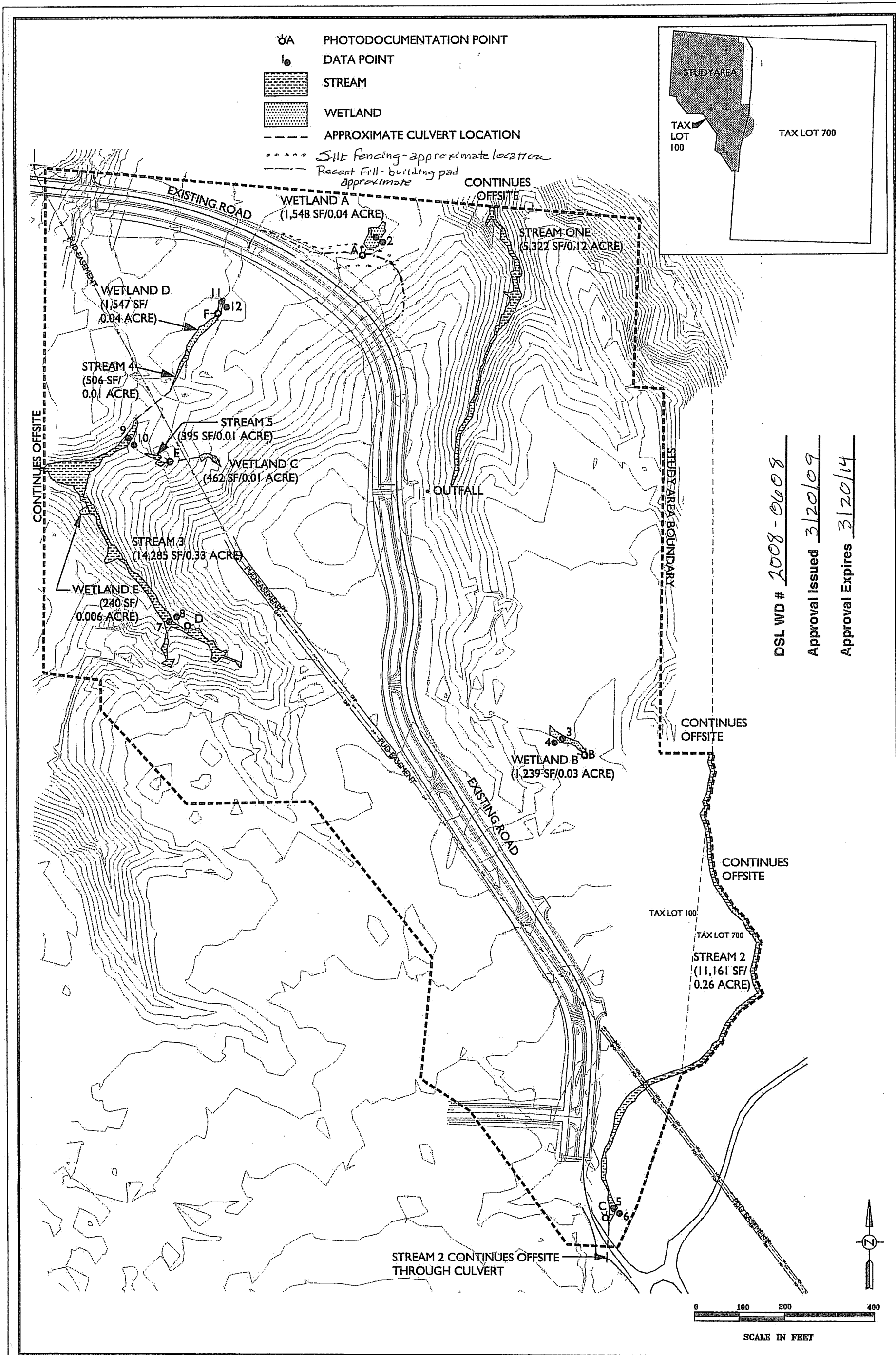
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Location and general topography of the South Beach development site in Newport, Oregon (USGS Newport South, OR quadrangle, 1984).

FIGURE
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— Pacific Habitat Services, Inc. —



DSL WD # 2008-0608
 Approval Issued 3/20/09
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FIGURE
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Existing conditions, and location of data points and photodocumentation points for the South Beach Development site in South Beach, Oregon. Survey provided by David Evans & Associates, 2008. Survey accuracy is sub-centimeter. Data point accuracy is +/- 3 feet.

4295
3/11/09



Wetland Delineation for Wilder Disc Golf in South Beach, Oregon

Township	Range	Section	Tax Lots
11 South	11 West	20	100 (Portion)
		20AA	2100
		21	700 (Portion)

Prepared for

Double E Northwest, Inc

Attn: Bonnie Serkin
2712 SE 20th Avenue
Portland, OR 97202

Prepared by

Alex Sherman; Craig Tumer, PWS
John van Staveren, SPWS
Pacific Habitat Services, Inc.
Wilsonville, Oregon 97070
(503) 570-0800

PHS Project Number: 7917

February 26, 2024



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I. INTRODUCTION

Pacific Habitat Services, Inc. (PHS) conducted a wetland delineation on September 29, 2023, on the following tax lots in Newport and Lincoln County, Oregon.

Township	Range	Section	Tax Lots
11 South	11 West	20	100 (Portion)
		20AA	2100
		21	700 (Portion)

This report presents the results of PHS’s onsite investigation. Figures, including a map depicting the location of wetlands within the study area, are in Appendix A. Data sheets documenting onsite conditions are in Appendix B. Ground-level photos of the site are in Appendix C. Appendix D includes the Antecedent Precipitation Tool (APT) Results. The study area was included as part of a delineation in 2008 that received concurrence from the Department of State Lands (WD#2008-0608). Please see Section H for additional information.

II. RESULTS AND DISCUSSION

A. Landscape Setting and Land Use

The study area is located east of SE 40th Street and SE Harborton Street in the Newport area. Culverts from SE Harborton Street outfall onto the property, with the northernmost one having discharge that makes its way into Stream 1. Forested areas that share the same type of habitat as the study area border the north and eastern boundaries. The forested areas across from SE Harborton Street have experienced development, including the constriction of a subdivision with single-family housing and the Oregon Coast Community College.

The study area’s vegetation community is mainly coastal mixed evergreen forest with an overstory of red alder (*Alnus rubra*, FAC) and western hemlock (*Tsuga heterophylla*, FACU) mixed with the predominant Sitka spruce (*Picea sitchensis*, FAC). The shrubs onsite consist of cascara (*Frangula purshiana*, FAC), salmonberry (*Rubus spectabilis*, FAC), Scouler’s willow (*Salix scouleriana*, FAC), evergreen huckleberry (*Vaccinium parviflorum*, FACU) and Himalayan blackberry (*Rubus armeniacus*, FAC); salal (*Gaultheria shallon*, FACU) dominates most of the understory. Groundcover is composed of deer fern (*Blechnum spicant*, FAC) and trailing blackberry (*Rubus ursinus*, FACU) with some patches of grass in cleared areas or adjacent to trails contain creeping bentgrass (*Agrostis stolonifera*, FAC) and meadow foxtail (*Alopecurus pratensis*, FAC).

The westmost onsite stream starts at an elevation of approximately 135 feet and descends down to nearly 60 feet. The overall site slopes down southward. The elevation range of the western terrace, relative to the westmost stream, is from 100-125 feet. The terraced area between the two onsite streams has an elevation range of 125-170 feet. The onsite stream bordering the eastern boundary of the study area drains from approximately 150 feet down to 30 feet.

Most of the site’s western half is underlain by Nelscott loam, 3 to 12 percent slopes, while the eastern half is Nelscott loam, 12 to 50 percent slopes. A very small portion of the study area contiguous with its northern border is Nestucca silt loam, 0 to 2 percent slopes. None of these soils are considered hydric.

The site is within the Poole Slough-Yaquina River watershed (1709002040303).

B. Site Alterations

Review of historic aerials from Netronline show that the onsite conditions have remained relatively static from 1954 to 2009. The onsite conditions as seen by aerials show that the site was forested and was not subject to deforestation. By 2009, SE Harborton had been constructed – a road which borders the study area’s western boundary. Between 2012 and 2020, tax lot 2100 had been subject to some shrub clearing, most of which has grown back. Vegetation density is visibly lower in tax lot 2100 compared to tax lot 100 in the study area.

C. Precipitation Data and Analysis

PHS performed the wetland delineation and data collection on September 29, 2023. For climate analysis, PHS used the Direct Antecedent Rainfall Analysis Method (DAREM) for the field date. DAREM categorizes observed precipitation for the three months preceding the site visit into three categories: drier than normal, normal, or wetter than normal, and weights the monthly categories relative to the date of the field work. The weighted average is then applied for the wetland hydrology assessment. PHS used precipitation data and the WETS Table from the Otis 2 NE, OR Weather Station (the nearest station with sufficient historical data, approximately 35 miles north of the study area) for the analysis. As shown in Table 1, the weighted average precipitation for the three months preceding the September fieldwork was calculated to be drier than normal.

Table 1: Comparison of recorded monthly precipitation at Otis 2 NE, OR Weather Station to the WETS Tables, prior to September 2023 wetland delineation field work.

Prior Month Name	WETS ¹ Rainfall Percentile (inches)		Measured Rainfall ² (inches)	Condition*:	Condition Value	Month Weight ³	Multiply Previous two columns ⁴
	30th	70th		Dry, Wet, Normal	(1=dry, 2=normal, or 3=wet)		
June	2.34	3.10	1.28	Dry	1	1	1
July	0.26	0.76	0.21	Dry	1	2	2
August	0.40	1.48	0.45	Normal	2	3	6
Sum							9

¹ WETS Table for the OTIS 2 NE, OR Weather Station; Source: (<https://agacis.rcc-acis.org/?fips=41041>)

² Observed precipitation is the precipitation recorded at the OTIS 2 NE, OR Weather Station. Source: (<https://agacis.rcc-acis.org/?fips=41041>)

³ Month Weight: most recent month = 3, 2nd most recent month = 2, third most recent month = 1

⁴ Sum Total: sum of eighth column: drier (sum 6-9), normal (sum 10-14), wetter (sum 15-18)

Data from the Newport 1 SE, OR Weather Station (1 mile north of the study area) shows that recorded precipitation for the day of the onsite investigation was 0.73 inches. Accumulation for the prior two weeks was 2.81 inches (234 percent of normal). Accumulation for the water year to date (October 1, 2022 – September 28, 2023) was 63.44 inches (88 percent of normal).

The Antecedent Precipitation Tool (APT) reveals that climatic conditions were within the normal range. The difference between the APT results and the DAREM analysis can be attributed to the fact that the DAREM analysis calculates the score based on the three months prior to the month of the site visit, while the APT calculates the score based on the two prior months and the month that the site visit took place in. See Appendix D for the APT results.

D. Methods

Wetland Methodology

PHS delineated the limits of the wetlands on the site based on the presence of wetland hydrology, hydric soils, and hydrophytic vegetation, in accordance with the Routine On-site Determination, as described in the *Corps of Engineers Wetland Delineation Manual, Wetlands Research Program Technical Report Y-87-1* (“The 1987 Manual”) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region*. PHS conducted the wetland delineation within the study area on September 29, 2023.

The entire study area was investigated for the presence of wetlands and non-wetland waters, and two wetlands were identified within the study area. Vegetation community composition differences between upland and wetland in Wetland A’s area contrasted significantly. Wetland A also exhibited signs of hydrology and hydric soils.

Wetland B’s area was disturbed being situated in a trail path. Identification of its boundaries were predominantly based on presence of oxidized rhizospheres in a geomorphic position conducive to wetland conditions.

Waters Methodology:

The Ordinary High Water (OHW) of the streams was delineated based on guidance described in *Determining the Ordinary High Water on Streams in Washington State*, as recommended by the Oregon Department of State Lands Removal-Fill guide. Field indicators used to delineate the limits of OHW within study area include evidence of scour, wrack lines and accumulation of debris, and sediment deposits.

E. Description of all Wetlands and Other Non-Wetland Waters

Three wetlands (A - C) and two waters were delineated within the study area. Details of these resources are given below:

Wetland A

Wetland A is approximately 0.04 acres in size and is located in the northern portion of the site, east of SE Harborton Street. The Cowardin class is palustrine emergent persistent seasonally flooded (PEM1C), and the HGM class is Depressional Closed Non-permanent (DCNP).

The wetland plant community predominantly includes Scouler's willow, Pacific crabapple (*Malus fusca*, FACW), and slough sedge (*Carex obnupta*, FACW). The adjacent upland community consists of salal, western hemlock, cascara, Sitka spruce, red alder, and trailing blackberry. Wetland A's soil exhibited oxidized rhizospheres, indicating wetland hydrology and hydric soils; redox dark surface was also observed in the soil profile. Adjacent upland soils did not exhibit oxidized rhizospheres or other hydric soil indicators.

Wetland B

Wetland B is approximately 0.03 acres in size and is located in the central portion of the site, east of SE Harborton Street. The Cowardin class is PEM1C with a HGM classification of DCNP.

The wetland plant community consists mainly of creeping bentgrass and meadow foxtail. The adjacent upland plants include salal, salmonberry, and deer fern. Oxidized rhizospheres and a depleted matrix were observed in Wetland B's soil profile. Upland soils did not exhibit oxidized rhizospheres or other hydric soil indicators.

Wetland C

Wetland C (0.09 acres) is classified as riverine intermittent streambed seasonally flooded (R4SBC) and an HGM classification of riverine flow-through (RFT). Wetland C is located at the headwaters of Stream 2. The streambed is mostly vegetated with water parsley (*Oenanthe sarmentosa*, OBL).

Hydric soil features were observed through the identification of redox dark surface in the soil profile. The wetland also exhibited a characteristic sparsely vegetated concave surface. Adjacent upland vegetation consists of salal, salmonberry, western hemlock, and Sitka spruce.

Stream 1

Stream 1 (692 linear feet, 13-foot average width) is located in the northern half of the study area and flows northward. The stream's channel is situated in a steeply sloped ravine. The Cowardin classification of the stream is riverine intermittent unconsolidated bottom seasonally flooded (R4UBC); the HGM class is riverine flow through (RFT). The streambed is mostly sand and gravel, and cobble from gravity-induced erosion from the adjacent slopes.

Scant vegetation that inhabits below ordinary high water includes skunk cabbage (*Lysichiton americanus*, OBL) and salmonberry. Adjacent vegetation on the upland slopes includes Douglas fir (*Pseudotsuga menziesii*, FACU), sword fern (*Polystichum munitum*, FACU), and salal.

Stream 2

Stream 2 (899 linear feet, 11-foot average width) is also a R4UBC stream with an HGM classification of RFT. Stream 2 enters the study area from a culvert that discharges from the south end of the study area (with the area of Wetland C). The flow path follows a northward direction adjacent and contiguously with the study area's southeast border until it reaches approximately the same latitude as Wetland B and continues offsite northward; part of the stream continues offsite beyond the eastern boundary. The streambed is composed of cobble and fine sediment.

Adjacent upland vegetation includes salal, salmonberry, western hemlock, and Sitka spruce. The ravine and streambanks are similar to that of Stream 1. Streambed is also composed of sand, gravel and cobble.

F. Deviation from Local or National Wetland Inventories

The Local Wetlands Inventory (LWI) for the Newport-South Beach area has not been completed. The National Wetland Inventory (NWI) shows a wetland that corresponds to Stream 2. The NWI also maps a segment of stream in the northwest portion of the study area that is not present. Stream 1 or the wetlands are not represented on the NWI.

The NWI maps are generated primarily through the interpretation of color infrared aerial photographs (scale of 1:58,000), with limited “ground truthing” to confirm the interpretations. The likely reason for the discrepancies between the wetlands mapped by PHS is the scale of the aerial photographs used to prepare the NWI, as well as the forest cover within the property.

G. Mapping Method

PHS flagged the limits of wetlands within the study area with blue pin flags and marked sample point locations with neon pink tape. The survey was provided by AKS Engineering. Sample points were taken in the same area as the 2008 delineation and were incorporated into AKS’ survey. The accuracy of the sample points is +/- 3 feet.

H. Additional Information

A previous delineation was conducted on the site in 2008 and received concurrence from the Department of State Lands (WD#2008-0608). The previous delineation encompassed a larger study area, which included the area west of SE Harborton Street, and delineated a total wetland area of 0.13 acres. This current delineation only encompasses the property east the road and has identified the same wetlands and waters noted in the 2008 report within this area; however, wetland has now been identified below the OHW of Stream 2. Also, tax lot area and numbers have changed with in the study area due to the development of housing and SE Harborton Street on the west side of the study area.

I. Results and Conclusions

PHS delineated three wetlands totaling 0.16 acres and other waters totaling 1,591 linear feet within the study area, as summarized in Table 2 below.

Table 2. Summary of Wetland and Other Waters within the Wilder Disc Golf study area

Wetland/Waters	Total Area (acres) or Dimensions (length /width (feet))	Cowardin Class	HGM Class
Wetland A	0.04	PEM1C	DCNP
Wetland B	0.03	PEM1C	DCNP
Wetland C	0.09	R4SBC	RFT
Total Wetland	0.16		
Stream 1	692 / 13	R4UBC	RFT
Stream 2	899 / 11	R4UBC	RFT
Total Waters	1,591 lf		

J. Required Disclaimer

This report documents the investigation, best professional judgment, and conclusions of the investigators. It is correct and complete to the best of our knowledge. It should be considered a Preliminary Jurisdictional Determination of wetlands and other waters and used at your own risk unless it has been reviewed and approved in writing by the Oregon Department of State Lands in accordance with OAR 141-090-0005 through 141-090-0055.

III. REFERENCES

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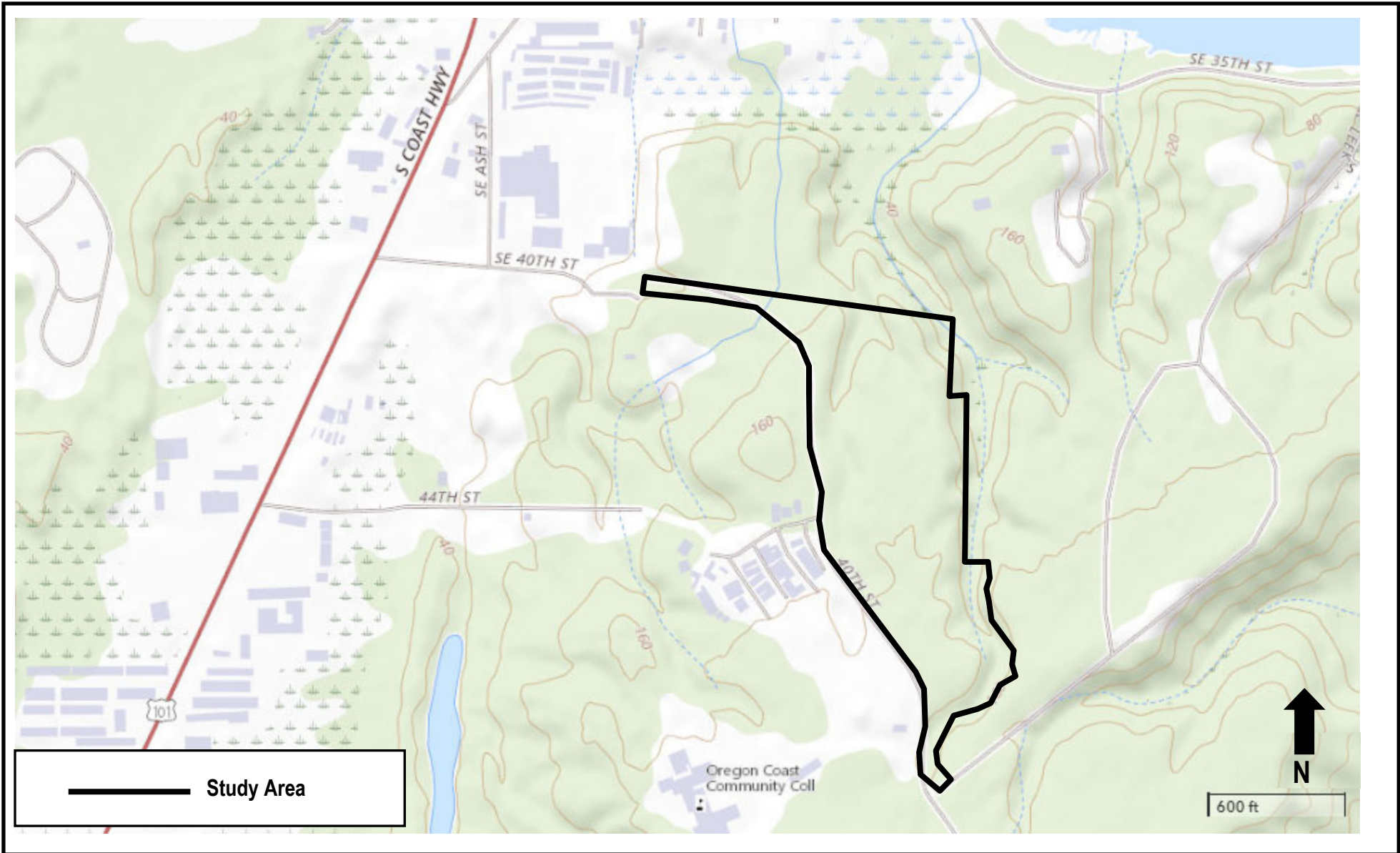
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Appendix A

Figures





Project #7917
4/11/2024

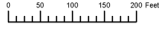


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Wilsonville, OR 97070

General Location and Topography
Wilder Disc Golf - Newport, Oregon
United States Geological Survey (USGS) Newport South, Oregon 7.5 quadrangle, 2020
(viewer.nationalmap.gov/basic)

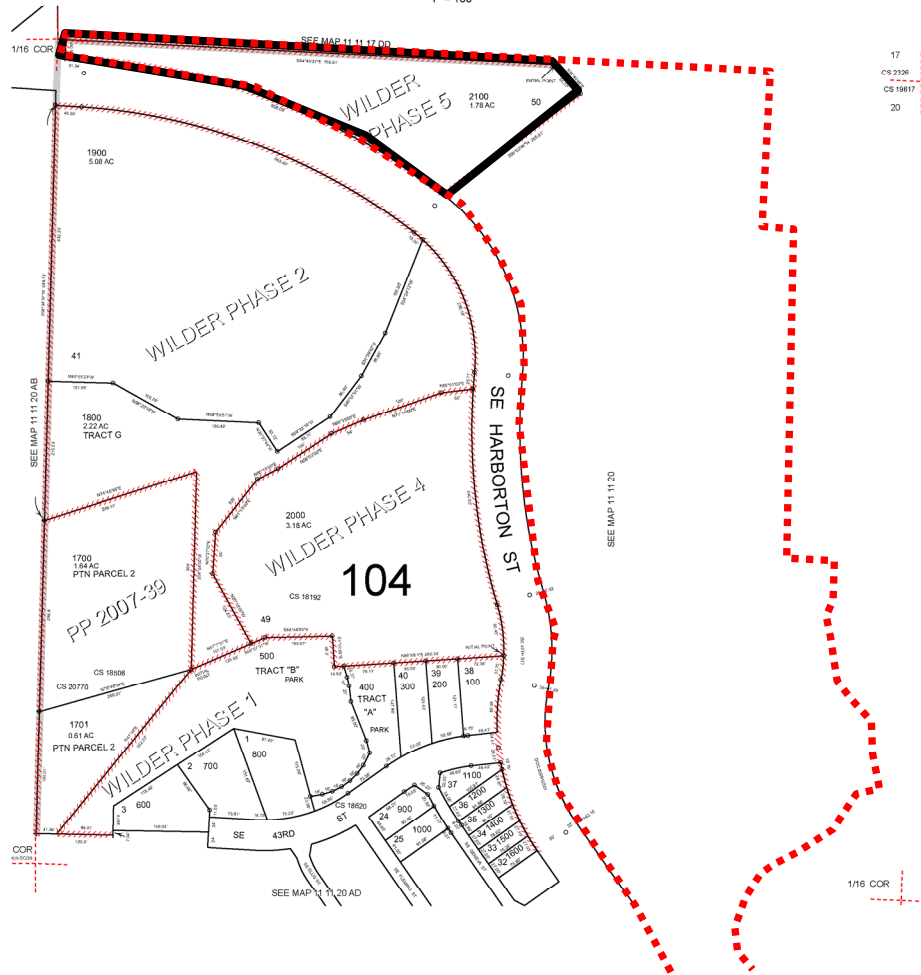
FIGURE
1

THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSE ONLY



N.E. 1/4 N.E. 1/4 SEC. 20 T. 11S. R. 11W. W.M.
LINCOLN COUNTY
1" = 100'

11 11 20 AA
NEWPORT



17	16
CS 2126	CS 1901
CS 1987	CS 1988
20	21

----- - Study Area
 _____ - Tax Lot



Revised: SEB
 04/09/2019
 NEWPORT
 11 11 20 AA

Project #7917
 4/11/2024



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 Wilsonville, OR 97070

Tax Lot Map
 Wilder Disc Golf - Newport, Oregon
 The Oregon Map (ormap.net)

FIGURE
 2A

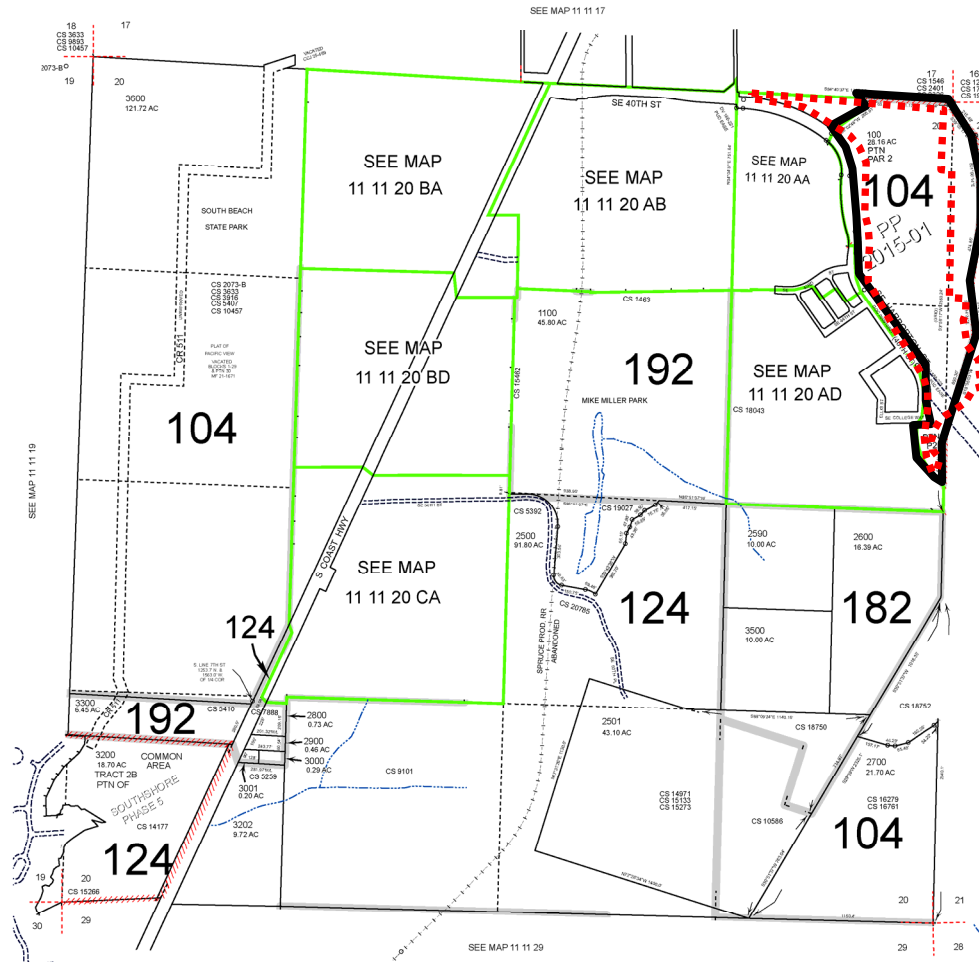
THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSE ONLY



SECTION 20 T.11S. R.11W. W.M.
LINCOLN COUNTY
1" = 400'

11 11 20
NEWPORT

- Cancelled
- 101
- 102
- 103
- 200
- 201
- 202
- 203
- 204
- 205
- 206
- 207
- 300
- 400
- 401
- 500
- 501
- 600
- 601
- 602
- 603
- 604
- 604-21
- 605
- 606
- 607
- 608
- 609
- 700
- 800
- 801
- 900
- 1000
- 1001
- 1002
- 1003
- 1004
- 1005
- 1006
- 1200
- 1300
- 1400
- 1500
- 1600
- 1700
- 1800
- 1900
- 2000
- 2001
- 2002
- 2100
- 2200
- 2300
- 2400
- 2401
- 3100
- 3201
- 3400
- 3401
- 3700
- 3800



- - - - - - Study Area
 - Tax Lot



Revised: SEB
04/09/2019

NEWPORT
11 11 20

Project #7917
4/11/2024



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Tax Lot Map
Wilder Disc Golf - Newport, Oregon
The Oregon Map (ormap.net)

FIGURE
2A

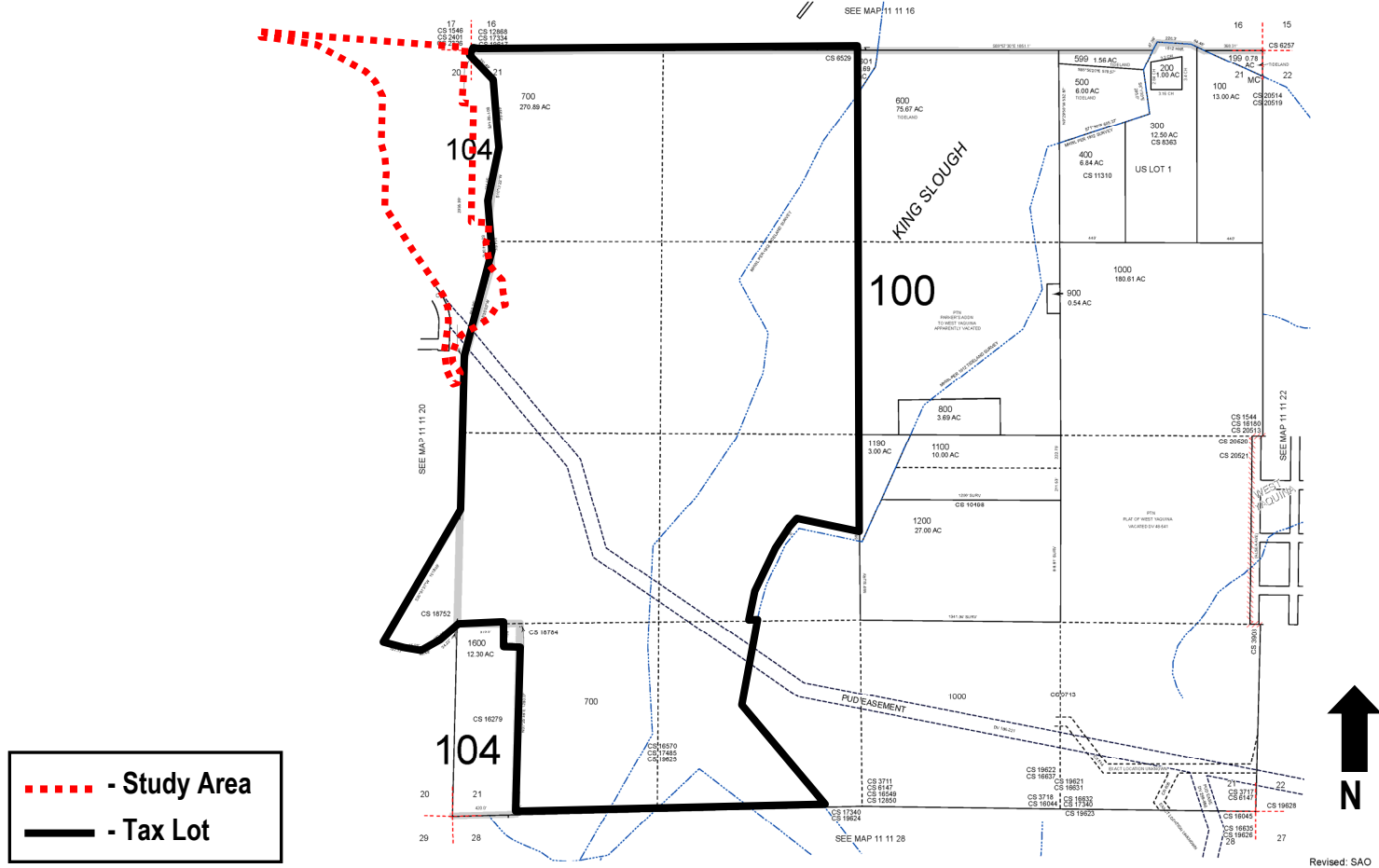
THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSE ONLY



SECTION 21 T.11S. R.11W. W.M.
LINCOLN COUNTY
1" = 400'

11 11 21

Cancelled
701
1000-11
1300
1400
1500



----- - Study Area
————— - Tax Lot

Revised: SAO
11/15/2019

11 11 21

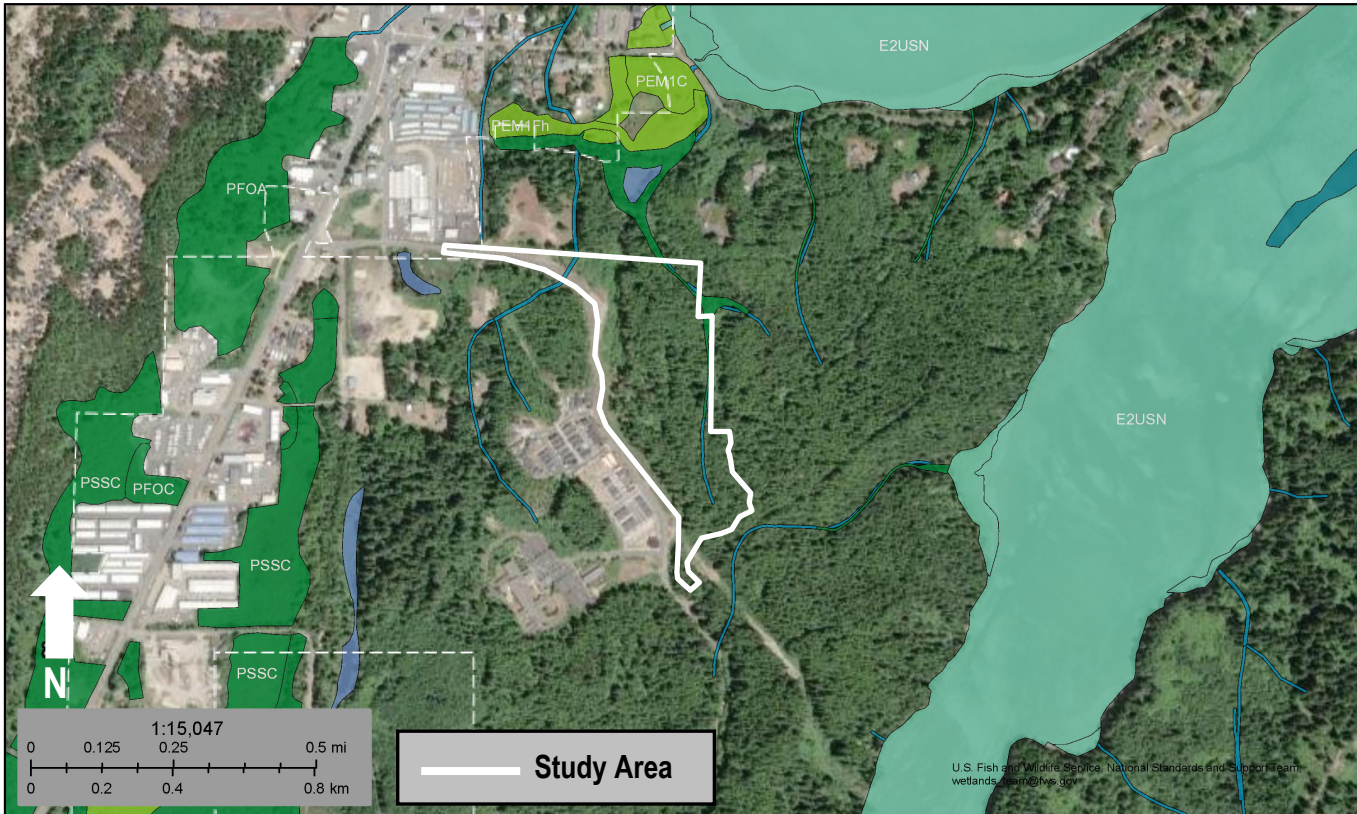
Project #7917
4/11/2024



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Tax Lot Map
Wilder Disc Golf - Newport, Oregon
The Oregon Map (ormap.net)

FIGURE
2B



April 1, 2024

- | | | |
|-----------------------------------|-----------------------------|----------|
| Wetlands | Freshwater Emergent Wetland | Lake |
| Freshwater Forested/Shrub Wetland | Other | Riverine |
| Estuarine and Marine Deepwater | Freshwater Pond | |
| Estuarine and Marine Wetland | | |

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

National Wetlands Inventory (NWI)
This page was produced by the NWI mapper

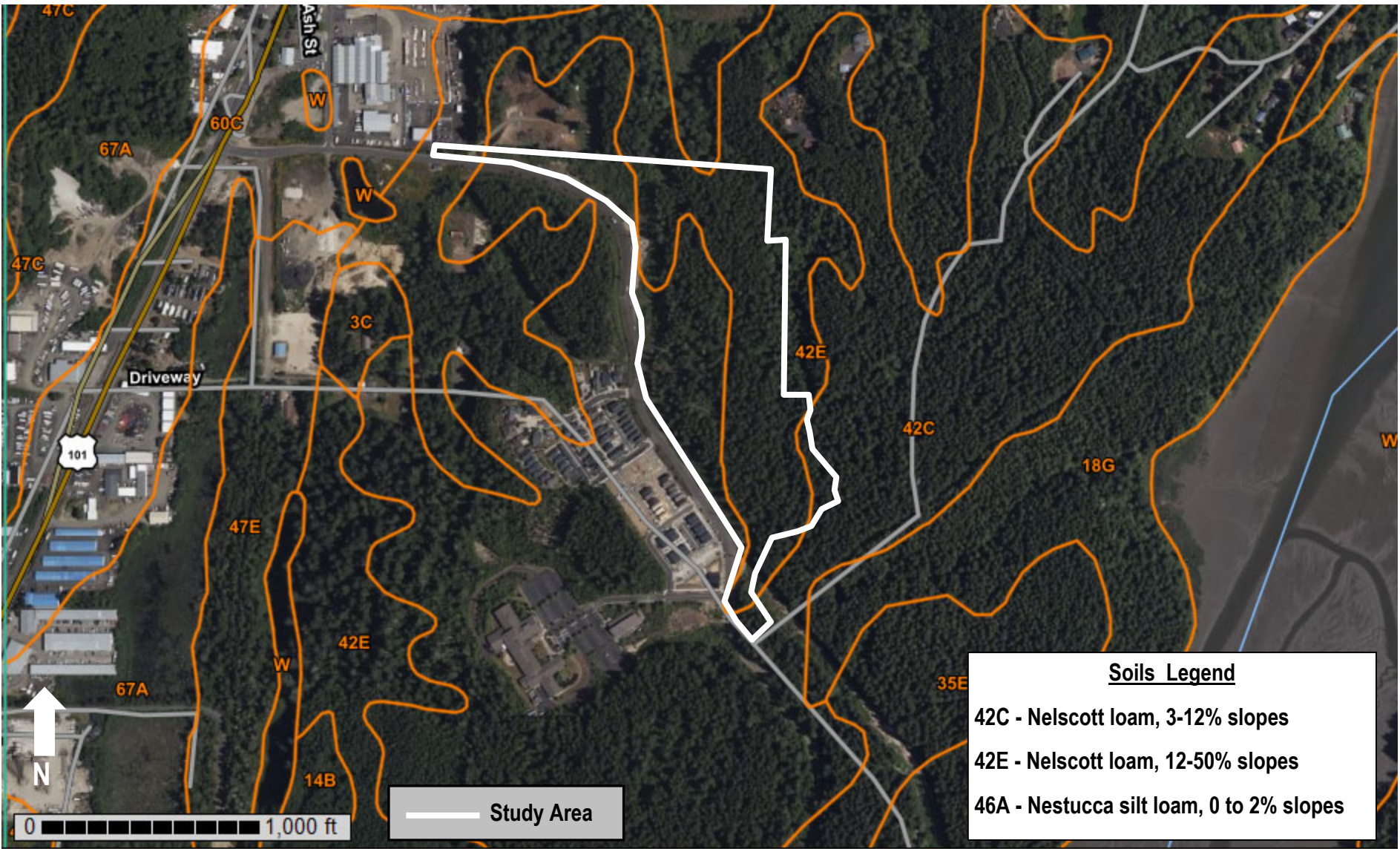
Project #7917
4/11/2024



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National Wetlands Inventory
Wilder Disc Golf - Newport, Oregon
United States Fish and Wildlife Service, Online Wetland Mapper, V2, 2024

FIGURE
3



Soils Legend

42C - Nelscott loam, 3-12% slopes

42E - Nelscott loam, 12-50% slopes

46A - Nestucca silt loam, 0 to 2% slopes

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4/11/2024



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Soils
Wilder Disc Golf - Newport, Oregon
Natural Resources Conservation Services, Web Soil Survey, 2023
(websoilsurvey.sc.egov.usda.gov)

FIGURE
4



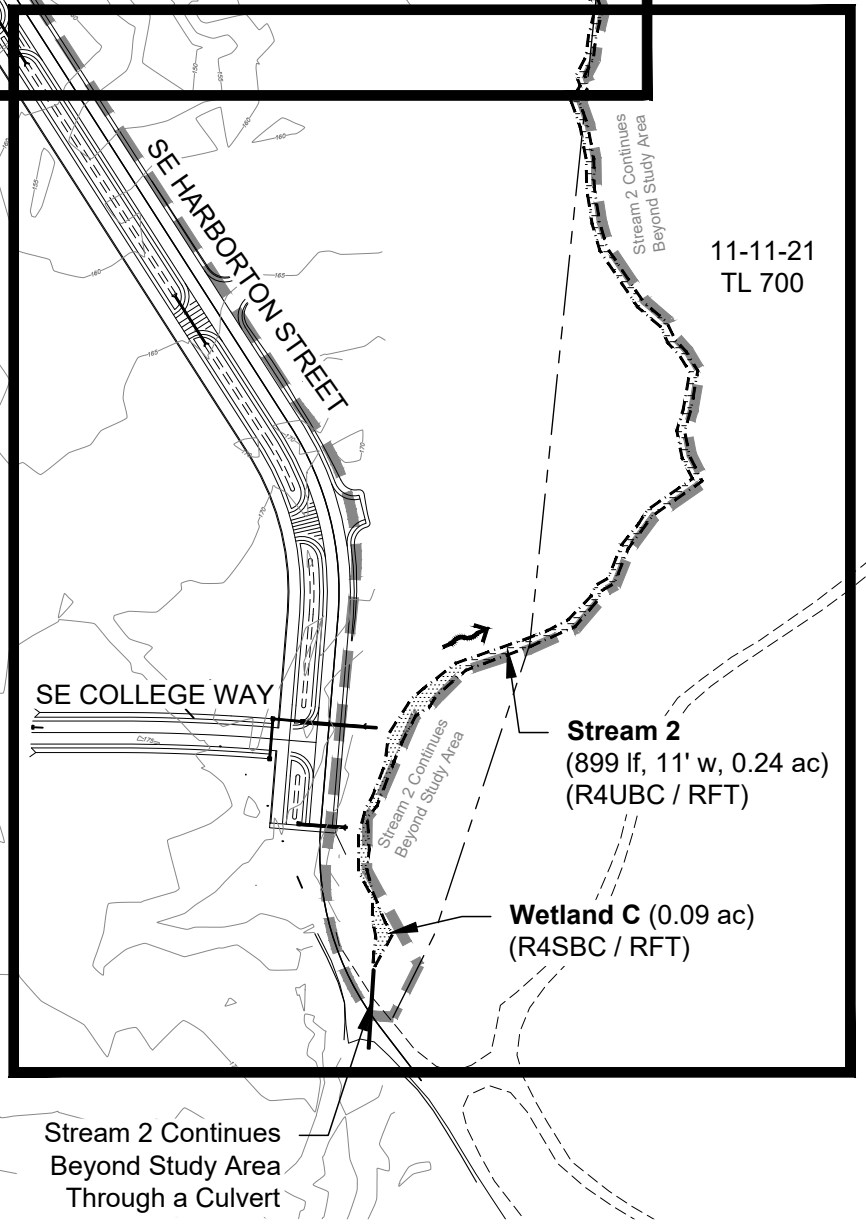
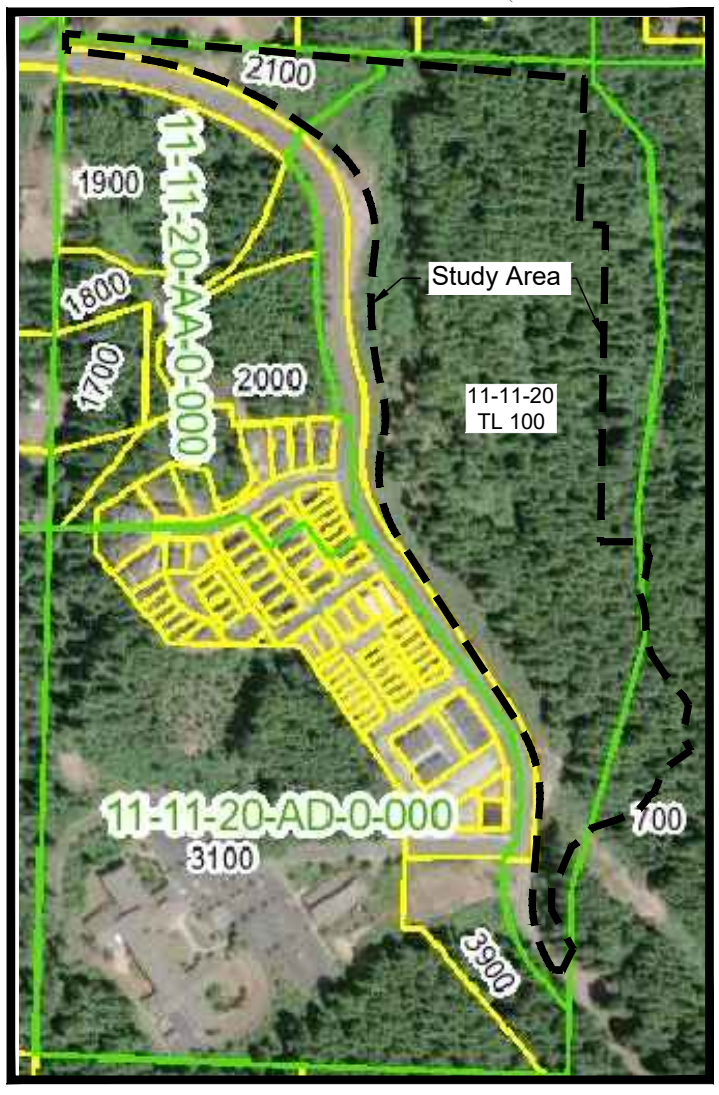
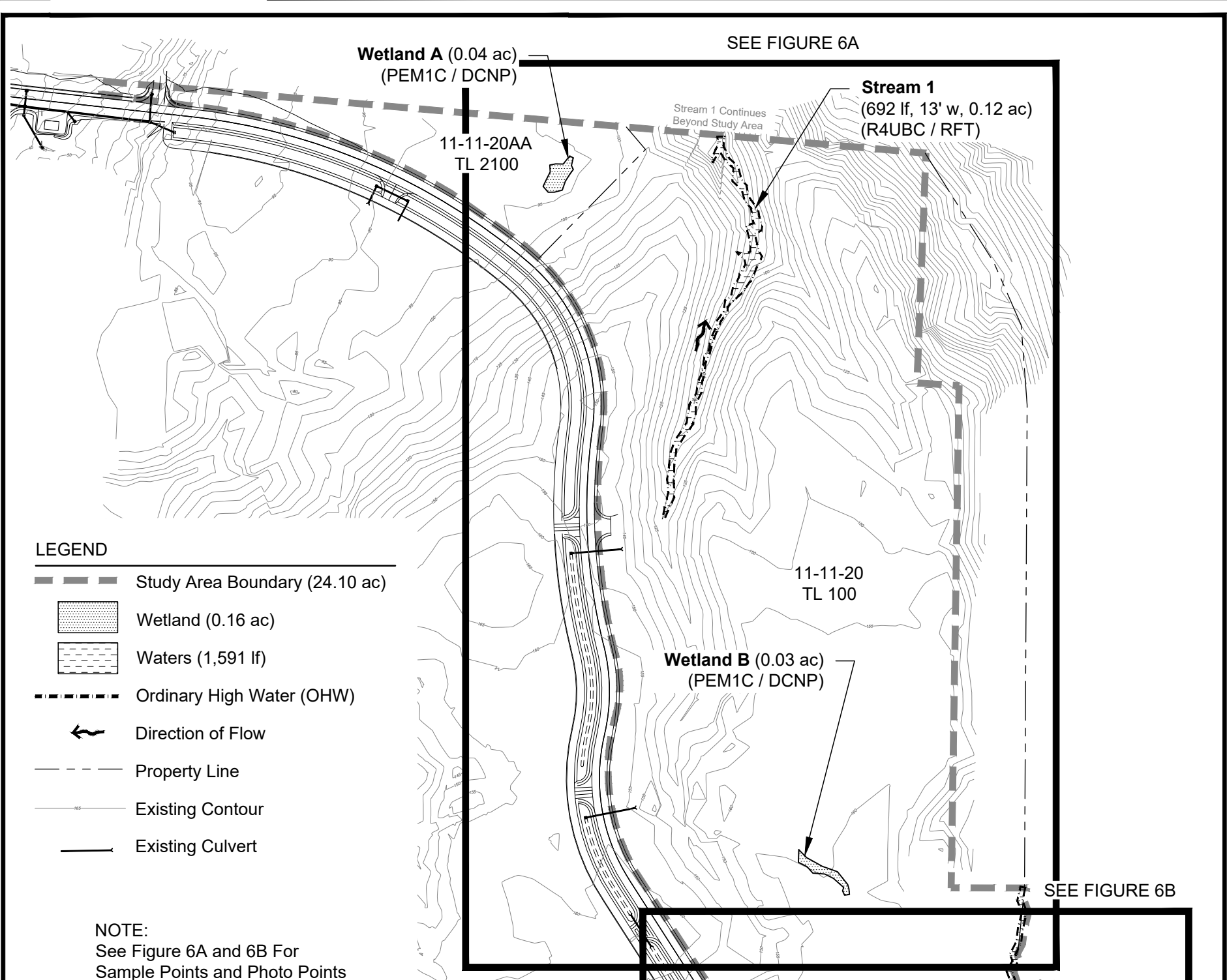
Project #7917
4/11/2024



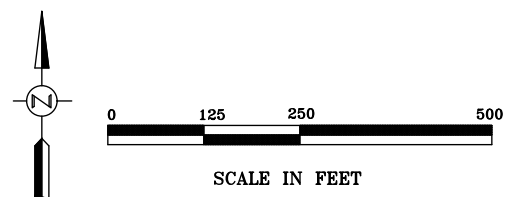
Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Aerial Photo (February, 2024)
Wilder Disc Golf - Newport, Oregon
GoogleEarth, 2024

FIGURE
5



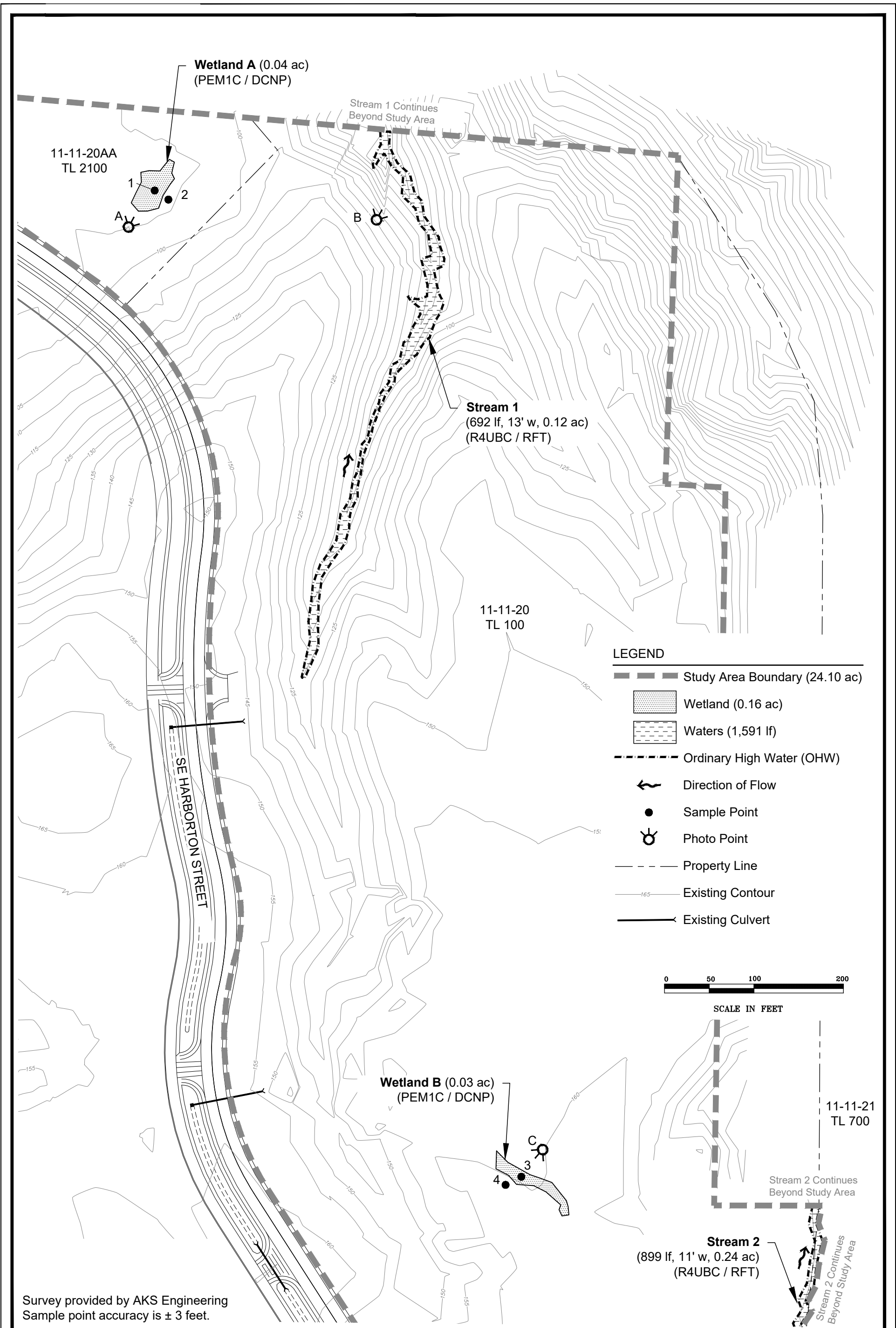
Survey provided by AKS Engineering
Sample point accuracy is ± 3 feet.



Wetland Delineation Overview and Sheet Index
Wilder Disc Golf - South Beach / Newport, Oregon

FIGURE 6

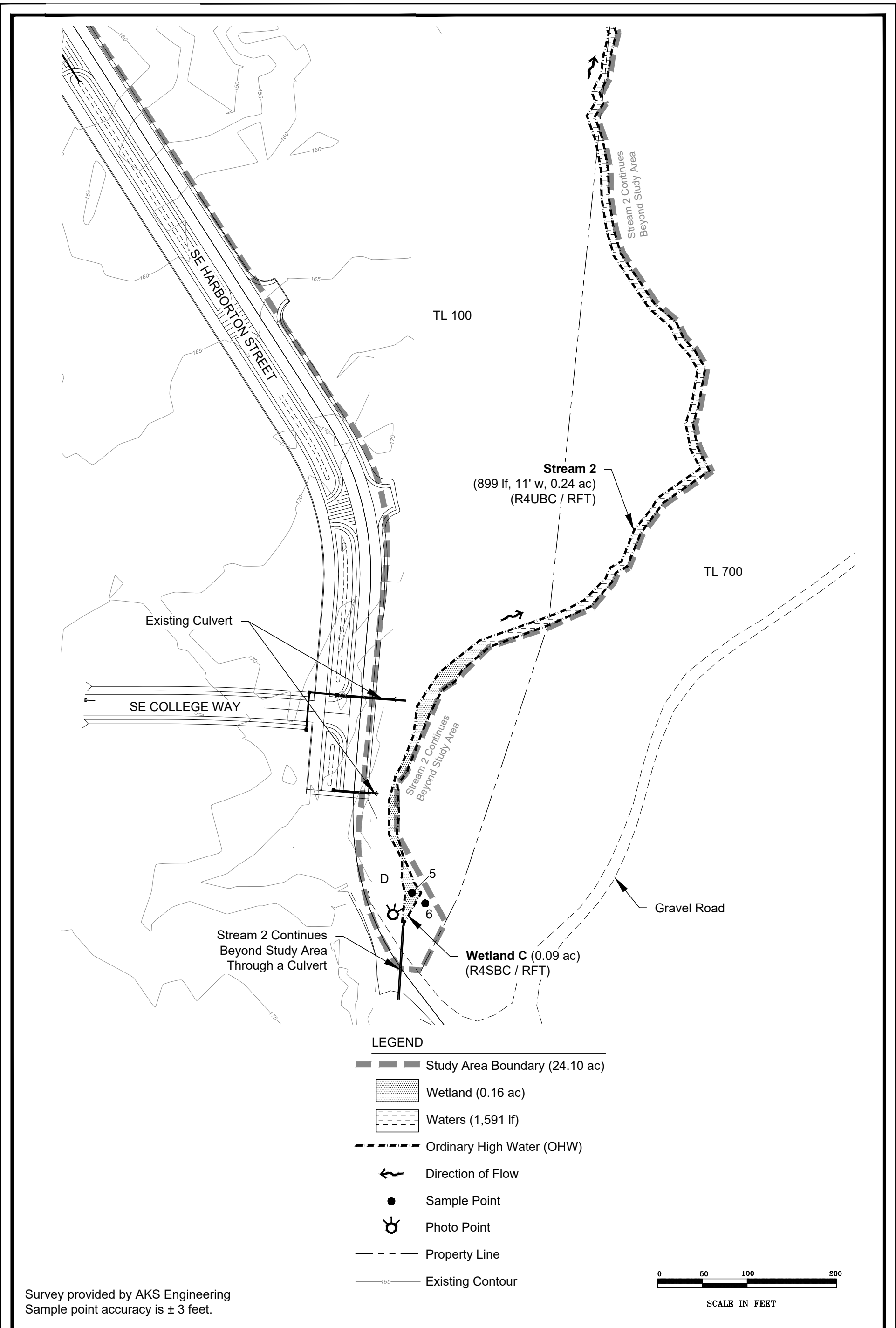
6-7-2024



Wetland Delineation
Wilder Disc Golf - South Beach / Newport, Oregon

FIGURE
6A

6-7-2024



Wetland Delineation
Wilder Disc Golf - South Beach Oregon

FIGURE 6B

6-7-2024

Appendix B

Wetland Determination Data Sheets



WETLAND DETERMINATION DATA FORM - Western Mountains, Valleys, and Coast Region

Project/Site: Wilder Disc Golf City/County: Newport/Lincoln Sampling Date: 9/29/2023
 Applicant/Owner: Double E Northwest, LLC State: OR Sampling Point: 1
 Investigator(s): AS/CT Section, Township, Range: S 20AA, T 11S, R 11W
 Landform (hillslope, terrace, etc.): Depression Local relief (concave, convex, none): Concave Slope (%): <1
 Subregion (LRR): LRR A Lat: 44.609010 Long: -124.045065 Datum: WGS84
 Soil Map Unit Name: Nelscott loam, 12-50 percent slopes NWI Classification: _____
 Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No _____ (if no, explain in Remarks)
 Are vegetation _____ Soil _____ or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y
 Are vegetation _____ Soil _____ or Hydrology _____ naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <u>X</u>	No _____	Is Sampled Area within a Wetland?	Yes <u>X</u>	No _____
Hydric Soil Present?	Yes <u>X</u>	No _____			
Wetland Hydrology Present?	Yes <u>X</u>	No _____			

Remarks: _____

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status	Dominance Test worksheet:	
Tree Stratum (plot size: _____)				Number of Dominant Species	
1 _____	_____	_____	_____	That are OBL, FACW, or FAC: <u>2</u> (A)	
2 _____	_____	_____	_____	Total Number of Dominant Species Across All Strata: <u>2</u> (B)	
3 _____	_____	_____	_____	Percent of Dominant Species	
4 _____	_____	_____	_____	That are OBL, FACW, or FAC: <u>100%</u> (A/B)	
5 _____	<u>0</u>	= Total Cover		Prevalence Index Worksheet:	
Sapling/Shrub Stratum (plot size: _____)				Total % Cover of _____ Multiply by: _____	
1 <u>Salix scouleriana</u>	<u>70</u>	<u>X</u>	<u>FAC</u>	OBL Species _____ x 1 = <u>0</u>	
2 <u>Malus fusca</u>	<u>10</u>	_____	<u>FACW</u>	FACW species _____ x 2 = <u>0</u>	
3 _____	_____	_____	_____	FAC Species _____ x 3 = <u>0</u>	
4 _____	_____	_____	_____	FACU Species _____ x 4 = <u>0</u>	
5 _____	<u>80</u>	= Total Cover		UPL Species _____ x 5 = <u>0</u>	
Herb Stratum (plot size: _____)				Column Totals <u>0</u> (A) <u>0</u> (B)	
1 <u>Carex obnupta</u>	<u>50</u>	<u>X</u>	<u>OBL</u>	Prevalence Index =B/A = <u>#DIV/0!</u>	
2 _____	_____	_____	_____	Hydrophytic Vegetation Indicators:	
3 _____	_____	_____	_____	_____ 1- Rapid Test for Hydrophytic Vegetation	
4 _____	_____	_____	_____	<u>X</u> 2- Dominance Test is >50%	
5 _____	_____	_____	_____	_____ 3-Prevalence Index is ≤ 3.0 ¹	
6 _____	_____	_____	_____	_____ 4-Morphological Adaptations ¹ (provide supporting data in Remarks or on a separate sheet)	
7 _____	_____	_____	_____	_____ 5- Wetland Non-Vascular Plants ¹	
8 _____	<u>50</u>	= Total Cover		_____ Problematic Hydrophytic Vegetation ¹ (Explain)	
Woody Vine Stratum (plot size: _____)				¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.	
1 _____	_____	_____	_____	Hydrophytic Vegetation Present?	
2 _____	<u>0</u>	= Total Cover		Yes <u>X</u> No _____	
% Bare Ground in Herb Stratum <u>50</u>					

Remarks: _____

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-1	7.5YR 3/2	100					Sandy Clay Loam	Abundant roots
1-4	7.5YR 3/2	88	7.5YR 4/6	10	C	M	Clay Loam	Fine
				2	C	PL		OR's
4-5	7.5YR 2.5/3	100					Sandy Loam	
5-20	10YR 4/2	85	10YR 5/6	15	C	M	Sandy Clay Loam	Fine

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

Indicators for Problematic Hydric Soils³:

<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> 2 cm Muck (A10)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Red Parent Material (TF2)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Loamy Mucky Mineral (F1) (except MLRA 1)	<input type="checkbox"/> Very Shallow Dark Surface (TF12)
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	<input type="checkbox"/> Other (explain in Remarks)
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Depleted Matrix (F3)	
<input type="checkbox"/> Thick Dark Surface (A12)	<input checked="" type="checkbox"/> Redox Dark Surface (F6)	
<input type="checkbox"/> Sandy Mucky Mineral (S1)	<input type="checkbox"/> Depleted Dark Surface (F7)	
<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Redox Depressions (F8)	

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes No

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

Secondary Indicators (2 or more required)

<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Water stained Leaves (B9) (Except MLRA 1, 2, 4A, and 4B)	<input checked="" type="checkbox"/> Water stained Leaves (B9) (MLRA1, 2, 4A, and 4B)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Salt Crust (B11)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Aquatic Invertebrates (B13)	<input type="checkbox"/> Dry-Season Water Table (C2)
<input type="checkbox"/> Water Marks (B1)	<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Sediment Deposits (B2)	<input checked="" type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3)	<input checked="" type="checkbox"/> Geomorphic Position (D2)
<input type="checkbox"/> Drift Deposits (B3)	<input type="checkbox"/> Presence of Reduced Iron (C4)	<input type="checkbox"/> Shallow Aquitard (D3)
<input type="checkbox"/> Algal Mat or Crust (B4)	<input type="checkbox"/> Recent Iron Reduction in Plowed Soils (C6)	<input checked="" type="checkbox"/> Fac-Neutral Test (D5)
<input type="checkbox"/> Iron Deposits (B5)	<input type="checkbox"/> Stunted or Stressed Plants (D1) (LRR A)	<input type="checkbox"/> Raised Ant Mounds (D6) (LRR A)
<input type="checkbox"/> Surface Soil Cracks (B6)	<input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> Frost-Heave Hummocks (D7)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)		
<input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)		

Field Observations:

Surface Water Present? Yes No Depth (inches): _____
 Water Table Present? Yes No Depth (inches): >20
 Saturation Present? Yes No Depth (inches): >20
 (includes capillary fringe)

Wetland Hydrology Present?

Yes No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM - Western Mountains, Valleys, and Coast Region

Project/Site: Wilder Disc Golf City/County: Newport/Lincoln Sampling Date: 9/29/2023
 Applicant/Owner: Double E Northwest, LLC State: OR Sampling Point: 2
 Investigator(s): CT/AS Section, Township, Range: S 20, T 11S, R 11W
 Landform (hillslope, terrace, etc.): Slope Local relief (concave, convex, none): None Slope (%): 2
 Subregion (LRR): LRR A Lat: 44.608983 Long: -124.045007 Datum: WGS84
 Soil Map Unit Name: Nelscott loam, 12-50 percent slopes NWI Classification: _____

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No _____ (if no, explain in Remarks)
 Are vegetation _____ Soil _____ or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y
 Are vegetation _____ Soil _____ or Hydrology _____ naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes _____ No <u>X</u>	Is Sampled Area within a Wetland? Yes _____ No <u>X</u>
Hydric Soil Present? Yes _____ No <u>X</u>	
Wetland Hydrology Present? Yes _____ No <u>X</u>	

Remarks: _____

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: _____)			
1 _____	_____	_____	_____
2 _____	_____	_____	_____
3 _____	_____	_____	_____
4 _____	_____	_____	_____
	<u>0</u>	= Total Cover	
Sapling/Shrub Stratum (plot size: _____)			
1 <u>Gaultheria shallon</u>	<u>40</u>	<u>X</u>	<u>FACU</u>
2 <u>Tsuga heterophylla</u>	<u>20</u>	<u>X</u>	<u>FACU</u>
3 <u>Frangula purshiana</u>	<u>20</u>	<u>X</u>	<u>FAC</u>
4 <u>Picea sitchensis</u>	<u>15</u>	_____	<u>FAC</u>
5 <u>Alnus rubra</u>	<u>15</u>	_____	<u>FAC</u>
	<u>146</u>	= Total Cover	
Herb Stratum (plot size: _____)			
1 <u>Carex obnupta</u>	<u>50</u>	<u>X</u>	<u>OBL</u>
2 _____	_____	_____	_____
3 _____	_____	_____	_____
4 _____	_____	_____	_____
5 _____	_____	_____	_____
6 _____	_____	_____	_____
7 _____	_____	_____	_____
8 _____	_____	_____	_____
	<u>50</u>	= Total Cover	
Woody Vine Stratum (plot size: _____)			
1 <u>Rubus ursinus</u>	<u>2</u>	_____	<u>FACU</u>
2 _____	_____	_____	_____
	<u>2</u>	= Total Cover	
% Bare Ground in Herb Stratum	<u>50</u>		

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That are OBL, FACW, or FAC: 50% (A/B)

Prevalence Index Worksheet:

Total % Cover of	Multiply by:	
OBL Species	x 1 =	<u>0</u>
FACW species	x 2 =	<u>0</u>
FAC Species	x 3 =	<u>0</u>
FACU Species	x 4 =	<u>0</u>
UPL Species	x 5 =	<u>0</u>
Column Totals	<u>0</u> (A)	<u>0</u> (B)

Prevalence Index =B/A = #DIV/0!

Hydrophytic Vegetation Indicators:

_____ 1- Rapid Test for Hydrophytic Vegetation
 _____ 2- Dominance Test is >50%
 _____ 3-Prevalence Index is ≤ 3.0¹
 _____ 4-Morphological Adaptations¹ (provide supporting data in Remarks or on a separate sheet)
 _____ 5- Wetland Non-Vascular Plants¹
 _____ Problematic Hydrophytic Vegetation¹ (Explain)

¹Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes _____ No X

Remarks: **Shrubs continued: Rubus spectabilis (FAC) 10%, Rubus armeniacus (FAC) 10%, Cytisus sp (FAC) 5%, Salix scouleriana (FAC) 5%, Lonicera involucrata (FAC) 2%, Vaccinium ovatum (FACU) 2% and Vaccinium parvifolium (FACU) 2%.**

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-20	10YR 4/4	100					Sandy Loam	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

Indicators for Problematic Hydric Soils³:

<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> 2 cm Muck (A10)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Red Parent Material (TF2)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Loamy Mucky Mineral (F1) (except MLRA 1)	<input type="checkbox"/> Very Shallow Dark Surface (TF12)
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	<input type="checkbox"/> Other (explain in Remarks)
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Depleted Matrix (F3)	
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Redox Dark Surface (F6)	
<input type="checkbox"/> Sandy Mucky Mineral (S1)	<input type="checkbox"/> Depleted Dark Surface (F7)	
<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Redox Depressions (F8)	

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes _____ No X

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

Secondary Indicators (2 or more required)

<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Water stained Leaves (B9) (Except MLRA 1, 2, 4A, and 4B)	<input type="checkbox"/> Water stained Leaves (B9) (MLRA1, 2, 4A, and 4B)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Salt Crust (B11)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Aquatic Invertebrates (B13)	<input type="checkbox"/> Dry-Season Water Table (C2)
<input type="checkbox"/> Water Marks (B1)	<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Sediment Deposits (B2)	<input type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3)	<input type="checkbox"/> Geomorphic Position (D2)
<input type="checkbox"/> Drift Deposits (B3)	<input type="checkbox"/> Presence of Reduced Iron (C4)	<input type="checkbox"/> Shallow Aquitard (D3)
<input type="checkbox"/> Algal Mat or Crust (B4)	<input type="checkbox"/> Recent Iron Reduction in Plowed Soils (C6)	<input type="checkbox"/> Fac-Neutral Test (D5)
<input type="checkbox"/> Iron Deposits (B5)	<input type="checkbox"/> Stunted or Stressed Plants (D1) (LRR A)	<input type="checkbox"/> Raised Ant Mounds (D6) (LRR A)
<input type="checkbox"/> Surface Soil Cracks (B6)	<input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> Frost-Heave Hummocks (D7)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)		
<input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)		

Field Observations:

Surface Water Present? Yes _____ No X Depth (inches): _____
 Water Table Present? Yes _____ No X Depth (inches): >20
 Saturation Present? Yes _____ No X Depth (inches): >20
 (includes capillary fringe)

Wetland Hydrology Present?
 Yes _____ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM - Western Mountains, Valleys, and Coast Region

Project/Site: Wilder Disc Golf City/County: Newport/Lincoln Sampling Date: 9/29/2023
 Applicant/Owner: Double E Northwest, LLC State: OR Sampling Point: 3
 Investigator(s): CT/AS Section, Township, Range: S 20, T 11S, R 11W
 Landform (hillslope, terrace, etc.): Depression Local relief (concave, convex, none): Concave Slope (%): <1
 Subregion (LRR): LRR A Lat: 44.605968 Long: -124.043655 Datum: WGS84
 Soil Map Unit Name: Nelscott loam, 12-50 percent slopes NWI Classification: _____

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No _____ (if no, explain in Remarks)
 Are vegetation X Soil _____ or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? (Y/N) N
 Are vegetation _____ Soil _____ or Hydrology _____ naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <u>X</u>	No _____	Is Sampled Area within a Wetland?	Yes <u>X</u>	No _____
Hydric Soil Present?	Yes <u>X</u>	No _____			
Wetland Hydrology Present?	Yes <u>X</u>	No _____			

Remarks:

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: _____)			
1	_____	_____	_____
2	_____	_____	_____
3	_____	_____	_____
4	_____	_____	_____
	<u>0</u>	= Total Cover	
Sapling/Shrub Stratum (plot size: _____)			
1	_____	_____	_____
2	_____	_____	_____
3	_____	_____	_____
4	_____	_____	_____
5	_____	_____	_____
	<u>0</u>	= Total Cover	
Herb Stratum (plot size: _____)			
1	<u>30</u>	<u>X</u>	<u>FAC</u>
2	<u>30</u>	<u>X</u>	<u>FAC</u>
3	<u>20</u>	<u>X</u>	<u>FACW</u>
4	<u>5</u>		<u>FAC</u>
5	<u>5</u>		<u>FAC</u>
6	<u>5</u>		<u>FACU</u>
7	_____	_____	_____
8	_____	_____	_____
	<u>95</u>	= Total Cover	
Woody Vine Stratum (plot size: _____)			
1	<u>5</u>	<u>X</u>	<u>FACU</u>
2	_____	_____	_____
	<u>5</u>	= Total Cover	
% Bare Ground in Herb Stratum <u>5</u>			

Dominance Test worksheet:

Number of Dominant Species
 That are OBL, FACW, or FAC: 3 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species
 That are OBL, FACW, or FAC: 75% (A/B)

Prevalence Index Worksheet:

Total % Cover of	Multiply by:	
OBL Species	x 1 =	<u>0</u>
FACW species	x 2 =	<u>0</u>
FAC Species	x 3 =	<u>0</u>
FACU Species	x 4 =	<u>0</u>
UPL Species	x 5 =	<u>0</u>
Column Totals	<u>0</u> (A)	<u>0</u> (B)

Prevalence Index =B/A = #DIV/0!

Hydrophytic Vegetation Indicators:

_____ 1- Rapid Test for Hydrophytic Vegetation
X 2- Dominance Test is >50%
 _____ 3-Prevalence Index is ≤ 3.0¹
 _____ 4-Morphological Adaptations¹ (provide supporting data in Remarks or on a separate sheet)
 _____ 5- Wetland Non-Vascular Plants¹
 _____ Problematic Hydrophytic Vegetation¹ (Explain)

¹Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No _____

Remarks:

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-8	7.5YR 3/2	95	7.5YR 4/4	5	OR	PL	Silt Loam	
8-16	10YR 5/2	80	10YR 5/6	20	C	M	Silty Clay	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

Indicators for Problematic Hydric Soils³:

<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> 2 cm Muck (A10)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Red Parent Material (TF2)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Loamy Mucky Mineral (F1) (except MLRA 1)	<input type="checkbox"/> Very Shallow Dark Surface (TF12)
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	<input type="checkbox"/> Other (explain in Remarks)
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input checked="" type="checkbox"/> Depleted Matrix (F3)	
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Redox Dark Surface (F6)	
<input type="checkbox"/> Sandy Mucky Mineral (S1)	<input type="checkbox"/> Depleted Dark Surface (F7)	
<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Redox Depressions (F8)	

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes No

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

Secondary Indicators (2 or more required)

<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Water stained Leaves (B9) (Except MLRA 1, 2, 4A, and 4B)	<input type="checkbox"/> Water stained Leaves (B9) (MLRA1, 2, 4A, and 4B)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Salt Crust (B11)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Aquatic Invertebrates (B13)	<input type="checkbox"/> Dry-Season Water Table (C2)
<input type="checkbox"/> Water Marks (B1)	<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Sediment Deposits (B2)	<input checked="" type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3)	<input checked="" type="checkbox"/> Geomorphic Position (D2)
<input type="checkbox"/> Drift Deposits (B3)	<input type="checkbox"/> Presence of Reduced Iron (C4)	<input type="checkbox"/> Shallow Aquitard (D3)
<input type="checkbox"/> Algal Mat or Crust (B4)	<input type="checkbox"/> Recent Iron Reduction in Plowed Soils (C6)	<input type="checkbox"/> Fac-Neutral Test (D5)
<input type="checkbox"/> Iron Deposits (B5)	<input type="checkbox"/> Stunted or Stressed Plants (D1) (LRR A)	<input type="checkbox"/> Raised Ant Mounds (D6) (LRR A)
<input type="checkbox"/> Surface Soil Cracks (B6)	<input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> Frost-Heave Hummocks (D7)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)		
<input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)		

Field Observations:

Surface Water Present? Yes No Depth (inches): _____
 Water Table Present? Yes No Depth (inches): >16
 Saturation Present? (includes capillary fringe) Yes No Depth (inches): >16

Wetland Hydrology Present?
 Yes No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM - Western Mountains, Valleys, and Coast Region

Project/Site: Wilder Disc Golf City/County: Newport/Lincoln Sampling Date: 9/29/2023
 Applicant/Owner: Double E Northwest, LLC State: OR Sampling Point: 4
 Investigator(s): AS/CT Section, Township, Range: S 20, T 11S, R 11W
 Landform (hillslope, terrace, etc.): Slope Local relief (concave, convex, none): None Slope (%): <1
 Subregion (LRR): LRR A Lat: 44.605941 Long: -124.043728 Datum: WGS84
 Soil Map Unit Name: Nelscott loam, 12-50 percent slopes NWI Classification: _____

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No _____ (if no, explain in Remarks)
 Are vegetation _____ Soil _____ or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y
 Are vegetation _____ Soil _____ or Hydrology _____ naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes _____ No <u>X</u>	Is Sampled Area within a Wetland? Yes _____ No <u>X</u>
Hydric Soil Present? Yes _____ No <u>X</u>	
Wetland Hydrology Present? Yes _____ No <u>X</u>	

Remarks: _____

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: _____)			
1 <u><i>Tsuga heterophylla</i></u>	<u>20</u>	<u>X</u>	<u>FACU</u>
2 _____	_____	_____	_____
3 _____	_____	_____	_____
4 _____	_____	_____	_____
	<u>20</u>	= Total Cover	
Sapling/Shrub Stratum (plot size: _____)			
1 <u><i>Gaultheria shallon</i></u>	<u>35</u>	<u>X</u>	<u>FACU</u>
2 <u><i>Rubus spectabilis</i></u>	<u>25</u>	<u>X</u>	<u>FAC</u>
3 <u><i>Rubus parviflorus</i></u>	<u>3</u>	_____	<u>FACU</u>
4 <u><i>Frangula purshiana</i></u>	<u>2</u>	_____	<u>FAC</u>
5 _____	_____	_____	_____
	<u>65</u>	= Total Cover	
Herb Stratum (plot size: _____)			
1 <u><i>Blechnum spicant</i></u>	<u>15</u>	<u>X</u>	<u>FAC</u>
2 _____	_____	_____	_____
3 _____	_____	_____	_____
4 _____	_____	_____	_____
5 _____	_____	_____	_____
6 _____	_____	_____	_____
7 _____	_____	_____	_____
8 _____	_____	_____	_____
	<u>15</u>	= Total Cover	
Woody Vine Stratum (plot size: _____)			
1 <u><i>Rubus ursinus</i></u>	<u>5</u>	<u>X</u>	<u>FACU</u>
2 <u><i>Rubus armeniacus</i></u>	<u>2</u>	<u>X</u>	<u>FAC</u>
	<u>7</u>	= Total Cover	
% Bare Ground in Herb Stratum	<u>85</u>		

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 3 (A)

Total Number of Dominant Species Across All Strata: 6 (B)

Percent of Dominant Species That are OBL, FACW, or FAC: 50% (A/B)

Prevalence Index Worksheet:

Total % Cover of	Multiply by:	
OBL Species	x 1 =	<u>0</u>
FACW species	x 2 =	<u>0</u>
FAC Species	x 3 =	<u>0</u>
FACU Species	x 4 =	<u>0</u>
UPL Species	x 5 =	<u>0</u>
Column Totals	<u>0</u> (A)	<u>0</u> (B)

Prevalence Index =B/A = #DIV/0!

Hydrophytic Vegetation Indicators:

_____ 1- Rapid Test for Hydrophytic Vegetation
 _____ 2- Dominance Test is >50%
 _____ 3-Prevalence Index is ≤ 3.0¹
 _____ 4-Morphological Adaptations¹ (provide supporting data in Remarks or on a separate sheet)
 _____ 5- Wetland Non-Vascular Plants¹
 _____ Problematic Hydrophytic Vegetation¹ (Explain)

¹Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes _____ No X

Remarks: _____

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-3	7.5YR 2.5/1	100					Silt Loam	
3-7	7.5YR 2.5/1	90					Silt Loam	
3-7	7.5YR 2.5/3	10					Sandy Clay Loam	
7-18	7.5YR 2.5/1	85					Sandy Clay Loam	
7-18	7.5YR 2/2	15					Sandy Clay Loam	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

Indicators for Problematic Hydric Soils³:

<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> 2 cm Muck (A10)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Red Parent Material (TF2)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Loamy Mucky Mineral (F1) (except MLRA 1)	<input type="checkbox"/> Very Shallow Dark Surface (TF12)
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	<input type="checkbox"/> Other (explain in Remarks)
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Depleted Matrix (F3)	
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Redox Dark Surface (F6)	
<input type="checkbox"/> Sandy Mucky Mineral (S1)	<input type="checkbox"/> Depleted Dark Surface (F7)	
<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Redox Depressions (F8)	

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes _____ No X

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

Secondary Indicators (2 or more required)

<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Water stained Leaves (B9) (Except MLRA 1, 2, 4A, and 4B)	<input type="checkbox"/> Water stained Leaves (B9) (MLRA1, 2, 4A, and 4B)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Salt Crust (B11)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Aquatic Invertebrates (B13)	<input type="checkbox"/> Dry-Season Water Table (C2)
<input type="checkbox"/> Water Marks (B1)	<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Sediment Deposits (B2)	<input type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3)	<input type="checkbox"/> Geomorphic Position (D2)
<input type="checkbox"/> Drift Deposits (B3)	<input type="checkbox"/> Presence of Reduced Iron (C4)	<input type="checkbox"/> Shallow Aquitard (D3)
<input type="checkbox"/> Algal Mat or Crust (B4)	<input type="checkbox"/> Recent Iron Reduction in Plowed Soils (C6)	<input type="checkbox"/> Fac-Neutral Test (D5)
<input type="checkbox"/> Iron Deposits (B5)	<input type="checkbox"/> Stunted or Stressed Plants (D1) (LRR A)	<input type="checkbox"/> Raised Ant Mounds (D6) (LRR A)
<input type="checkbox"/> Surface Soil Cracks (B6)	<input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> Frost-Heave Hummocks (D7)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)		
<input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)		

Field Observations:

Surface Water Present? Yes _____ No X Depth (inches): _____
 Water Table Present? Yes _____ No X Depth (inches): >18
 Saturation Present? Yes _____ No X Depth (inches): >18
 (includes capillary fringe)

Wetland Hydrology Present?

Yes _____ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM - Western Mountains, Valleys, and Coast Region

Project/Site: Wilder Disc Golf City/County: Newport/Lincoln Sampling Date: 9/29/2023
 Applicant/Owner: Double E Northwest, LLC State: OR Sampling Point: 5
 Investigator(s): AS/CT Section, Township, Range: S 20, T 11S, R 11W
 Landform (hillslope, terrace, etc.): Depression Local relief (concave, convex, none): Concave Slope (%): _____
 Subregion (LRR): LRR A Lat: 44.603065 Long: -124.043132 Datum: WGS84
 Soil Map Unit Name: Nelscott loam, 12-50 percent slopes NWI Classification: _____
 Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No _____ (if no, explain in Remarks)
 Are vegetation _____ Soil _____ or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y
 Are vegetation _____ Soil _____ or Hydrology _____ naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <u>X</u>	No _____	Is Sampled Area within a Wetland?	Yes <u>X</u>	No _____
Hydric Soil Present?	Yes <u>X</u>	No _____			
Wetland Hydrology Present?	Yes <u>X</u>	No _____			

Remarks:

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status	Dominance Test worksheet:	
Tree Stratum (plot size: _____)				Number of Dominant Species	
1	_____	_____	_____	That are OBL, FACW, or FAC: <u>1</u> (A)	
2	_____	_____	_____	Total Number of Dominant Species Across All Strata: <u>1</u> (B)	
3	_____	_____	_____	Percent of Dominant Species	
4	_____	_____	_____	That are OBL, FACW, or FAC: <u>100%</u> (A/B)	
5	_____	_____	_____	Prevalence Index Worksheet:	
		<u>0</u>	= Total Cover	Total % Cover of _____ Multiply by: _____	
Sapling/Shrub Stratum (plot size: _____)				OBL Species _____ x 1 = <u>0</u>	
1	_____	_____	_____	FACW species _____ x 2 = <u>0</u>	
2	_____	_____	_____	FAC Species _____ x 3 = <u>0</u>	
3	_____	_____	_____	FACU Species _____ x 4 = <u>0</u>	
4	_____	_____	_____	UPL Species _____ x 5 = <u>0</u>	
5	_____	_____	_____	Column Totals <u>0</u> (A) <u>0</u> (B)	
		<u>0</u>	= Total Cover	Prevalence Index =B/A = <u>#DIV/0!</u>	
Herb Stratum (plot size: _____)				Hydrophytic Vegetation Indicators:	
1	<u>Oenanthe sarmentosa</u>	<u>50</u>	<u>X</u>	<u>X</u> 1- Rapid Test for Hydrophytic Vegetation	
2	_____	_____	_____	_____ 2- Dominance Test is >50%	
3	_____	_____	_____	_____ 3-Prevalence Index is ≤ 3.0 ¹	
4	_____	_____	_____	_____ 4-Morphological Adaptations ¹ (provide supporting data in Remarks or on a separate sheet)	
5	_____	_____	_____	_____ 5- Wetland Non-Vascular Plants ¹	
6	_____	_____	_____	_____ Problematic Hydrophytic Vegetation ¹ (Explain)	
7	_____	_____	_____	_____	
8	_____	_____	_____	_____	
		<u>50</u>	= Total Cover	¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.	
Woody Vine Stratum (plot size: _____)				Hydrophytic Vegetation Present?	
1	_____	_____	_____	Yes <u>X</u> No _____	
2	_____	_____	_____		
		<u>0</u>	= Total Cover		
% Bare Ground in Herb Stratum <u>50</u>					

Remarks:

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-2	7.5YR 2.5/1	100					Loam	Mucky; Rich in organic material
2-4	7.5YR 2.5/2	95	7.5YR 3/4	5	C	M	Sandy Clay Loam	
4-10	10YR 3/1	80	10YR 4/6	5	C	M	Sandy Loam	
4-10	10YR 3/2	15					Sandy Loam	
10-20	10YR 3/1	80	7.5YR 4/6	10			Sandy Loam	
10-20	10YR 3/2	10						

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

Indicators for Problematic Hydric Soils³:

<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> 2 cm Muck (A10)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Red Parent Material (TF2)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Loamy Mucky Mineral (F1) (except MLRA 1)	<input type="checkbox"/> Very Shallow Dark Surface (TF12)
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	<input type="checkbox"/> Other (explain in Remarks)
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Depleted Matrix (F3)	
<input type="checkbox"/> Thick Dark Surface (A12)	<input checked="" type="checkbox"/> Redox Dark Surface (F6)	
<input type="checkbox"/> Sandy Mucky Mineral (S1)	<input type="checkbox"/> Depleted Dark Surface (F7)	
<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Redox Depressions (F8)	

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes No

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

Secondary Indicators (2 or more required)

<input type="checkbox"/> Surface Water (A1)	<input checked="" type="checkbox"/> Water stained Leaves (B9) (Except MLRA 1, 2, 4A, and 4B)	<input type="checkbox"/> Water stained Leaves (B9) (MLRA1, 2, 4A, and 4B)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Salt Crust (B11)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Aquatic Invertebrates (B13)	<input type="checkbox"/> Dry-Season Water Table (C2)
<input checked="" type="checkbox"/> Water Marks (B1)	<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Sediment Deposits (B2)	<input type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3)	<input checked="" type="checkbox"/> Geomorphic Position (D2)
<input type="checkbox"/> Drift Deposits (B3)	<input type="checkbox"/> Presence of Reduced Iron (C4)	<input type="checkbox"/> Shallow Aquitard (D3)
<input type="checkbox"/> Algal Mat or Crust (B4)	<input type="checkbox"/> Recent Iron Reduction in Plowed Soils (C6)	<input type="checkbox"/> Fac-Neutral Test (D5)
<input type="checkbox"/> Iron Deposits (B5)	<input type="checkbox"/> Stunted or Stressed Plants (D1) (LRR A)	<input type="checkbox"/> Raised Ant Mounds (D6) (LRR A)
<input type="checkbox"/> Surface Soil Cracks (B6)	<input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> Frost-Heave Hummocks (D7)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)		
<input checked="" type="checkbox"/> Sparsely Vegetated Concave Surface (B8)		

Field Observations:

Surface Water Present? Yes No Depth (inches): _____
 Water Table Present? Yes No Depth (inches): >20
 Saturation Present? Yes No Depth (inches): >20
 (includes capillary fringe)

Wetland Hydrology Present? Yes No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM - Western Mountains, Valleys, and Coast Region

Project/Site: Wilder Disc Golf City/County: Newport/Lincoln Sampling Date: 9/29/2023
 Applicant/Owner: Double E Northwest, LLC State: OR Sampling Point: 6
 Investigator(s): CT/AS Section, Township, Range: S 20, T 11S, R 11W
 Landform (hillslope, terrace, etc.): Slope Local relief (concave, convex, none): None Slope (%): 2
 Subregion (LRR): LRR A Lat: 44.603038 Long: -124.043086 Datum: WGS84
 Soil Map Unit Name: Nelscott loam, 12-50 percent slopes NWI Classification: _____

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No _____ (if no, explain in Remarks)
 Are vegetation _____ Soil _____ or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y
 Are vegetation _____ Soil _____ or Hydrology _____ naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes _____ No <u>X</u>	Is Sampled Area within a Wetland? Yes _____ No <u>X</u>
Hydric Soil Present? Yes _____ No <u>X</u>	
Wetland Hydrology Present? Yes _____ No <u>X</u>	

Remarks:

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: _____)			
1 <u><i>Picea sitchensis</i></u>	<u>30</u>	<u>X</u>	<u>FAC</u>
2 <u><i>Tsuga heterophylla</i></u>	<u>20</u>	<u>X</u>	<u>FACU</u>
3 <u><i>Alnus rubra</i></u>	<u>5</u>		<u>FAC</u>
4 _____			
	<u>55</u>	= Total Cover	
Sapling/Shrub Stratum (plot size: _____)			
1 <u><i>Gaultheria shallon</i></u>	<u>30</u>	<u>X</u>	<u>FACU</u>
2 <u><i>Rubus spectabilis</i></u>	<u>25</u>	<u>X</u>	<u>FAC</u>
3 <u><i>Vaccinium parvifolium</i></u>	<u>10</u>		<u>FACU</u>
4 <u><i>Tsuga heterophylla</i></u>	<u>10</u>		<u>FACU</u>
5 <u><i>Vaccinium ovatum</i></u>	<u>5</u>		<u>FACU</u>
	<u>95</u>	= Total Cover	
Herb Stratum (plot size: _____)			
1 <u><i>Polystichum munitum</i></u>	<u>5</u>	<u>X</u>	<u>FACU</u>
2 _____			
3 _____			
4 _____			
5 _____			
6 _____			
7 _____			
8 _____			
	<u>5</u>	= Total Cover	
Woody Vine Stratum (plot size: _____)			
1 <u><i>Hedera helix</i></u>	<u>30</u>	<u>X</u>	<u>FACU</u>
2 <u><i>Rubus ursinus</i></u>	<u>2</u>		<u>FACU</u>
	<u>32</u>	= Total Cover	
% Bare Ground in Herb Stratum	<u>95</u>		

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 6 (B)

Percent of Dominant Species That are OBL, FACW, or FAC: 33% (A/B)

Prevalence Index Worksheet:

Total % Cover of	Multiply by:	
OBL Species	x 1 =	<u>0</u>
FACW species	x 2 =	<u>0</u>
FAC Species	x 3 =	<u>0</u>
FACU Species	x 4 =	<u>0</u>
UPL Species	x 5 =	<u>0</u>
Column Totals	<u>0</u> (A)	<u>0</u> (B)

Prevalence Index =B/A = #DIV/0!

Hydrophytic Vegetation Indicators:

_____ 1- Rapid Test for Hydrophytic Vegetation
 _____ 2- Dominance Test is >50%
 _____ 3-Prevalence Index is ≤ 3.0¹
 _____ 4-Morphological Adaptations¹ (provide supporting data in Remarks or on a separate sheet)
 _____ 5- Wetland Non-Vascular Plants¹
 _____ Problematic Hydrophytic Vegetation¹ (Explain)

¹Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes _____ No X

Remarks:
Shrubs continued: Rubus armeniacus (FAC), Myrica californica (FACW) and Picea sitchensis (FAC) 5% each.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-3	7.5YR 3/3	100					Sandy Loam	
3-8	10YR 3/2	100					Sandy Loam	
8-16	10YR 4/3	100					Sandy Loam	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

Indicators for Problematic Hydric Soils³:

<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> 2 cm Muck (A10)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Red Parent Material (TF2)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Loamy Mucky Mineral (F1) (except MLRA 1)	<input type="checkbox"/> Very Shallow Dark Surface (TF12)
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	<input type="checkbox"/> Other (explain in Remarks)
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Depleted Matrix (F3)	
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Redox Dark Surface (F6)	
<input type="checkbox"/> Sandy Mucky Mineral (S1)	<input type="checkbox"/> Depleted Dark Surface (F7)	
<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Redox Depressions (F8)	

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes _____ No X

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

Secondary Indicators (2 or more required)

<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Water stained Leaves (B9) (Except MLRA 1, 2, 4A, and 4B)	<input type="checkbox"/> Water stained Leaves (B9) (MLRA1, 2, 4A, and 4B)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Salt Crust (B11)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Aquatic Invertebrates (B13)	<input type="checkbox"/> Dry-Season Water Table (C2)
<input type="checkbox"/> Water Marks (B1)	<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Sediment Deposits (B2)	<input type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3)	<input type="checkbox"/> Geomorphic Position (D2)
<input type="checkbox"/> Drift Deposits (B3)	<input type="checkbox"/> Presence of Reduced Iron (C4)	<input type="checkbox"/> Shallow Aquitard (D3)
<input type="checkbox"/> Algal Mat or Crust (B4)	<input type="checkbox"/> Recent Iron Reduction in Plowed Soils (C6)	<input type="checkbox"/> Fac-Neutral Test (D5)
<input type="checkbox"/> Iron Deposits (B5)	<input type="checkbox"/> Stunted or Stressed Plants (D1) (LRR A)	<input type="checkbox"/> Raised Ant Mounds (D6) (LRR A)
<input type="checkbox"/> Surface Soil Cracks (B6)	<input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> Frost-Heave Hummocks (D7)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)		
<input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)		

Field Observations:

Surface Water Present? Yes _____ No X Depth (inches): _____
 Water Table Present? Yes _____ No X Depth (inches): >16
 Saturation Present? Yes _____ No X Depth (inches): >16
 (includes capillary fringe)

Wetland Hydrology Present?

Yes _____ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Appendix C

Site Photos





Photo A:

Looking northeast at Wetland A, and Sample Points 1 and 2.

Photo B:

Looking northeast in the downstream direction of Stream 1.



Project # 7670
Date 10/12/2023



Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Photo documentation
Wilder Disc Golf - South Beach, Oregon
Photos taken September 29, 2023



Photo C:

Looking southwest towards Wetland B and Sample Points 3 and 4.

Photo D:

Looking north at Sample Points 5 and 6 and in the downstream direction of Stream 2.



Project # 7917
Date 2/26/2024



Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

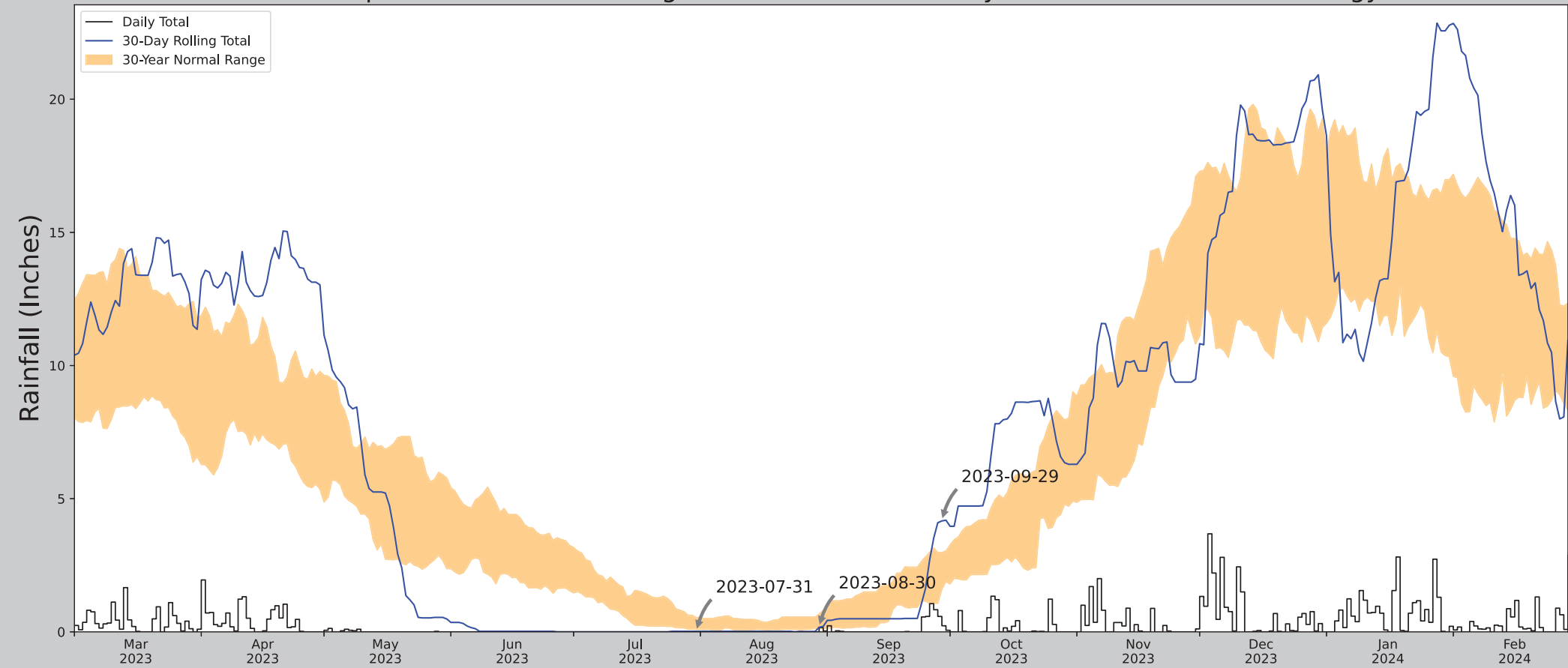
Photo documentation
Wilder Disc Golf - South Beach, Oregon
Photos taken September 29, 2023

Appendix D

APT Results



Antecedent Precipitation vs Normal Range based on NOAA's Daily Global Historical Climatology Network



Coordinates	44.607542, -124.043478
Observation Date	2023-09-29
Elevation (ft)	149.47
Drought Index (PDSI)	Moderate drought
WebWIMP H ₂ O Balance	Dry Season

30 Days Ending	30 th %ile (in)	70 th %ile (in)	Observed (in)	Wetness Condition	Condition Value	Month Weight	Product
2023-09-29	1.601969	2.97874	4.165354	Wet	3	3	9
2023-08-30	0.116142	0.664961	0.173228	Normal	2	2	4
2023-07-31	0.093701	0.534252	0.019685	Dry	1	1	1
Result							Normal Conditions - 14



Figure and tables made by the
Antecedent Precipitation Tool
Version 1.0

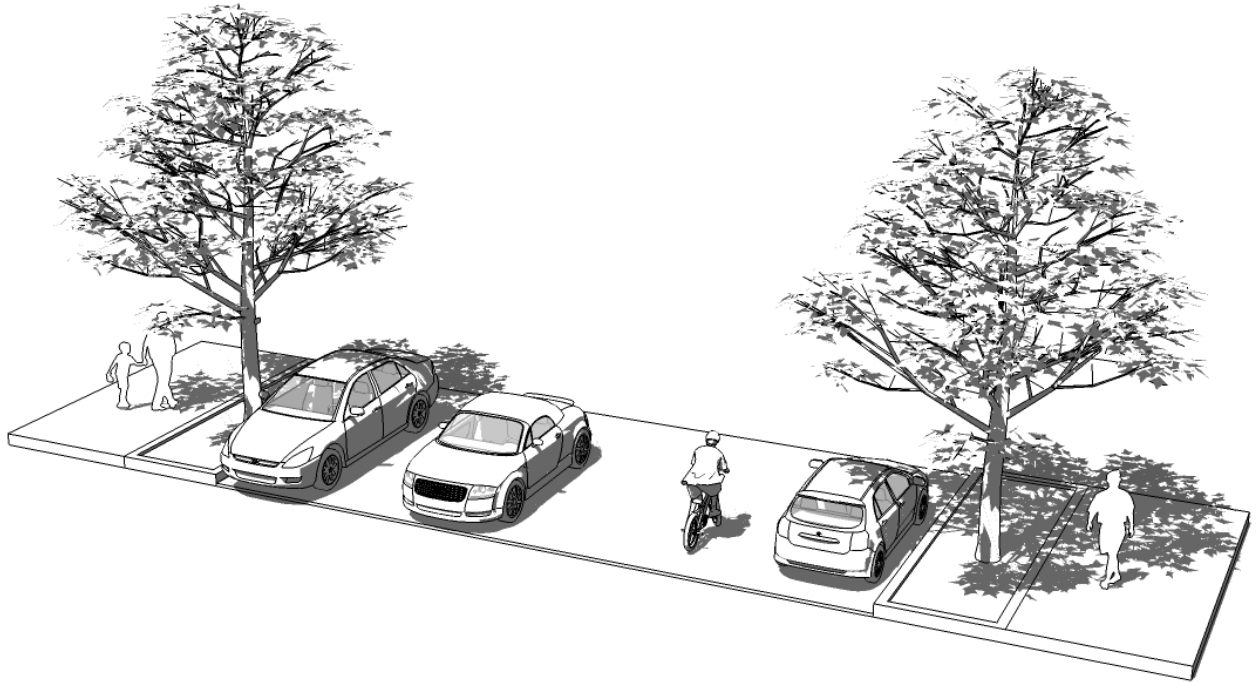
Written by Jason Deters
U.S. Army Corps of Engineers

Weather Station Name	Coordinates	Elevation (ft)	Distance (mi)	Elevation Δ	Weighted Δ	Days Normal	Days Antecedent
ALSEA FH (FALL CREEK)	44.4044, -123.7533	229.987	20.036	80.517	10.63	11294	90
ALSEA 1 W	44.3667, -123.6461	243.11	5.899	13.123	2.732	1	0
TIDEWATER	44.4122, -123.9022	49.869	7.369	180.118	4.643	39	0
TOLEDO 1 SE	44.6122, -123.9197	162.073	16.534	67.914	8.563	1	0
WALDPORT 1.0 WSW	44.4169, -124.0824	54.134	16.266	175.853	10.18	5	0
TOLEDO 0.2 W	44.621, -123.937	89.895	17.49	140.092	10.321	4	0
NEWPORT	44.6431, -124.0556	122.047	22.221	107.94	12.398	8	0
CORVALLIS WATER BUREAU	44.5078, -123.4575	591.864	16.244	361.877	13.188	1	0

Wilder

Community Master Plan

Kit of Parts



prepared for
LandWaves
2712 SE 20th Ave.
Portland, OR 97202

landwaves inc

prepared by
SERA Architects
338 NW Fifth Avenue
Portland, Oregon 97209



[4.3]
June 2021

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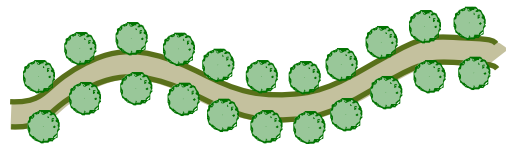
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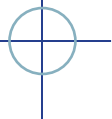
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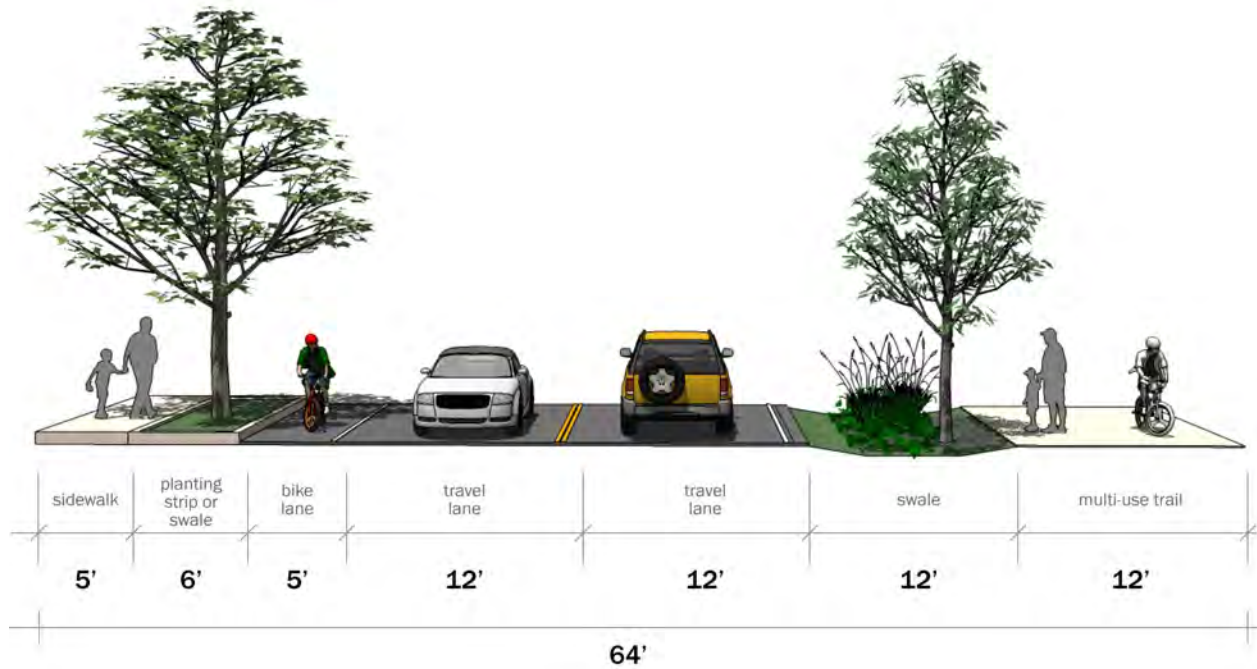
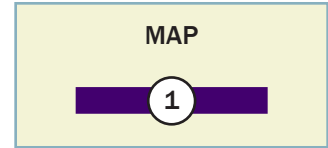
Transportation



Roadway Types



Main Loop Road - Section 1



Section Summary

travel lanes	12-feet
on-street parking	none
bicycle lanes	5-feet, one direction
sidewalk / trail	5-feet, 12-feet
planting strip / swale	6-feet, 12-feet
intended speed	35 mph
adjacent land uses	undeveloped / low density residential
primary grade	moderate to steep

Considerations

- A stormwater swale on the down-slope side of the roadway will capture and pre-treat some stormwater run-off, as well as provide a buffer for multi-use trail users.
- Bicyclists are accommodated in two ways. A striped 5-foot bicycle lane accommodates skilled bicyclists for uphill travel. Skilled bicyclists traveling downhill are expected to use the entire travel lane, as these bicyclists tend to prefer more room to maneuver when their speed increases.
- An 8-foot multi-use trail provides accommodation for less skilled bicyclists, like children and families. While this trail is intended to “meander” along the roadway, it will be important to provide clear lines of sight and adequate turning radii for both bicyclist and pedestrian safety.

Sustainability Options

- use a variety of sedges and rushes in the swale that can withstand both inundation and drought
- augment swales and landscape buffer with native plant species

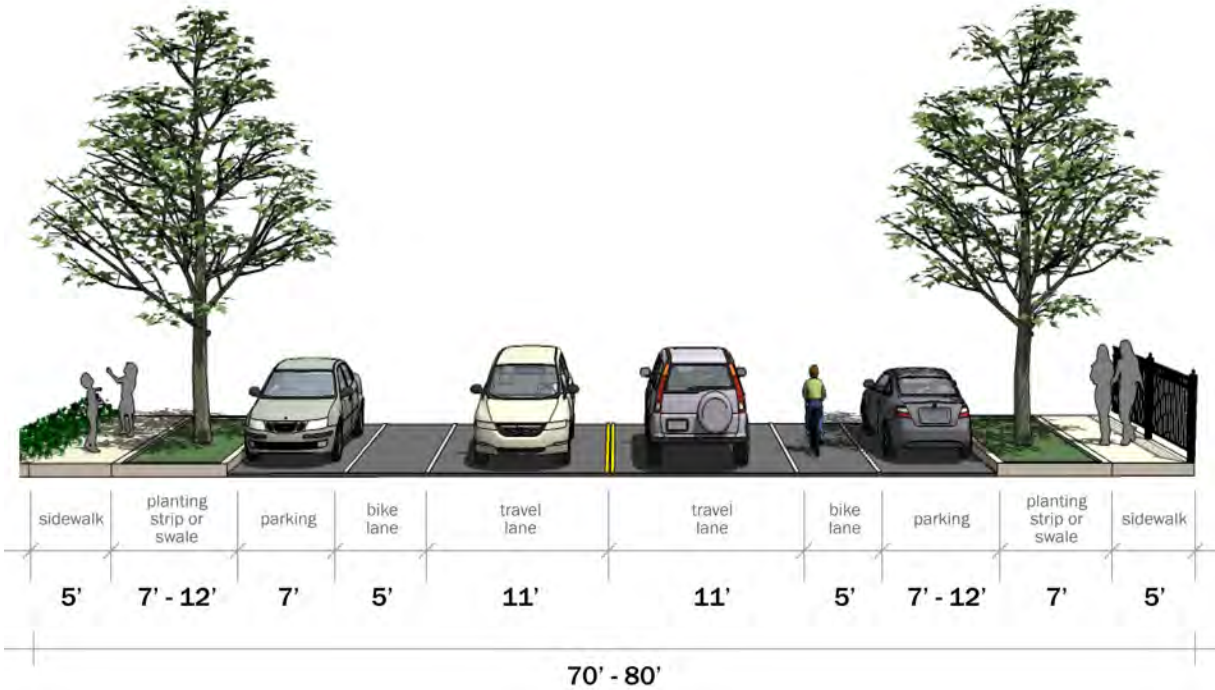
Transportation

MAP KEY

2

Main Loop Road - Section 2

This section of the Main Loop Road passes through adjacent residential areas, and acts as a traffic collector, as well as a central spine for the community.



Sustainability Factors

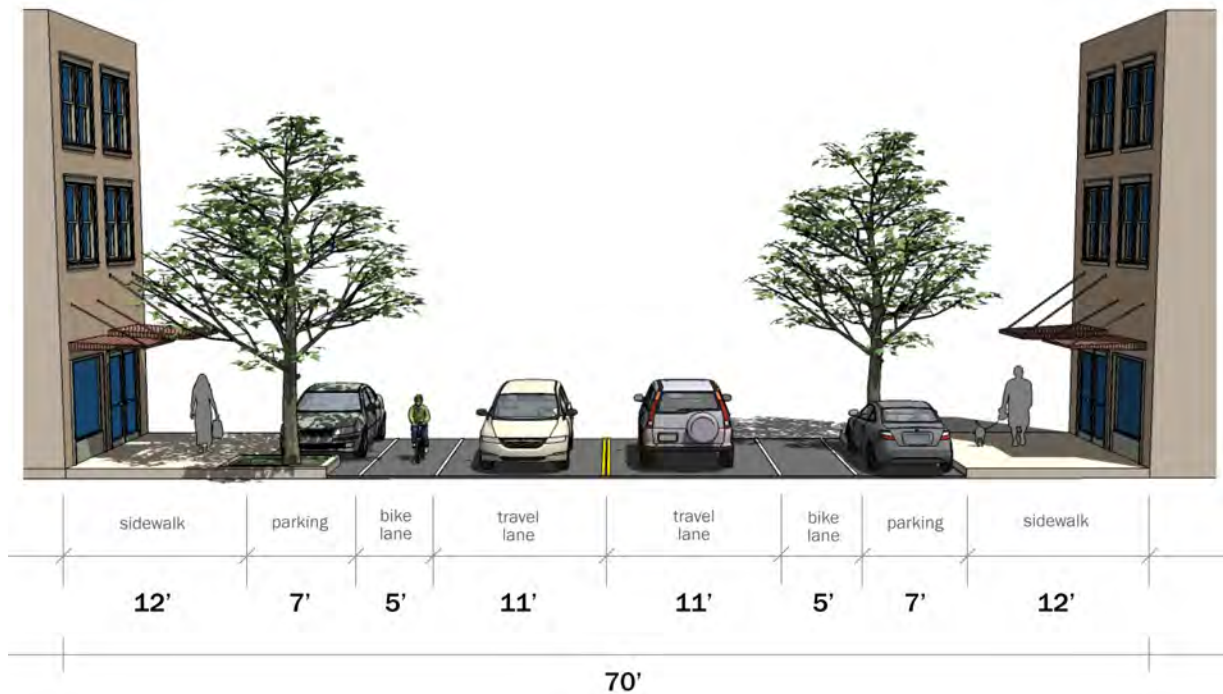
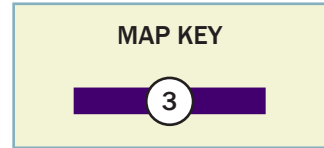
- ↳ narrow street width
- ↳ recycled-content in asphalt & concrete
- ↳ shading from trees
- ↳ integrated stormwater management systems

Section Summary

travel lanes	11-feet
on-street parking	7-feet
bicycle lanes	5-feet
sidewalk / trail	5-feet
planting strip / swale	7 - 12-feet
intended speed	30 mph
adjacent land uses	medium density residential
primary grade	moderate

Main Street

Main Street travels through the village center and has the most urban character. Wide sidewalks, planters, and street furniture (i.e., street lights, flower baskets, benches, etc) contribute to a very pedestrian-friendly commercial environment.



Section Summary

travel lanes	11-feet
on-street parking	7-feet
bicycle lanes	5-feet
sidewalk / trail	12-feet
planting strip / swale	tree wells at sidewalk edge with trees periodically in parking
intended speed	20 mph
adjacent land uses	village commercial / mixed use
primary grade	flat

Sustainability Factors

- ↳ narrow street width
- ↳ recycled-content in asphalt & concrete
- ↳ shading from trees

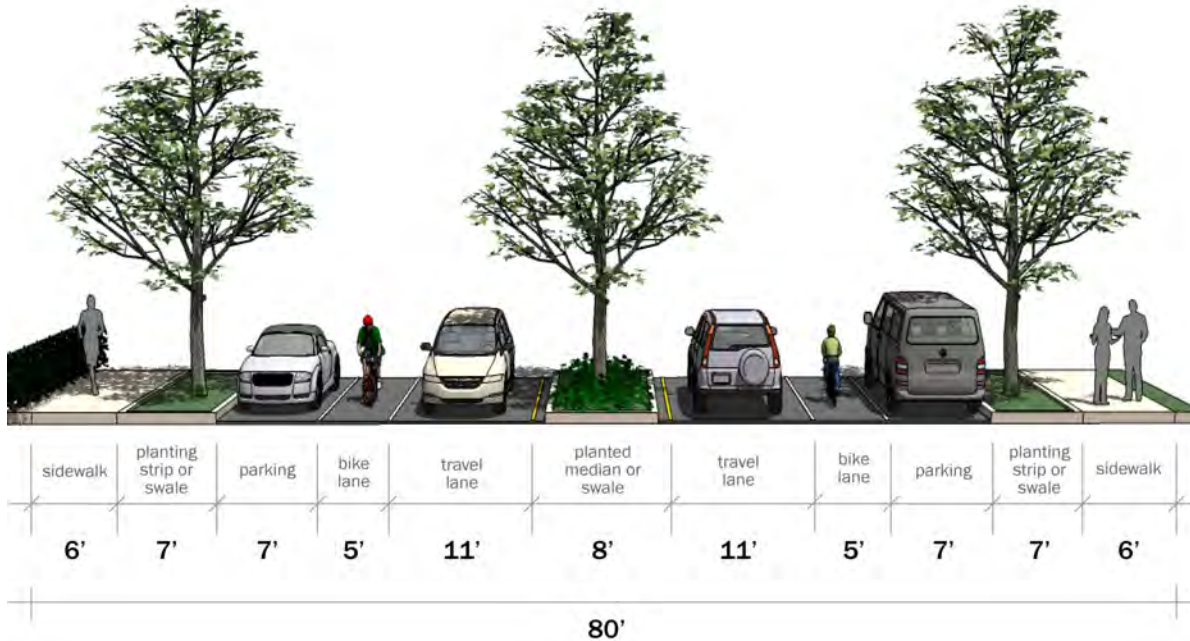
Transportation

MAP KEY

4

Boulevard

This section of the Main Loop Road is a full boulevard with a median and planting strips or bioswales. It will be the centerline of neighborhoods for the south of the village center.



Sustainability Factors

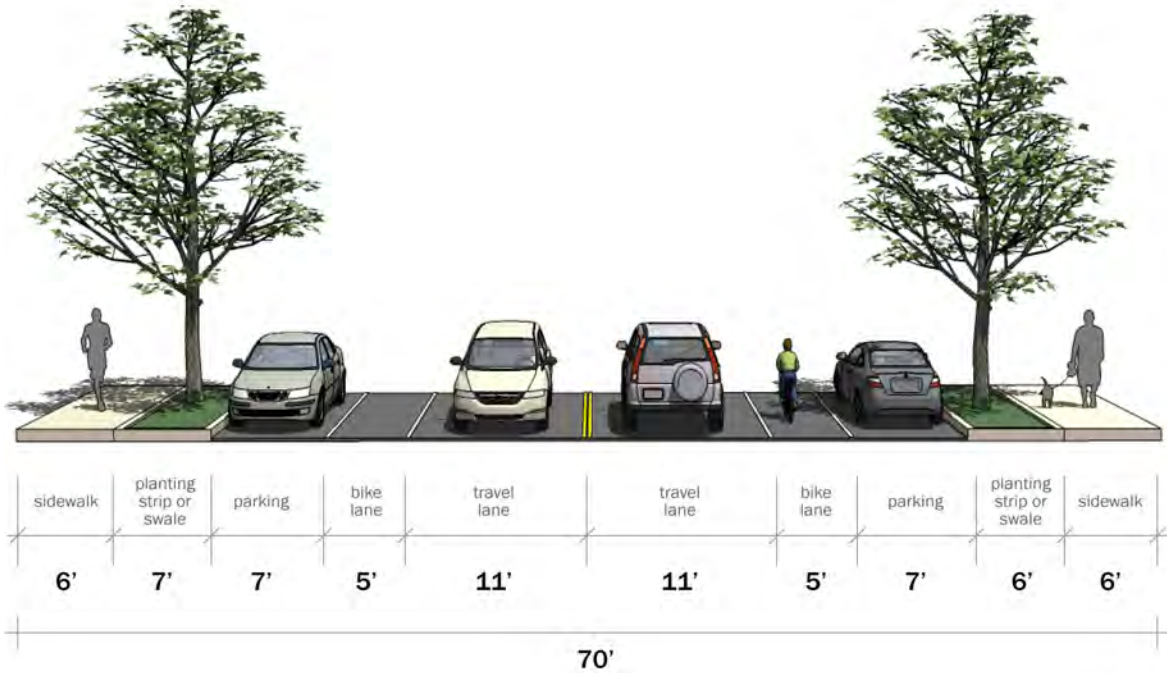
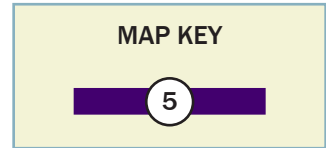
- ♻️ narrow street width
- ♻️ recycled-content in asphalt & concrete
- 🌳 shading from trees
- ♻️ integrated stormwater management systems

Section Summary

travel lanes	11-feet
on-street parking	7-feet
bicycle lanes	5-feet
sidewalk / trail	6-feet
planting strip / swale	7-feet
intended speed	25 mph
adjacent land uses	medium to low density residential
primary grade	moderate

Main Loop Road - Section 5

This section of the Main Loop Road serves as a transition zone between the residential outskirts of the Village and the wastewater treatment plant.

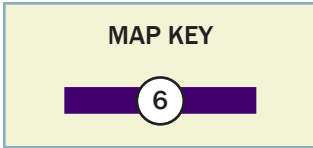


Section Summary

travel lanes	11-feet
on-street parking	7-feet
bicycle lanes	5-feet
sidewalk / trail	12-feet
planting strip / swale	7-feet
intended speed	35 mph
adjacent land uses	low density residential
primary grade	moderate

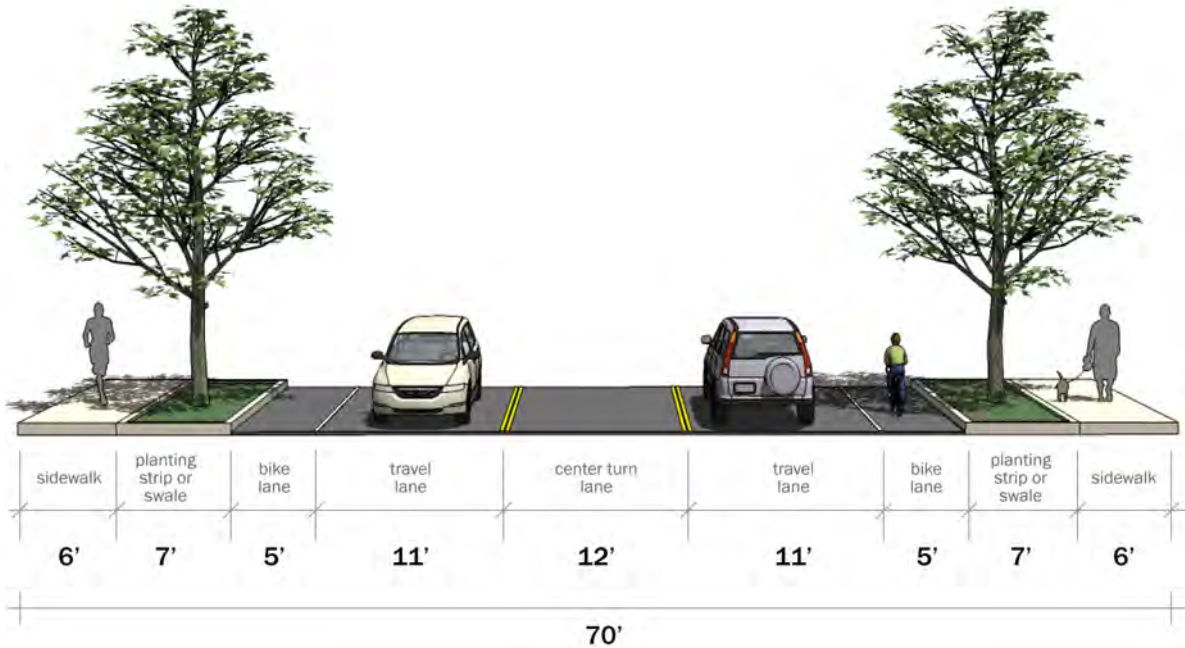
Sustainability Factors

- ↳ narrow street width
- ↳ recycled-content in asphalt & concrete
- ↳ shading from trees
- ↳ integrated stormwater management systems



Main Loop Road - Section 6

This section of the Main Loop Road connects Highway 101 to Wilder. A center turn lane provides access to residential areas at the south end of the Village and to areas adjacent to the property, like the wastewater treatment plant.



Sustainability Options

- ⌚ Stormwater swales may be able to be used in place of the planting strip.
- ⌚ A planted median or stormwater swale may be used in place of the center turn lane as long as it provides opportunities for vehicles to turn left into driveways and/or streets.
- ⌚ Integrate existing mature vegetation where possible along the alignment, even if the vegetation is along the roadway centerline.



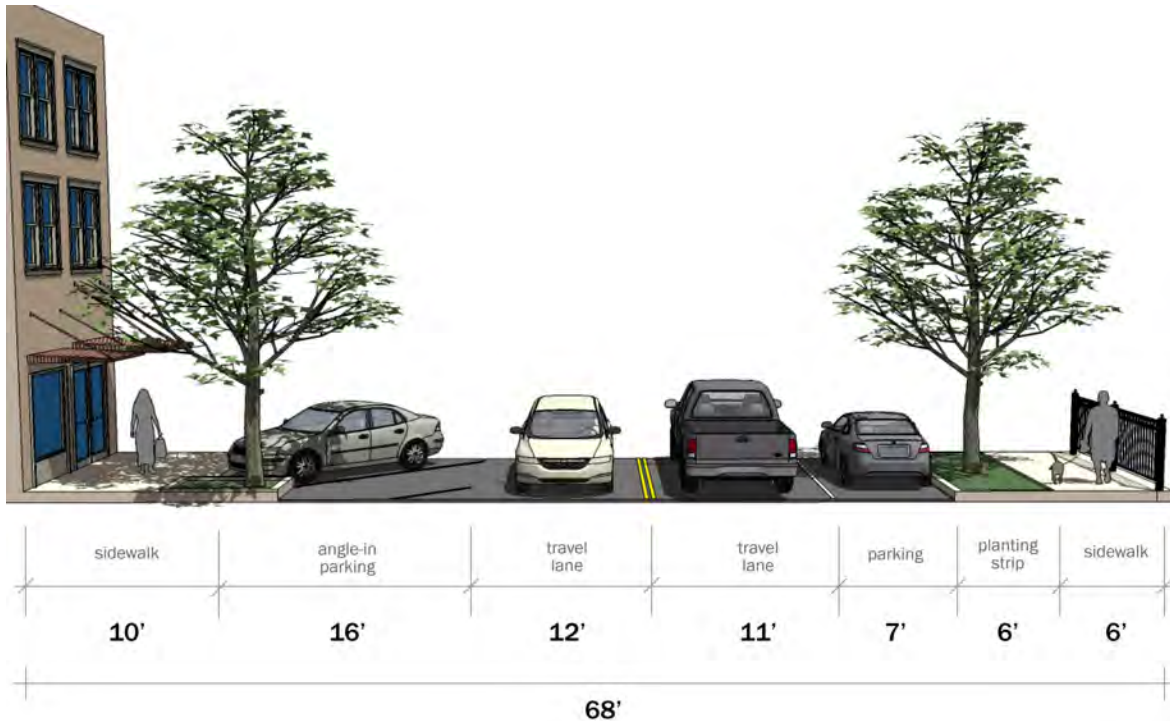
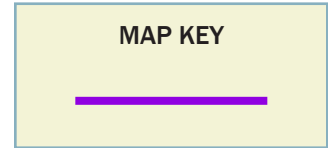
Section Summary

travel lanes	11-feet
on-street parking	none
bicycle lanes	5-feet
sidewalk / trail	6-feet
planting strip / swale	7-feet
intended speed	35 - 40 mph
adjacent land uses	undeveloped, low density residential
primary grade	moderate



Village Center Road - Section 1

The village center road travels around the village center to provide access to commercial and residential uses in the center of the community.



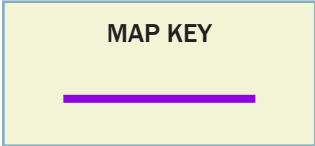
Section Summary

travel lanes	11- and 12-feet
on-street parking	16-feet, angle-in
bicycle lanes	none
sidewalk / trail	10-feet (urban edge), 6-feet (residential edge)
intended speed	20 mph
adjacent land uses	village commercial, high density residential
primary grade	flat

Sustainability Options

Sustainability Factors

- ↳ narrow street width
- ↳ recycled-content in asphalt & concrete
- ↳ shading from trees



Village Center Road - Section 2

This section of the Village Center Road provides access to high- and medium-density residential areas, and provides a transition between them. The angled parking serves residents and visitors.



Section Summary

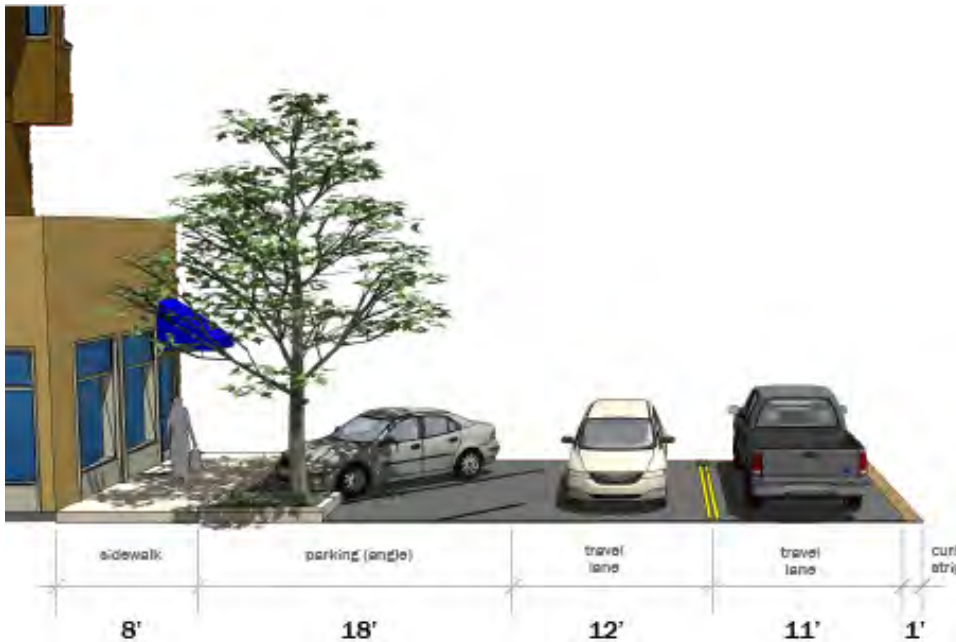
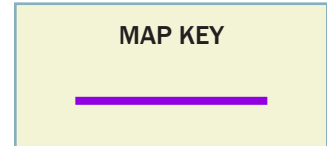
travel lanes	11- and 12-feet
on-street parking	18-feet, 45° angle-in (urban edge)
bicycle lanes	none
sidewalk / trail	8 feet (urban edge), 6-feet (residential edge)
intended speed	20 mph
adjacent land uses	village commercial, high and medium density density residential
primary grade	flat



Village Center Road - Section 3

This section of the Village Center Road connects high density residential areas to the Village Center. This section includes a transition to connect Ellis Street to College Way, where parking is eliminated to reduce intersection conflicts.

Because this section borders the community college property, the college edge is proposed to be finished with a simply curb. If the college chooses to develop on their side of the property, the roadway would be finished to the full Village Center Road cross-section.



Section Summary

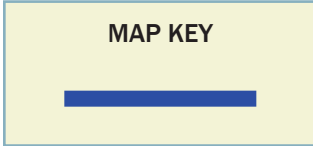
travel lanes	11- and 12-feet
on-street parking	18-feet, 45° angle-in (urban edge), none on site edge
bicycle lanes	none
sidewalk / trail	8 feet (urban edge)
intended speed	20 mph
adjacent land uses	village commercial, high density residential, open space or future development
primary grade	flat

Sustainability Options

Sustainability Factors

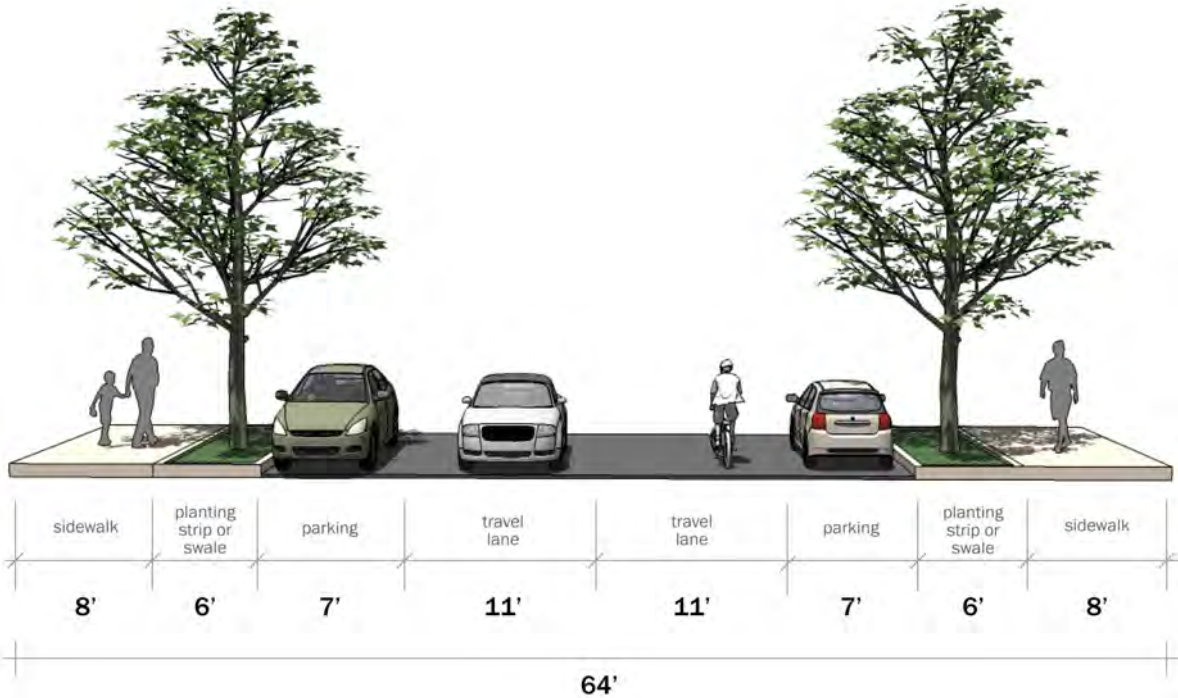
- ↳ narrow street width
- ↳ recycled-content in asphalt & concrete
- ↳ shading from trees

Transportation



Neighborhood Spine Road

These roads provide primary access to the neighborhoods throughout the Village.



Sustainability Factors

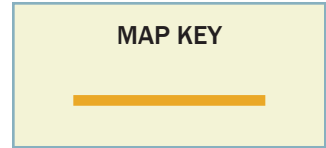
- ↳ narrow street width
- ↳ recycled-content in asphalt & concrete
- ↳ shading from trees
- ↳ integrated stormwater management systems

Section Summary

travel lanes	11-feet
on-street parking	7-feet
bicycle lanes	none
sidewalk / trail	8-feet
planting strip / swale	6-feet
intended speed	25 mph
adjacent land uses	medium density residential
primary grade	flat to moderate

20-foot Neighborhood Local Road

These roads provide local access to neighborhoods.



Queuing Design:
Periodic areas without parking allow larger vehicles to pass.



Section Summary

travel lanes	20-feet, courtesy lane
on-street parking	7-feet
bicycle lanes	none
sidewalk / trail	6-feet
planting strip / swale	no
intended speed	15 - 20 mph
adjacent land uses	medium to low density residential
primary grade	low to moderate

Sustainability Factors

- 🌿 narrow street width
- 🌿 recycled-content in asphalt & concrete
- 🌿 shading from trees
- 🌿 integrated stormwater management systems

Transportation

MAP KEY

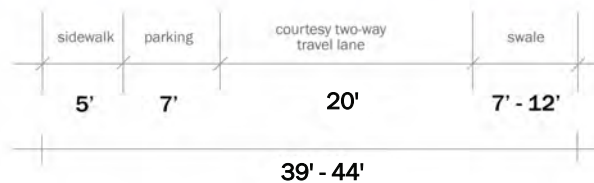


Queuing Design:

Periodic areas without parking allow vehicles to pass.

20-foot Hillside Street, Variation

Hillside Streets provide a bioswale on the downhill side of the roadway to capture and pre-treat stormwater runoff.



Sustainability Factors

- ⌚ There are a number of variations for the edge conditions of residential streets with little traffic that can integrate green street treatments. Some examples include:
- ⌚ integrated large-capacity bioswales
- ⌚ less impervious surface area (narrower streets)
- ⌚ permeable paving in parking areas
- ⌚ variety and diversity of plants and trees in the right-of-way

Section Summary

travel lanes	16-feet, courtesy lane
on-street parking	7-feet, one side
bicycle lanes	none
sidewalk / trail	5-feet
planting strip / swale	7-feet, on downhill side
intended speed	15 mph
adjacent land uses	low density residential
primary grade	moderate to steep



photo: on-street parking is handled in a non-traditional way to accommodate wide bioswales, walkways, and other green street treatments (Seattle, WA)

Woonerf - “Street for Living”

Woonerf” (“Street for living”) is a Dutch term for a common space created to be shared by pedestrians, bicyclists, and low-speed motor vehicles. They are typically narrow streets without curbs and sidewalks, and vehicles are slowed by placing trees, planters, parking areas, and other obstacles in the street.



Above: NW Cliff St. in Newport’s Nye Beach area allows for an informal mix of pedestrians, vehicles and cyclists. The unique paving pattern communicates that it is a special type of street.

Left: A private drive through the Fremont Lofts development in Seattle creates an enclosed special precinct for residents, whether coming and going by foot or vehicle.

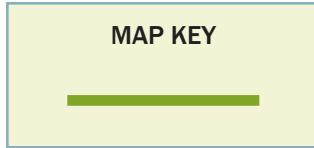
Section Summary

travel lanes	18-30 foot shared corridor
on-street parking	not designated, but permitted
bicycle lanes	none
sidewalk / trail	none
planting strip / swale	none
intended speed	less than 10 mph
adjacent land uses	high- and medium-density residential
primary grade	flat to moderate

Sustainability Factors

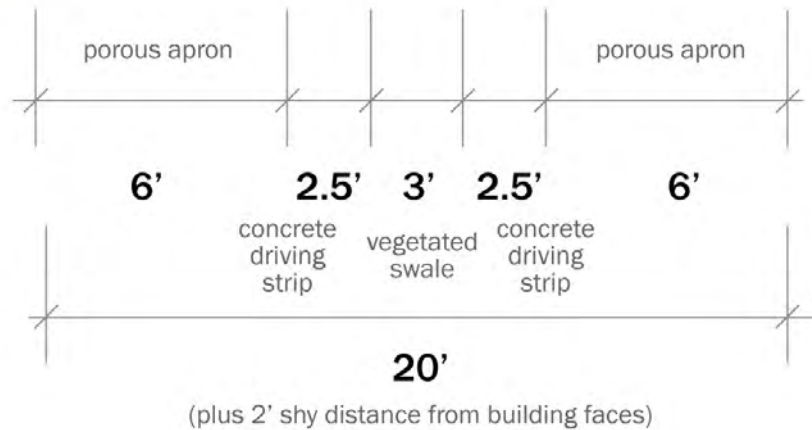
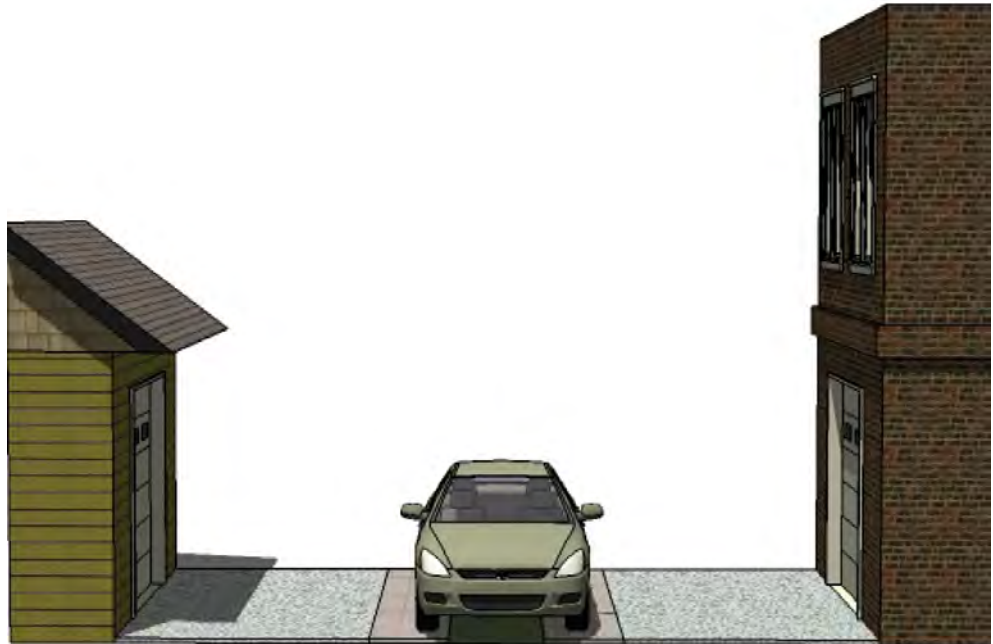
- ↳ multi-use street encourages strong community linkages
- ↳ narrow street width
- ↳ recycled-content in asphalt & concrete
- ↳ shading from trees
- ↳ integrated stormwater management systems





Green Alley

A green alley functions as a normal alley from a transportation perspective but is treated with green features to facilitate stormwater absorption and reduce impervious pavement area.



Sustainability Factors

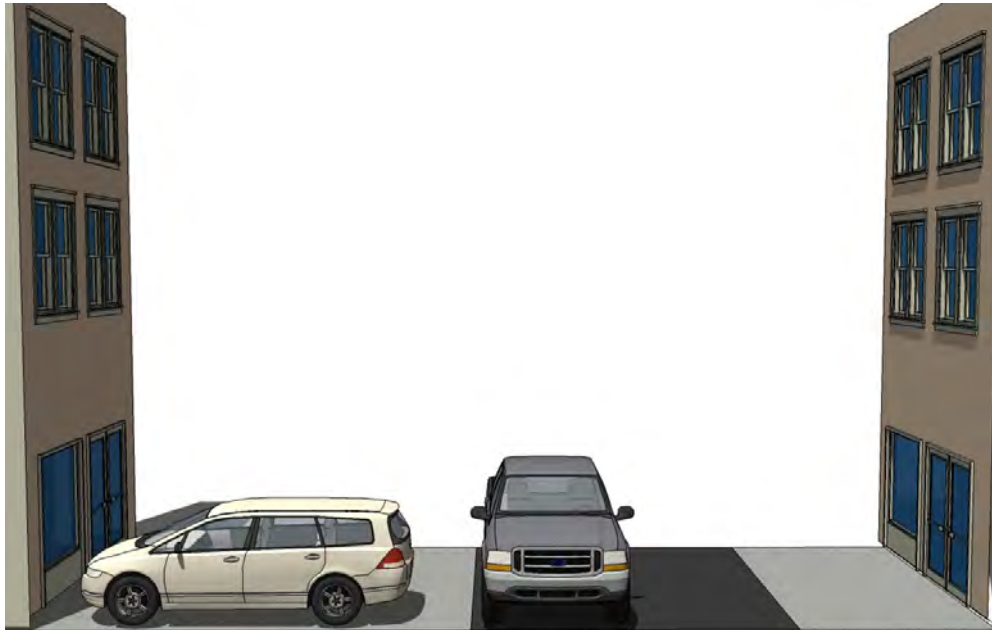
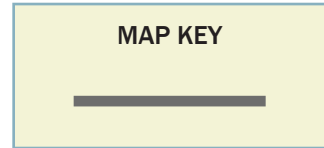
- ⌘ Explore a variety of materials for the porous apron and driving strips. Because the aprons will not experience the use of a normal roadway, porous asphalt or other hardscapes may work well without continual maintenance.
- ⌘ Consider a variety of hearty low-growing plants that are adaptive to the coast climate in lieu of grass for the central vegetated swale.

Section Summary

travel lanes	20-foot total right-of-way
on-street parking	none
bicycle lanes	none
sidewalk / trail	none
planting strip / swale	none
intended speed	10 mph
adjacent land uses	residential
primary grade	flat to moderate

20-foot Utility Alley

Common in most traditional and neo-traditional neighborhoods, the alley provides access to the rear of buildings. In addition to improving overall connectivity, the alley also provides a place for services and storage (i.e., garbage cans and collection) and allows street frontage to be uninterrupted by driveways.



Section Summary

travel lanes	20-foot travel corridor
bicycle lanes	none
sidewalk / trail	none
planting strip / swale	none
intended speed	10 - 15 mph
adjacent land uses	village commercial
primary grade	flat

Sustainability Factors

- ↳ Supports reduced street widths elsewhere
- ↳ Improves overall walkability
- ↳ Recycled-content materials

Transportation



Green Street Strategies



Bioswales

Bioswales are a vegetated swale system with an infiltration trench designed to retain and temporarily store stormwater. They are planted with native grasses, sedges and rushes that enhance filtration, cooling, and cleansing of water in order to improve water quality and prevent sealing of subsoils.

Photo at right: sidewalk is separated from the roadway by a bioswale; on-street parking is provided with 90-degree parking intermittently along the roadway.

Photo below: a common traffic calming element can also serve to slow and pre-treat stormwater runoff.



Sustainability Options

- 👉 Use plants that are most adaptable to the climate and conditions where feasible to reduce irrigation needs
- 👉 Avoid invasive plants



The bioswale above is set back from the roadway to accommodate people getting into and out of their vehicles.

Photo top: deep bioswale between a parking lot and the roadway; Photo bottom: a bioswale integrated with traffic calming

(Images shown are conceptual and do not represent final specific designs for Wilder)

Permeable or Porous Pavement

Permeable or perforated paving materials or pavers with spaces that allow transmission of water to aggregate base and subsoils. Runoff is temporarily stored in the base for infiltration into the subsoils and/or slow release to storm drain system.



Porous pavement will need to be tested on the Wilder site before the treatment is used for full applications.



Photos clockwise from top left: parking lot with several permeable pavement types including pavers and porous asphalt (Jean Vellum Natural Capital Center - Portland, OR); walkway of porous pavers (Portland State University - Portland, OR); parking lot of porous pavers (North Carolina); parking strip of porous pavers.

Sustainability Options

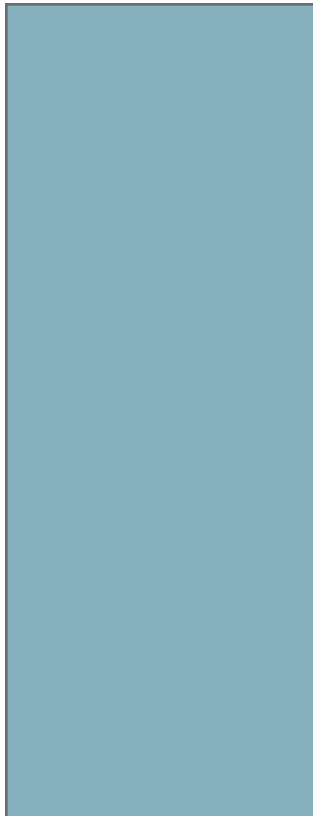
- ↳ Seek local source materials
- ↳ Recycled-content materials

Smaller Roads

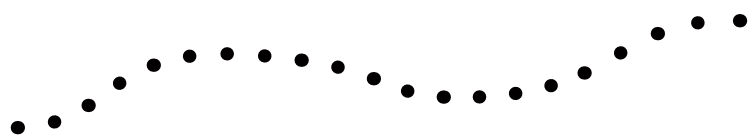
Designing and constructing smaller roads is one way to reduce the volume of stormwater run off simply because there is less impervious surface. More of the roadway right-of-way can then be dedicated to greenery (shade, CO2 absorption, aesthetics, etc.) and bioswales (to collect and treat localized stormwater runoff). Additionally, smaller roads use fewer materials during their construction, particularly petroleum-based materials like asphalt.

photo at left: rural application of the small road concept

photos below: Seattle's Street Edge Alternatives (SEA) program redesigned a series of neighborhood roads to accommodate stormwater runoff. The roadway was narrowed, on-street parking was consolidated to a few locations along the block face, bioswales were installed on both sides of the roadway to treat stormwater runoff, and a sidewalk was provided on one side of the road for pedestrians.



Transportation



Pedestrian Circulation Types



Pedestrian Circulation

MAP KEY



Access Trails

Access trails provide short paved trail or stair connections between streets. These trails improve pedestrian and bicycle connectivity and encourage more walking in the community. If terrain allows, these trails should be ADA accessible.



access trails



Sustainability Options

- ↻ evaluate porous concrete or asphalt for trail surfaces
- ↻ use small bioswales to treat stormwater on site
- ↻ use materials found on site for stair structures and minor retaining walls
- ↻ use solar panels for lighting

Guidelines

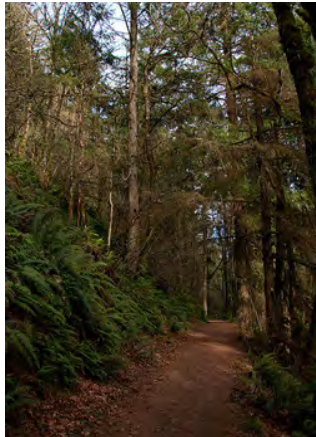
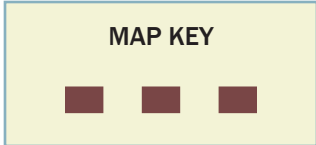
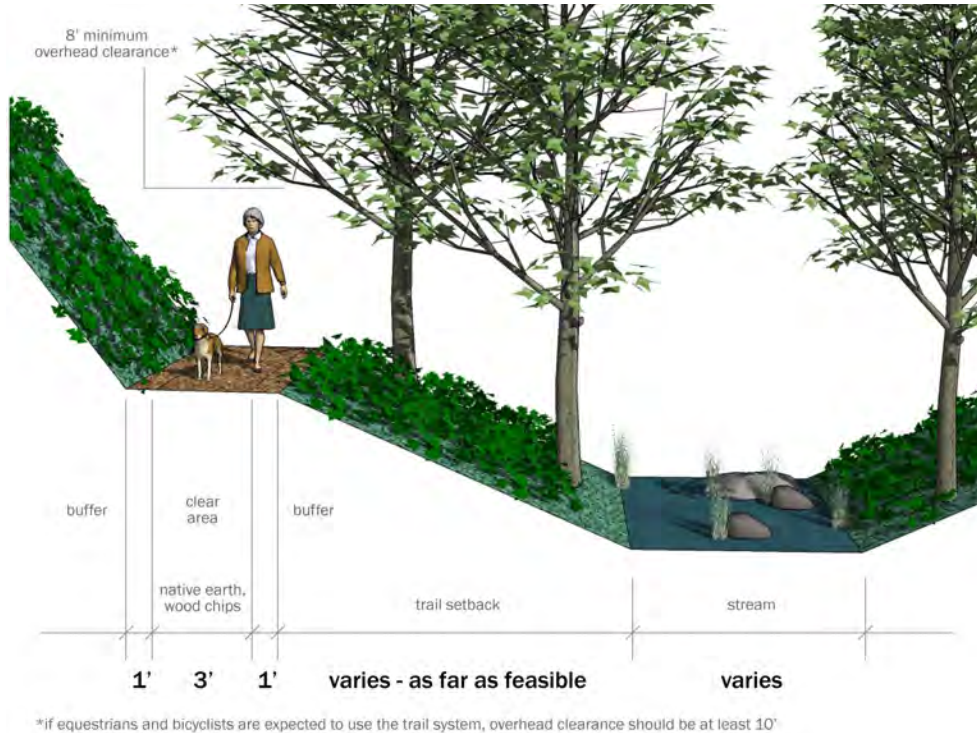
surface	asphalt, concrete, wood (stairs)
width	10-feet
cross-slope	maximum 2%
vertical clearance	10-foot minimum

Considerations

- Access trails and stairways should be sensitively designed and constructed to minimize impact on the terrain and neighboring homes.
- Consider constructing stair systems from concrete and local stone, instead of chemically-treated lumber. These materials are not as slippery as wood, are more durable, and have greater longevity. In addition to providing access, a rock and concrete stair system can also provide hillside stabilization and attractive rock gardens.
- Fences on both sides of access trails should be limited to improve pedestrian safety and encourage “eyes on the street.” If screening is desired, consider using vegetation or fences that provide some privacy but retain the ability to see and hear the trail (i.e., “good neighbor” fencing, wrought iron, etc.).
- Access trails should be lighted so that they can be used safely year-round. Lights should minimize deflection into the sky and neighboring homes.

Natural Trails

Natural trails are soft-surface walking/hiking trails that provide recreation opportunities and access to nature in the community. Natural trails can support bicycling and equestrian use if designed properly, but are generally intended to serve pedestrians.



natural trails



Guidelines

surface	earth, wood chip, gravel
width	5-feet
cross-slope	2%, down slope
horizontal slope	15% maximum
vertical clearance - pedestrians only	8-foot minimum
vertical clearance - bikes and horses	10-foot minimum
trail setback from waterways	as much as feasible

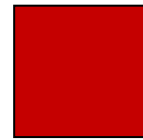
Considerations

- Trail systems significantly contribute to the marketability of the community and increase property values.
- A natural soft-surface trail system is the best way to access some of the best parts of Wilder and its surrounding areas. By contouring along the steep eastern slopes of the property, residents can walk with relative ease to Idaho Point, King Slough, and other parts of the community in a completely natural environment.
- This type of trail system is relatively easy to construct and maintain when done properly. It also provides an opportunity to improve some existing land conditions by improving drainage, stabilizing slopes with native vegetation, and removing invasive plants like Himalayan blackberry and Scotch Broom.

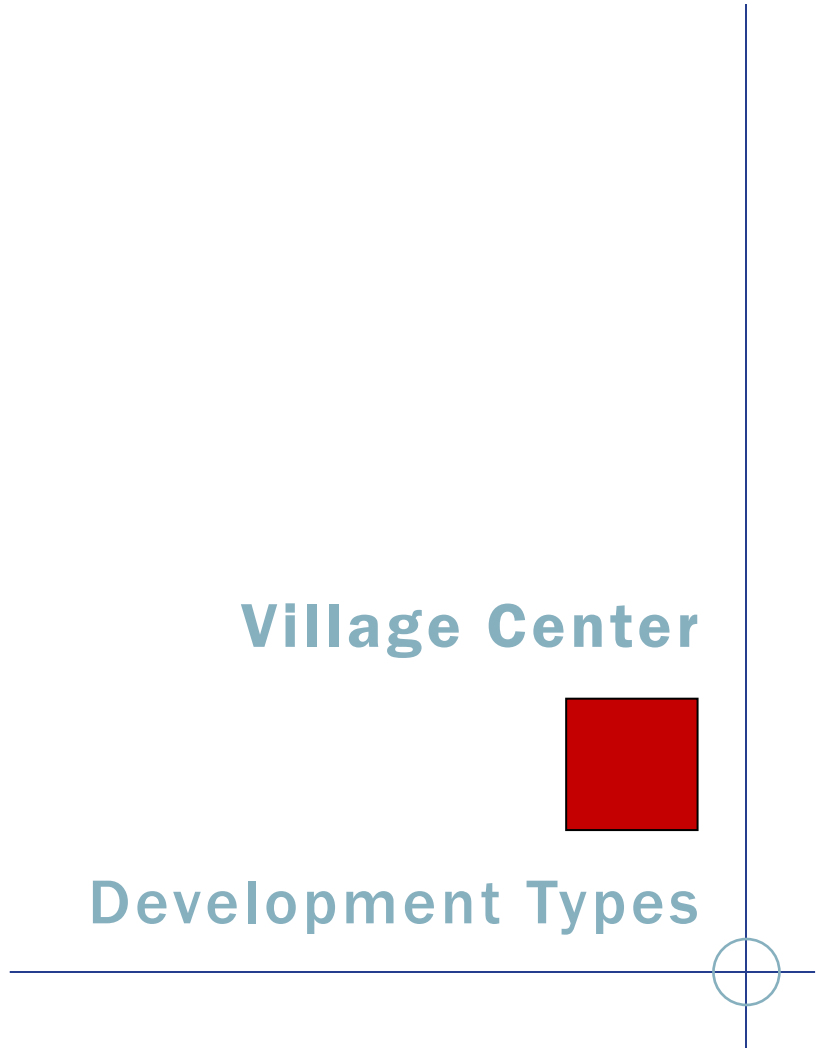
Sustainability Options

- employ “green” trail construction techniques
- use native earth as much as possible
- utilize local lumber for small bridges, retaining walls, railings and fences
- minimize switchbacks (to cut down on trail cutting and erosion)
- use low-impact boardwalks through wetlands and other wet areas
- avoid long sustained grades or utilize water bars to control drainage and erosion

Village Center



Development Types



Village Center: Retail

A range of sizes should include very small “incubator” spaces to encourage small businesses and create interest. Buildings should make a strong connection to the street through glazing, roll-up openings, outside display or seating. Awnings and street furniture provide important functions.



IN ZONE...

COM



photos clockwise from left:
 Downtown Cannon Beach, OR;
 Coffee shop, Forest Heights
 (Portland, OR); College Avenue
 (Berkeley, CA); shops in Sis-
 ters, OR



Sustainability Factors

- ✦ Provide neighborhood amenities to reduce need for vehicular travel
- ✦ Density makes community more supportive of transit
- ✦ Build durable and flexible buildings to ensure that can provide for different uses as the community matures
- ✦ Seek energy efficiencies between building uses and at a district scale

General Specifications

Unit Size:	no larger than 20,000 sf
Unit Height:	up to 3 stories
Parking:	on street and shared parking lots
Private Outdoor Space:	n/a
Density range / typ. lot size:	
Target price range:	

Development Types

IN ZONE...

COM



Arcades and market halls have several benefits: reduced overhead, a high degree of visual activity, and pass-through spaces that can front to a street and rear parking.

above: Granville Island market (Vancouver, BC); right: City Market (Portland, OR); below, Swan's Market (Oakland, CA)



Village Center: Small Retail Shops

Important to the success of any new retail is the ability of small businesses to start up with minimal risk. Providing interesting small retail spaces is one way to do this. Portable carts, small kiosks arcades and market hall type retail are all proven ways of doing this.



Sustainability Options

- ☞ Daylighting of retail has been shown to increase sales, as well as energy savings
- ☞ New LED lighting is emerging for retail uses



Food carts and portable kiosks can evolve with a retail area, moving to the most successful locations and duplicating as demand grows. Photo above: portable food cart (Portland, OR)

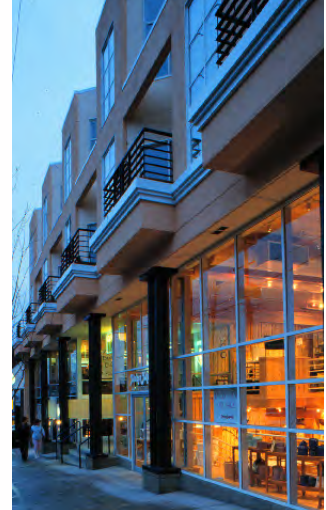
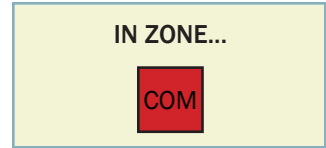


Tiny stand-alone shops can take advantage of unusual building or site geometry, and can energize areas that would be otherwise empty.



Village Center: Housing Over Commercial

Mixing residential and commercial activities contributes to “eyes on the street” and focuses human activity in core areas at all times of the day. Commercial can be retail, office or civic uses, depending on demand. Housing can be elevator-served or walk up townhouses stacked above.



Mixed use buildings are a time-honored type, and occur at many scales and types of construction. Clockwise from above: NE Portland, NW 23rd Av., Portland; Orenco Station; SE Portland; Pacific City, OR



Sustainability Options

- ☞ More supportive of transit
- ☞ Improves overall balance of jobs and housing
- ☞ Potential for shared parking
- ☞ Potential for ‘waste heat’ from commercial uses to serve residences
- ☞ Green building certification



Development Types

IN ZONE...

COM

R3

Village Center: Hospitality

Hotels and Bed and Breakfasts near the commercial core will provide more activity and help energize the area in the evening. These establishments often include restaurants and other uses on the ground floor.



Bed & Breakfast lodging in Seattle and the San Juan Islands



Right: The Sylvia Beach Hotel, with its author themed rooms, provides a compelling and highly-desirable lodging opportunity on the Oregon Coast, where the hospitality industry is always looking for new and innovative ways to attract visitors.



Sustainability Options

- ↳ Green building strategies
- ↳ Zone mechanical systems for room-by-room control to reduce impact of unoccupied rooms.
- ↳ Incorporate green management practices for cleaning, laundry, etc.

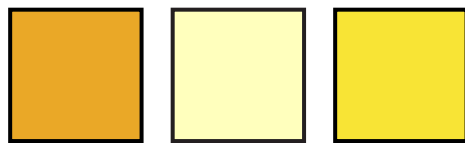


Above: Coast Cabins, a cluster of short-stay cabins in Manzanita, OR

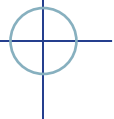
Right: This “tree-sort” is a destination place to stay in the woods of Southern Oregon, pulling travelers well out of their way to stay in a creative building type: treehouses! (Takilma, OR)



Residential



Development Types



Single-Family: Hill Homes

The areas near the perimeter will generally have larger view lots, with somewhat larger houses. Thoughtful landscape standards and stormwater management can contribute to homes that blend into the landscape and to the stability of adjacent slopes.



IN ZONE...

R1



photos clockwise from left: traditional architecture (Portland, OR); modern hill house, (Berkeley, CA); craftsman houses (Berkeley, CA)

Sustainability Options

- ↳ Certification
- ↳ High Energy Efficiency
- ↳ Stormwater managed on site
- ↳ FSC-certified framing
- ↳ Recycled content materials
- ↳ Green building program with incentives to avoid excessively large homes, and higher burden for efficiencies, relative to smaller homes
- ↳ Renewable energy production
- ↳ Minimize alterations to existing landscape
- ↳ Detached garages improve indoor air quality by keeping garage fumes out of the living spaces

General Specifications

Unit Size:	1200 - 2000+ sf
Unit Height:	2 story
Parking:	off street
Private Outdoor Space:	Backyard / front yard
Density range / typ. lot size:	3 - 7 du/acre
Target price range:	\$\$\$ TBD

- Larger lots
- Typically located at slope edges
- Design standards can steer construction toward a cohesive style for the community (i.e. neo-traditional – or a particular material set and/or form, like wood siding, sloped roofs)
- Landscape standards can help to blend homes into landscape

Development Types

IN ZONE...

R3

R2



photos: various medium-density housing styles and configurations

Single-Family: Medium Density Homes

These homes will be the dominant housing type at Wilder. They allow open space for each home and remain affordable for many families. Porches and limitations on garage locations help to link this type to the street for improved neighboring opportunities.



Sustainability Options

- ↳ Certifications
- ↳ High Energy Efficiency
- ↳ Stormwater drywells
- ↳ FSC-certified framing
- ↳ Recycled content materials
- ↳ Reduce ecological footprint through energy savings, preferred materials, good siting, etc.
- ↳ Improve indoor air quality
- ↳ Support potential industrial tenants within overall project, as well as regional economy
- ↳ Provide market differentiation
- ↳ Detached garages improve indoor air quality by keeping garage fumes out of the living spaces

General Specifications

Unit Size:	1200 - 2000 sf
Unit Height:	2 story
Parking:	off street
Private Outdoor Space:	Backyard / front yard
Density range / typ. lot size:	8 - 10 du/acre
Target price range:	\$\$

- Basic lot size is 5000 sf
- Affordable construction type
- Design and landscape standards, intended to support project quality without over-inflating housing costs
- Accessory units allowed (see page x)

Single-Family: Urban Lot Houses

Urban lot houses are freestanding homes, but offer a more compact neighborhood as well as more affordable housing.

IN ZONE...

R3 R2



photos: urban lot houses (Portland, OR, & Newport, OR)

Sustainability Options

- ↳ Certifications
- ↳ High Energy Efficiency
- ↳ Stormwater drywells
- ↳ FSC-certified framing
- ↳ Recycled content materials

General Specifications

Unit Size:	800 - 1,100 sf
Unit Height:	1-2 story
Parking:	off street
Private Outdoor Space:	Backyard / front yard
Density range / typ. lot size:	9 - 15 du/acre
Target price range:	\$\$-\$

Development Types

IN ZONE...

R3

R2



photos: Micro-Cottages at Wilder

Single-Family: Urban Micro Cottages

Very small homes have become a demonstrated success for some parts of the population, including single-occupant households and new home-owners. Small, independently sited cottages serve these populations well, and are an attractive way to attain a home in an area with many regional outdoor attractions.



Sustainability Options

- ↳ Certification
- ↳ High Energy Efficiency
- ↳ Stormwater drywells
- ↳ FSC-certified framing
- ↳ Recycled content materials
- ↳ Increasing density can in itself improved sustainability by making walking and transit more viable for more trips.

General Specifications

Unit Size:	450 - 1,000 sf
Unit Height:	1-2 story
Parking:	off street
Private Outdoor Space:	Backyard / front yard
Density range / typ. lot size:	10 - 18 du/acre
Target price range:	\$-\$-\$

Townhouse

Townhouses provide the benefits of direct simple ownership (without the potential risks of condominiums) while contributing to higher densities than free-standing homes. They are a long-standing traditional type in many cultures, from the Victorians of San Francisco to cutting edge modernist designs throughout the industrial world.

While townhouses are often built with garages below and directly off the street, the preferred pattern is to have garages at the rear, either in a separate outbuilding (a 'mews' pattern typical in England) or tucked under the unit with open space provided in front yards. Eliminating the garage door on the front improves the qualities of the street, by providing more visual contact between the street and the homes.

When garages must be located at the front, they can be set 1/3 to half a story down to increase the connection between street and house.



IN ZONE...

R3 COM



photos: Belmont Dairy (Portland, OR); Sullivan's Gulch townhouses (Portland, OR)

General Specifications

Unit Size:	1,100 sf - 1,600 sf (18' - 20' wide)
Unit Height:	2-3 story
Parking:	garage, off street
Private Outdoor Space:	Backyard
Density range:	10-20 d.u./gross acre
Target price range:	\$\$-\$

Sustainability Options

- ☞ Certification
- ☞ High Energy Efficiency
- ☞ Stormwater drywells
- ☞ FSC-certified framing
- ☞ Recycled content materials
- ☞ Increasing density can in itself improved sustainability by making walking and transit more viable for more trips.
- ☞ Shared walls typically lead to increased energy efficiency for each unit.

Development Types

IN ZONE...

R3

R2

R1

Cluster Development: Walk-In

Clustered developments offer a sense of scale among neighbors, who typically share a small common open space. In truly successful designs, these spaces become very desirable amenities.



photos, clockwise from above: Cluster on common green, Stapleton (Denver, CO); Rose Walk (Berkeley, CA); bungalow court walk-in (Portland, OR)

General Specifications

Unit Size:	800 - 1800 sf
Unit Height:	1 - 2 story
Parking:	off street, shared, and/or ganged garages
Private Outdoor Space:	shared commons
Density range / typ. lot size:	8 - 12 du/acre
Target price range:	\$\$

Sustainability Options

- ↳ Certification of homes
- ↳ Coordinated management of stormwater, landscape etc.: use green standards
- ↳ Higher potential for sharing of resources among neighbors



Cluster Development: Cottage Clusters

Cottage clusters are a type of walk-in cluster where homes are smaller than typical single family, increasing affordability and density within a single family neighborhood. They are being used in existing neighborhoods to create housing variety and affordability.



IN ZONE...

R3	R2	R1
----	----	----



Examples, counterclockwise from above: Co-Housing cluster, Denver, CO; short-stay cabins at Manzanita, OR; Bella Beach, Gleneden, OR; Edward's aDDition, Monmouth, OR

Sustainability Options

- ↳ Certification of homes
- ↳ Landscape standards
- ↳ Smaller house sizes
- ↳ Higher potential for sharing of resources among neighbors

General Specifications

Unit Size:	800 sf or less
Unit Height:	1 - 2 story
Parking:	shared
Private Outdoor Space:	shared commons
Density range / typ. lot size:	12-24 du/acre
Target price range:	\$

- Typically an allowed use within single family neighborhoods, with 6 - 8 cottages in lieu of 3 - 5 standard size homes
- Shared parking at periphery
- Open space provides front door access and commons

Development Types

IN ZONE...

R3



Apartment building (Denver, CO)



Apartment building in a single family neighborhood context

Sustainability Factors

- 🔗 Green building certification
- 🔗 Potential for building scale mechanical systems
- 🔗 Higher land efficiencies
- 🔗 More supportive of transit
- 🔗 Green landscape standards

Multi-Family

Multi-family housing is a long-established housing type in cities and towns of all sizes, and in all cultures. In modern construction, several types are common:

Apartments are owned by one party with tenants renting their individual units

Condominiums ('condos') are owned by the individual tenant, who also typically owns an interest in the common areas of the property. A homeowners association manages the joint ownership areas.

Flats are units on one floor of a multi-story building with conventional floor-to-floor heights.

Lofts are units that have a higher floor-to-floor height and typically have a mezzanine loft within, often over the kitchen/bath areas.

Multi-family units can be arranged in numerous configurations (e.g. along corridors, around courtyards, off of circulation balconies, etc.). Each of these layouts lead to different building types. Smaller buildings oriented off of a common stair landing at each level can often fit in well with single family building massing.

Multi-family housing also can be located with other uses on the ground floor, especially retail and commercial uses. This helps increase the level of activity in central areas, with benefits for retailers and the public space.



Apartments near University of Portland

General Specifications

Unit Size:	500 - 1100 sf
Unit Height:	1 - 2 story
Parking:	off street, shared, and/or ganged garages
Private Outdoor Space:	shared commons, balconies, patios
Density range / typ. lot size:	8 - 12 du/acre
Target price range:	\$

Multi-Family: Clustered

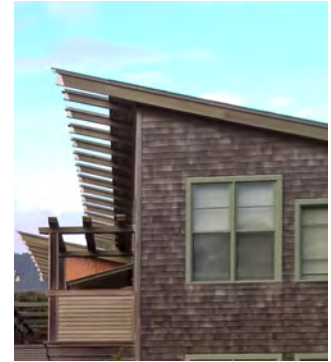
Clustered Apartments could serve nearby institutions of higher education, such as OCCC and OSU, as well as others in the community. The units can vary in size, and can be shared among multiple residents.

IN ZONE...

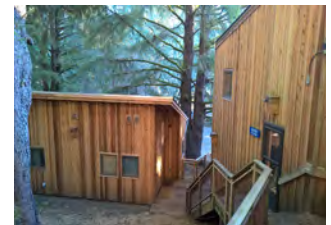
R3



Student Apartments, Lewis & Clark University, Portland, OR - use of bays, trims, and massing to break down the scale of multi-family structures



Finding the appropriate scale and level of detail is key to integrating multi-family housing into Wilder.



Student Apartments: Bastyr University; Kenmore, Washington

Sustainability Opportunities

- 🔗 Green building certification
- 🔗 Pre-fabricated construction
- 🔗 Potential for building or district scale mechanical systems
- 🔗 Higher land efficiencies
- 🔗 More supportive of transit
- 🔗 Green landscape standards

General Specifications

Unit Size:	300-800 sf
Unit Height:	2-3 story
Parking:	off street, shared, and/or ganged garages
Private Outdoor Space:	shared commons, balconies, patios
Density range / typ. lot size:	12-34 du/acre
Target price range:	\$

Auxilliary Dwelling Unit (ADU), A.K.A. “Granny Flat”

An ADU is a second self-contained dwelling unit created on a lot with a house, attached house or manufactured home. These dwellings are typically small (no larger than 800 sf) and are intended to provide housing options for a variety of single occupant tenants. Units can be joined to/over garages or stand alone on the property.

IN ZONE...

R3	R2	R1
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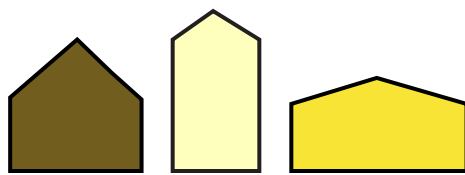


Green House (Portland, OR - SIP roof panels, Net Zero Energy Design), Denver, CO); ADU infill , Portland, OR

General Specifications	
Unit Size:	250 - 800 sf
Unit Height:	1 story
Parking:	off street / on street
Private Outdoor Space:	patio / deck
Density range / typ. lot size:	n/a
Target price range:	\$-\$\$

Sustainability Issues

- ⦿ Increase density without changing basic single family land use type
- ⦿ Green building strategies as applied to other home types



Building and Development Strategies



Green Building Certification

Certification programs provide the builder with explicit standards to achieve best environmental practices and provide building owners with the assurance that their project is built to those standards. There are several home certification approaches available, with different emphases; the most effective of these are described below. Around the U.S., local and state jurisdictions have also adopted custom green building programs.

The most comprehensive programs, such as LEED, look beyond energy impacts to reward use of recycled content or sustainably produced materials, healthy indoor environments, and water conservation. However, no certification level will guarantee sustainability. True sustainability in the built environment requires an on-going process of improvement and innovation, and requires an underlying vision to guide decisions.



LEED Silver Residence Hall at Lewis & Clark College



The LEED-H Silver Home at Parkdale, Oregon, Built by Neil Kelly homes

LEED certified projects receive a plaque to display their commitment



Certification Programs and Approaches

LEED:	A voluntary certification program, based on a checklist of prerequisites and credits, awarding certification at increasing levels, up to platinum. Credits are awarded in six areas: Sustainable Sites, Water Efficiency, Energy & Atmosphere, Indoor Environmental Quality, Materials and Resources, and Design Process.
LEED-Homes	A specific LEED version re-tooled for single-family homes, which gives additional credits for proximity to community services
Energy Star	Certified by U.S. Dept. of Energy (DOE) to be 15% more efficient than code requirements.
U.S. DOE's Building America Program	Technical and design assistance with project-tailored energy strategies for regional climate
EarthAdvantage	Certifies and tests for energy savings of 15% better than code, low-VOC materials, fresh air ventilation, environmentally preferred materials. Also technical assistance.

Design Standards

Design standards are a strategy for ensuring a level of quality for a neighborhood. They can take many forms, ranging from basic site layout issues to detailed standards aimed at creating a unified look for a development.

Basic standards to address location of garages, entries and porches are widely accepted in many communities. They help support the pedestrian nature of streets by creating a level of interconnection between the street and the living areas of adjacent homes. Other communities impose standards geared toward a particular look, style or materials palette.

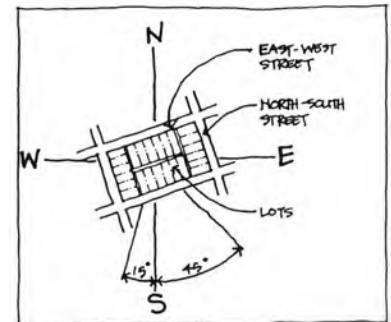
Imposition of a narrow set of standards can affect both the cost of housing and its rate of sales. In some cases, however, a strong discernible look to a neighborhood can improve sales and identity.



A “new urbanist” neighborhood in Monmouth, Oregon shows the benefit of standards to engage the house with the street. The neighboring house, outside the development, is dominated by a garage, and is less welcoming to the street.



The Sea Ranch in California uses design standards to tightly control building materials, siting, landscape and such details as reflective surfaces and trash enclosures.



Above: Design standards are often used to provide for good solar access to home lots.

Left: Graphical design standards used to improve the look of an overall community.



(Images shown are conceptual and do not represent final specific designs for Wilder)

13-May-2016

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Panelized Construction

Panelized construction can help reduce costs in housing construction and – if done correctly - contribute to a more-resource efficient approach. Some building elements, such as roof trusses are commonly pre-manufactured and brought to the site ready to install in production housing. Roof panels are another building component that has shown strong potential for use in the housing industry, because of their efficiencies.

Wall panels can also be pre-manufactured, but do not always capture the same benefits in terms of resource efficiency, due to wastage from window cut-outs and other irregularities. Nevertheless, an innovative manufacturer committed to waste reduction and sustainable practices could be a strong partner in construction of the project.



Pre-manufactured trusses are a common form of panelized construction.



The Rose house was built with SIPs for the roof. (Portland, OR)

- Improves affordability
- Requires across-the-board attention to waste reduction in design and production processes
- Potential for single-family and multi-family building types
- Potential industrial use within project area



The NowHouse uses SIPs technology for the entire construction.

Modular Construction

Modular housing is undergoing somewhat of a renaissance, and can offer affordable construction at a higher design quality than in past generations. Both aesthetics and sustainability have been improved.



*photos clockwise from left:
"LivingHome" (Santa Monica, CA);
GlideHouse (Menlo Park, CA);
Epoch Modular Home, New England*

- Offers a balance of high design and affordability
- Factory-built and moved once to home site
- Somewhat more affordable than comparable homes built from scratch
- GlideHouse factory in Portland
- Potential industrial applications within project area

Building and Development Strategies

Co-Housing

Co-housing is a specific housing type where residents arrange to share many amenities, usually including a common house with kitchen. Residents often share meals, though they have individual kitchens as well. Co-housing communities often act as an anchor to a larger neighborhood community.



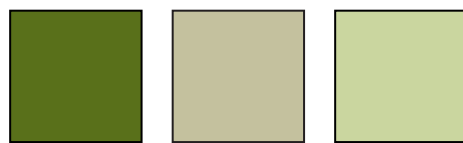
photos clockwise from top left: Trillium Hollow (Portland, OR);
Hearthstone Co-Housing (Denver, CO); CoHo Co-Housing (Corvallis,
OR - 2); Cascadia Commons (Washington County, OR)



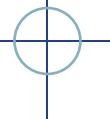
General Specifications

Unit Size:	varies
Unit Height:	varies
Parking:	off street
Private Outdoor Space:	patio
Density range / typ. lot size:	8 - 12 du/acre
Target price range:	\$-\$\$

Open Space



Development Types



Open Space Types



Developed Open Space: Commons

A Village Center Plaza or Commons provides a mix of soft and hardscapes for a variety of community uses, like farmers' markets, bazaars, concerts, and festivals. The urban design of the space creates a sense of enclosure but also permeability, with access from multiple points.



photos above: farmers market (Portland, OR); Prairie Crossing (Greyslake, IL)

right: Grey Friars' Square is dominated by an overarching shade tree (Copenhagen, Denmark)



Above: village plaza integrates existing vegetation; photo below: central plaza accentuates the natural surroundings with soft surface walkways and grass instead of concrete.

Below left: Performance spaces can anchor a plaza. (Coffee Crekk Development, Chesterton, IN)

Below right: Building form can help shape the public space and create a dramatic contrast with surrounding streets, whether it is urban or green. (Slavonice, Czech Republic)

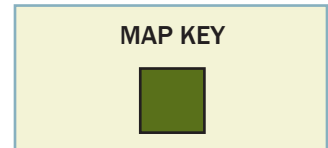


Developed Open Space: Neighborhood Park

This type of open space is intended to provide public gathering and recreation space for community residents. A neighborhood park should be within 1/2 mile of each home in Wilder so that residents can easily walk or bicycle to them. Ideally, the parks should be connected through the trail system.

Park amenities could include:

- * children's play equipment
- * open lawn areas
- * shelters / focused gathering areas
- * trails / paths



photos counter-clockwise from top: Berkeley, CA; Shelton, WA; Portland, OR; Clinton Community Garden (New York, NY); Highlands Garden Village (Denver, CO)



Sustainability Options

- 🔗 Retain as much existing vegetation as possible, particularly large trees
- 🔗 Creatively integrate play equipment and trails into the landscape
- 🔗 Protect steep slopes by concentrating use on flatter areas and establishing native vegetation on the slope for stabilization

Open Space Types

MAP KEY



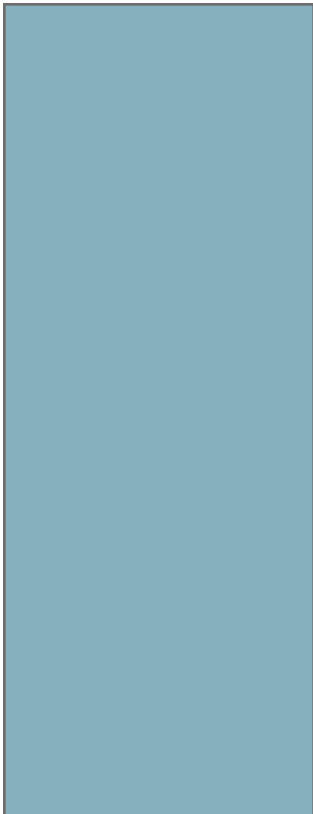
Above: City-owned lands within the project site

Developed Open Space: Play Fields

Play fields are typically engineered open spaces that accommodate a variety of field sports that require large areas for play (i.e., soccer, football, baseball, etc.) Successful play fields are engineered to address drainage, grade change, lighting, and spectator seating and usually require a higher level of maintenance.



Active play fields could serve the college and the larger community



Undeveloped Areas

Undeveloped natural areas are typically steep slopes, wetlands, and other sensitive natural areas

MAP KEY



photos: existing undeveloped open space locations on the Wilder property



Sustainability Options

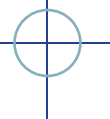
- ↳ Retain as much existing vegetation as possible, particularly large trees
- ↳ Design trails to reduce erosion
- ↳ Collaborate with other property owners to reduce invasive species and maintain habitat potential

- Link Wilder trail network with OCCC and Mike Miller Park
- Maintenance strategy to be determined
 - * Conservation overlay?
 - * Conservation group management?
 - * HOA management?

Open Space

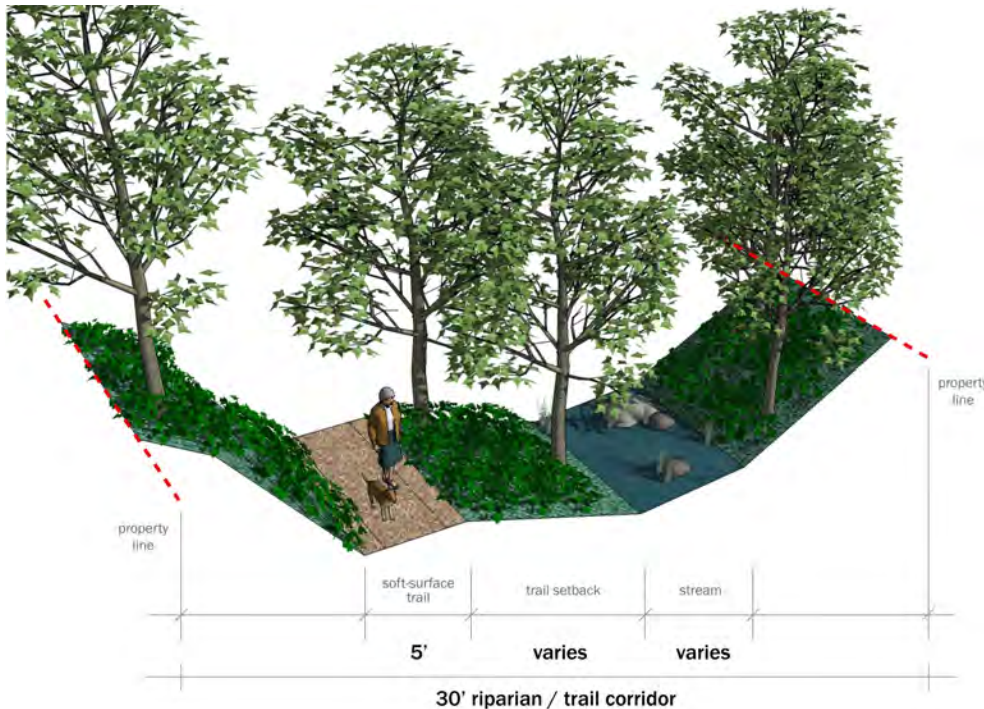


Conservation Strategies



Riparian Corridors

The steep terrain and perennial waterways throughout Wilder offer an opportunity to integrate riparian corridor protection and a comprehensive soft-surface trail system.



Guidelines

surface	earth, wood chip, gravel
width	5-feet
cross-slope	2%, down slope
horizontal slope	15% maximum
vertical clearance - pedestrians only	8-feet minimum
vertical clearance - bikes and horses	10-feet minimum
trail setback from waterways	as much as feasible

Considerations

- Identify and enhance important habitat areas and travel corridors. Try to keep these areas intact so that wildlife is not completely displaced.
- Integrate education into the trail system and stream / habitat corridor protection system.

Sustainability Options

- use native earth as much as possible
- use existing disturbance corridors (utility easements, old roads, etc.)
- keep trails out of core habitat areas
- avoid endangered or threatened habitat areas
- minimize stream crossings
- establish native plant species along the trail and along waterways
- remove invasive plant species
- control stormwater run-off from the trail
- design trails for expected users

Tree Preservation

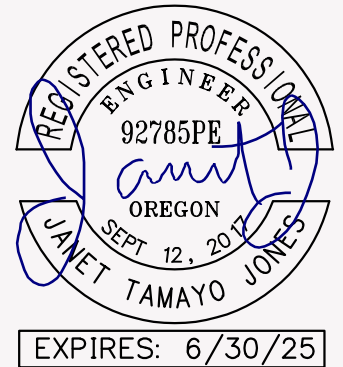
The steep terrain and perennial waterways throughout Wilder offer an opportunity to integrate riparian corridor protection and a comprehensive soft-surface trail system.



Removal of trees will require care to ensure that the trees left standing are not overly exposed to winds, soil compaction and other factors that will reduce their chances of survival.

Below: Roads at Black Butte Ranch are designed to leave important trees intact.





TRAFFIC IMPACT ANALYSIS

To
City of Newport

For
Wilder Subdivision

Dated
March 7, 2024

Project Number
2230410.00

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I. INTRODUCTION

This Traffic Impact Analysis (TIA) has been prepared to address traffic impacts of the proposed Wilder Subdivision located east of SE Harborton Street between SE 43rd Street and SE 46th Street in Newport, Oregon. Figure 1 in Appendix A presents a vicinity map depicting the project location.

Project Description

The subject site is located northeast of SE Harborton Street within the South Beach area of Newport. The site is within the Urban Growth Boundary (UGB) and is currently zoned R-2 Medium Density Single-Family and R-3 Medium Density Multi-Family.

The proposed development consists of 20-30 units of multi-family residential housing and 55 units of detached single-family housing on lots ranging from 2,042 square feet (SF) to 122,092 SF. Access to the site will be provided via new public streets east of SE Harborton Street aligned at SE 43rd Street and SE 45th Street which will be renamed SE 46th Street after construction of a new local road (SE 45th Street) on the southwest side of SE Harborton Street. The multi-family residential development will be served by a driveway on Harborton opposite an existing driveway for Wilder Corner and a driveway on the new SE 46th Street.

Scope of Analysis

This TIA has been prepared in accordance with the City of Newport's *Application Submittal Requirements – Traffic Impact Analysis July 1, 2023* document as well as ODOT's *Analysis and Procedures Manual, Version 2 (APM)* due to traffic impacts on Highway 101. A TIA scoping letter dated January 4, 2024 was approved by City staff in a January 24, 2024 email. This TIA includes a summary of existing traffic conditions, proposed trip generation, trip distribution and assignment, crash review, an analysis of intersection operations, and evaluation of intersection queuing. The scoping letter and City's TIA requirements are provided in Appendix B.

Study Area

The City of Newport requires intersection capacity analysis where there will be an impact of 50 or more peak hour trips. Based on the proposed trip generation estimates and trip distribution assumptions, the study area includes the following intersections:

1. Highway 101/SE 35th Street
2. SE 35th Street/SE Ferry Slip Road
3. Highway 101/SE 40th Street
4. SE 40th Street/SE Ash Street
5. SE Harborton Street/SE 43rd Street
6. SE Harborton Street/SE 46th Street
7. SE Harborton Street/Apartment Access

Analysis Scenarios

Analysis is provided for all study area intersections. This TIA addresses transportation conditions for the following analysis scenarios during the AM and PM peak hours:

- 2024 Seasonally Adjusted
- 2026 Pre-Development without Wilder Subdivision
- 2026 Post-Development with Wilder Subdivision

II. EXISTING CONDITIONS

The existing conditions analysis is based on a current year 2024 inventory of transportation facilities and traffic data collected on January 24, 2024.

Site Conditions

The project site is located to the east of SE Harborton Street between SE 43rd Street and SE College Way. This site is within the South Beach area of Newport within the UGB. The site is composed of tax lot 11-11-20-00-00100-00 and is zoned R-2 Medium Density Single-Family and R-3 Medium Density Multi-Family. The site is currently vacant.

Vehicular Transportation Facilities

The study area presented in this TIA includes roadways under City of Newport as well as ODOT jurisdiction. Figure 3 presents the existing lane configurations and traffic control devices for the study area intersections. Table 1 summarizes the characteristics of the study area roadways.

TABLE 1 – ROADWAY CHARACTERISTICS								
Roadway	Functional Classification	Posted Speed (mph)	Travel Lanes	Roadway Width	Bike Lanes	On-Street Parking	Sidewalks	GFP Condition Rating
ODOT Jurisdiction								
Highway 101	Arterial	35/45	2	36'	No	No	Intermittent	Good
City of Newport Jurisdiction								
SE Harborton Street/ SE 40th Street	Major Collector	25	2	24'	No	No	Trails/ Intermittent	Very Good
SE 43rd Street	Local Street	25	2	20'	No	Intermittent	Yes	Very Good
SE 46th Street	Local Street	25	2	20'	No	Intermittent	Yes	Very Good
SE 35th Street	Major Collector	25	2	22'	No	No	No	Very Good
SE Ash Street/ SE Ferry Slip Road	Major Collector	20	2	22-32'	No	Intermittent	No	Very Good

GFP – Good-Fair-Poor pavement rating.

Structural Conditions

Section 14.45.020(F) of the Newport Municipal Code requires that the TIA address the existing condition of the impacted roadways and identify how the proposed development may cause structural deficiencies or reduction in the useful life of existing transportation facilities.

We conducted a site visit on February 2, 2024 to assess existing conditions of the transportation facilities within the general study area. Based on observations, we assigned the impacted roadways a rating based on ODOT's Good-Fair-Poor (GFP) Pavement Condition Rating Manual. These ratings are presented in Table 1. All roadways were assigned a "Very Good" rating, except for Highway 101 which was rated as "Good."

The proposed Wilder residential development will not generate a significant number of heavy vehicle or truck trips and is unlikely to have a significant impact on the existing roadways, which are currently in very good condition. Most truck trips associated with the proposed residential development will be related to deliveries and trash collection.

Site visit photos are included in Appendix C.

Pedestrian and Bicycle Facilities

Sidewalks are provided only intermittently on Highway 101 and SE 40th Street, as well as the newer local streets in the residential area opposite the site. There are no bike lanes provided in the study area.

Sidewalks and bike lanes will be provided along the SE Harborton Street frontage of the proposed development. Future development along SE Harborton Street will complete the sidewalk and bike lane network extending to Highway 101.

Transit Facilities

Lincoln County Transit provides transit service to the area with the Newport City Loop. The Newport City Loop runs every 1.5 hours and serves the entire City, with the nearest stops at Oregon Coast Community College and on Highway 101 between SE 40th Street and SE 35th Street.

A transit schedule for the Newport City Loop is provided in Appendix D for reference.

Existing Traffic Counts

Turning movement counts were collected on Wednesday, January 24, 2024, during the AM and PM peak hours. During the AM peak hour, a system-wide peak of 7:30 to 8:30 AM was established for all study area intersections. During the PM peak hour, a system-wide peak of 4:30 to 5:30 PM was established for all study area intersections.

Figure 4 presents the existing year 2024 AM and PM peak hour traffic volumes for all study intersections. Raw turning movement count data is provided in Appendix E for reference.

Seasonal Adjustment

Per ODOT's APM requirements, existing traffic volumes on Highway 101 were seasonally adjusted. Based on a review of existing data, a seasonal adjustment factor of 1.50 was applied to the through volumes on Highway 101. The nearest ATR on Highway 101 is ATR No. 29-001, located north of the junction with Highway 20 from the site. Per ODOT APM guidelines, data for this ATR is not appropriate due to the higher Annual Average Daily Traffic (AADT) at ATR 29.001. Utilizing the ATR Characteristic table as described in the ODOT APM, ATR No. 21-007 and ATR No. 04-001 were selected as ATRs with similar characteristics, as they have the same Coastal Destination traffic pattern as the proposed study area, have two (2) lanes, a

small urban fringe setting, and AADT within 10% of the site AADT. A seasonal adjustment factor was calculated for both ATRs and averaged to produce the proposed seasonal adjustment factor of 1.50.

Figure 5 presents the existing seasonally adjusted AM and PM peak hour traffic volumes for all study area intersections.

Crash Analysis

Historical crash data reported for the study area intersections were evaluated for safety. Crash data for the 5-year period of 2017 through 2021 were obtained from ODOT’s online crash database and used to review crash patterns and estimate crash rates for the study area intersections.

The crash evaluation is summarized in Table 2. The raw crash data is provided in Appendix F for reference.

TABLE 2 – INTERSECTION CRASH RATES										
Int #	Intersection (ODOT Traffic Control Type)	Year					Total Crashes	ADT	Crash Rate	ODOT’s Critical Crash Rate
		2017	2018	2019	2020	2021				
1	Highway 101/ SE 35th Street (Previous: 4ST Existing: 4SG)	0	0	0	0	0	0	14,300	0.00	0.408
2	SE 35th Street/ SE Ferry Slip Road (4ST)	0	0	0	0	0	0	2,100	0.00	0.408
3	Highway 101/ SE 40th Street (3ST)	0	1	0	0	1	2	12,700	0.09	0.293
4	SE 40th Street/ SE Ash Street (3ST)	1	1	0	0	0	2	1,400	0.78	0.293
5	SE Harborton Street/ SE 43rd Street (3ST)	0	0	0	0	0	0	1,100	0.00	0.293
6	SE Harborton Street/ SE 46th Street (3ST)	0	0	0	0	0	0	1,000	0.00	0.293

Crash Data Summary

There were a total of four (4) reported crashes at the study intersections during the five-year period between 2017 and 2021. Two (2) of these crashes were reported at the intersection of Highway 101/SE 40th Street. Three (3) of the reported crashes resulted in property damage only (PDO) and the remaining crash resulted in a suspected minor injury (Type C).

At the intersection of Highway 101/SE 40th Street, both crashes were reported as northbound rear-end collisions. The crashes reported at SE 40th Street/SE Ash Street included one (1) angled crash and one (1) turning movement crash, both caused by a failure to yield in the southbound through movement in the first and the southbound left-turn movement in the second. These crash occurrences are within typical range. There are no existing geometric deficiencies at either intersection that are believed to contribute to crashes at these locations.

Intersection Crash Rates

When evaluating the relative safety of an intersection, consideration is given not only to the total number and types of crashes occurring, but also to the number of vehicles entering the intersection. This concept, referred to as a “crash rate,” is typically expressed in terms of the number of crashes occurring per one million entering vehicles (MEV) for the intersection per year. Intersections having a crash rate higher than 1.0 crashes/MEV should be reviewed for opportunities to improve safety.

The intersection crash rate is calculated by dividing the average number of crashes per year by the MEV per year. A daily traffic volume was estimated by dividing the PM peak hour volume at each intersection by a peak-to-daily factor, a k-factor. The k-factor was derived from data in ODOT’s TransGIS software. Traffic studies conducted in 2022, the most recent data available, found the k-factor to be 0.09 on Highway 101 north of SE 40th Street.

All intersections were calculated to have a crash rate below 1.0 crashes/MEV. Additionally, all crash rates for intersections along Highway 101 are below ODOT’s 90th percentile critical crash rate as published in the APM. Due to the overall low crash rates, and no identified consistent crash pattern that could be mitigated, we do not recommend further analysis.

III. PRE-DEVELOPMENT CONDITIONS

The pre-development conditions reflect a build-out year scenario without the proposed development. This scenario includes traffic from the base year condition, background traffic growth to year 2026, and in-process traffic from other approved developments that have not yet been constructed or fully occupied.

Planned Transportation Improvements

There is one (1) planned transportation improvement within the study area. According to the City of Newport Transportation System Plan list of Aspirational Projects Likely to be Funded, there is a planned project to improve the intersection of Highway 101/SE 40th Street with construction of a roundabout or traffic signal. For purposes of this analysis, we assumed this improvement will not be constructed before the Wilder Subdivision buildout year of 2026 and the future year 2026 capacity results reflect no signalization; however, a Lancaster Mobley TIA dated January 16, 2024 noted the City has funding to implement this planned improvement. Therefore, future results showing signalization are presented in this study as a mitigated condition.

Background Traffic Growth

Background traffic growth is applied to existing traffic volumes to forecast general growth in traffic volume that may not be captured by the identified in-process projects. We applied a linear background growth rate of 2.5% per year over two (2) years to estimate year 2026 background traffic volumes. This is a conservative estimate based on the annual growth rate of 2.38% established using traffic volume data and projections for years 2021 and 2042 on US Highway 101 (ODOT Highway No. 009) at milepost 142.45 as presented in ODOT's Future Volume Table.

Figure 6 presents the background traffic growth from 2024 to 2026 during the AM and PM peak hours for all study area intersections.

In-Process Traffic

In-process, or pipeline, traffic volumes account for developments that have been approved or that are under construction at the time counts for a traffic study are collected. These traffic volumes account for traffic that will be added to the external roadway network before build-out of the proposed development. City staff have identified the following in-process projects to be included in pre- and post-development analysis:

- OSU HMSC Student Housing
- South Beach Church
- Cascade Farm & Outdoor Store

Figure 7 presents the in-process project trips during the AM and PM peak hours.

Pre-Development Traffic

The 2026 pre-development analysis scenario is a combination of 2024 traffic volumes, a 2.5% annual background growth rate over 2 years, and in-process trips. The pre-development traffic volumes reflect conditions anticipated prior to site development.

Figure 8 presents the 2026 pre-development traffic volumes for the AM and PM peak hours at all study area intersections.

IV. SITE DEVELOPMENT

The trip-making characteristics of the proposed development are described below.

Trip Generation

Trip generation estimates for the proposed use were developed with the use of the Institute of Transportation Engineers’ (ITE) *Trip Generation Manual*, 11th Edition. As the site is currently vacant, no existing trips to the site were assumed. Trip rates for ITE’s “Multifamily Housing (Low-Rise)” (LUC 220) and “Single-Family housing (Detached)” (LUC 210) uses were utilized. As a conservative assumption, trip generation was estimated for the anticipated maximum of 30 units. Trip generation estimates for the proposed subdivision are presented in Table 3.

TABLE 3 – PROPOSED TRIP GENERATION									
ITE Code	Land Use	Size	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
220	Multifamily Housing (Low-Rise)	30 units	3	9	12	9	6	15	202
210	Single-Family Housing (Detached)	55 units	11	32	43	36	21	57	582
Total		85 units	14	41	55	45	27	72	784

The proposed development is anticipated to generate 55 AM peak hour trips, 72 PM peak hour trips, and 784 daily trips.

Trip Distribution and Assignment

The distribution of site trips will be to the north and south along Highway 101, and to the north on SE Ash Street to SE Ferry Slip Road. We anticipate the following distribution of site trips based on existing land uses in the area surrounding the proposed development and a review of existing traffic counts:

- 65% of trips to/from the north on Highway 101
 - 15% via SE 35th Street and SE Ferry Slip Lane
- 30% to/from the south on Highway 101
- 5% to/from the north on SE Ash Street to SE Ferry Slip Road

Figure 9 presents the trip distribution and traffic assignment for the AM and PM peak hours.

South Beach Overlay Transportation Zone (SBOTZ) Trips

Per Section 14.45.010 of the Newport Municipal Code, a TIA is required for any proposed development which will request to use trips from the Trip Reserve Fund reflecting 10% of the trip bank for its designated area within the SBOTZ. The project site is located in Area A, which was originally assigned 1,237 PM peak hour trips. According to City staff and as referenced in a trip letter prepared for the OSU HMSC Student Housing development dated April 20, 2023, Area A had 840 available PM peak hour trips remaining in the trip bank.

The recently proposed Cascade Farm and Outdoor store is estimated to generate 156 PM peak hour trips. As presented above, Wilder Subdivision development is estimated to generate 72 new PM peak hour trips. With development of this site, the Area A trip bank will have a remaining 612 PM peak hour trips.

Post-Development Traffic

Post-development traffic volumes are the sum of the project trips and the pre-development traffic volumes. Figure 10 presents the 2029 post-development traffic volumes for the AM and PM peak hours.

V. SITE ACCESS AND CIRCULATION

The on-site evaluation of traffic access and circulation and a review of the sight distance at the existing site driveways are presented below.

Internal Circulation

The communities opposite the project site provide internal pathways and multi-use paths which encourage bicycle and pedestrian sharing. The Wilder Subdivision site will include internal circulation connections to the existing network to promote a walkable, bikeable community.

Site Accesses

The proposed development will have access via two (2) full-movement public streets and one (1) private driveway: SE 43rd Street, SE 46th Street, and one (1) access opposite the driveway northwest of SE College Way and exclusively serving the multi-family buildings approximately 225' south of SE 46th Street measured between driveway edges.

Access Standards

The City's access spacing standards are presented in NMC Section 14.46.030. The City requires a minimum driveway spacing of 150' from adjacent driveways, as presented in Table 14.46.020-A of the NMC. It also requires placement so as not to create a hazard to pedestrians, bicyclists or motorists or invite or compel illegal or unsafe traffic movements. An evaluation of access spacing for the proposed Wilder subdivision is presented in Table 4.

TABLE 4 – ACCESS SPACING SUMMARY					
Access	Functional Classification	Access Spacing Requirement	Existing Access Spacing (in feet)		Standard Met?
			To N/W	To S/E	
SE Harborton Street/ SE 43rd Street	Major Collector	150 feet	>2,000	530	Yes
SE Harborton Street/ SE 46th Street			530	215	Yes
SE Harborton Street/ Apartment Access			215	200	Yes

All three (3) proposed access points meet the City's intersection spacing standard of 150', as summarized in Table 4. All access points are proposed to be full-movement and spaced such that they will not create a hazard or promote unsafe traffic conditions. Therefore, the City's access spacing standards are met with the proposed development.

Sight Distance Evaluation

Intersection sight distance (ISD) was evaluated for the proposed driveway locations on SE Harborton Street. City of Newport follows the American Association of State Highway and Transportation Officials'

(AASHTO) *A Policy on Geometric Design of Highways and Streets*, 7th Edition, which provides recommendations for intersection sight distance (ISD) based on roadway design speed. At minimum, stopping sight distance (SSD) must be provided.

The posted speed on SE Harborton Street is 25 mph. For purposes of review sight distance we assumed the design speed is equivalent to 5 mph over the posted speed, or 30 mph. SE Harborton Street is relatively flat. Therefore, no grade adjustment was applied to the sight distance calculations.

A time gap of 7.5 seconds was assumed for passenger vehicles completing a left turn from stop on a minor approach (driveway) on SE Harborton Street. For the 30-mph design speed on SE Harborton Street, the recommended ISD for left turns from a stop is 335 feet. A minimum stopping sight distance (SSD) of 200 feet is required on SE Harborton Street.

The recommendations for ISD and the SSD requirement are summarized in Table 5 **Error! Reference source not found.**

TABLE 5 – SIGHT DISTANCE EVALUATION						
Access	Design Speed (mph)	Design Vehicle	Recommended ISD (feet)	Required SSD (feet)	Available Sight Distance (feet)	
					To N/W	To S/E
SE Harborton Street/ SE 43rd Street	30	Passenger	335	200	450	240
SE Harborton Street/ SE 46th Street	30	Passenger	335	200	590	350
SE Harborton Street/ Apartment Access	30	Passenger	335	200	>700	340

As presented above, the required stopping sight distance is available from all site access points. Based on a review of existing grades, there is limited sight distance availability to the southeast along SE Harborton Street from SE 43rd Street, where the approach is on the inside of a horizontal curve. Special consideration should be given to on-site grading near SE Harborton Street to ensure at least the required SSD is met. With the existing grading, we anticipate at least the minimum required SSD will be met to the southeast.

VI. OPERATIONS ANALYSIS

Two (2) aspects of operation analysis were evaluated for the study area intersections: 1) intersection operations analysis, which evaluates how well an intersection processes traffic demand, and 2) queuing analysis, which compares projected intersection queues with available storage for different travel lanes.

Intersection Operations Analysis

Intersection operations are generally measured by three (3) mobility standards: volume-to-capacity (v/c) ratio, level-of-service (LOS), and delay (measured in seconds). Signalized intersections are typically measured by one (1) overall v/c ratio, LOS, and delay representative of the average for the intersection. Roundabout-controlled and all-way, stop-controlled (AWSC) intersections are measured by one (1) overall LOS and delay representative of the average for the intersection. Two-way, stop-controlled (TWSC) intersections are typically measured by a single v/c ratio, LOS, and delay based on the worst-performing stopped movement.

Performance Measures

All study area intersections are located within City of Newport jurisdiction; however, intersections along Highway 101 are maintained by ODOT.

City of Newport

Section 14.45.050(D) of the Newport Municipal Code establishes the City's vehicle mobility standards for City streets only as follows:

- Signalized Intersections
 - Overall intersection LOS at D or better.
 - Overall v/c ratio of 0.90 or better.
- AWSC and Roundabout Intersections.
 - LOS at D or better for worst approach.
 - v/c ratio less than or equal to 0.90 for worst approach.
- TWSC Intersections
 - LOS E or better for worst approach.
 - v/c ratio less than or equal to 0.95 for worst major/minor approach.
 - Standards apply to approaches serving more than 20 vehicles.

ODOT

The *1999 Oregon Highway Plan* categorizes Highway 101 (ODOT Highway No. 009) within the study area as a Statewide Highway (not an Expressway or Freight Route). The applicable v/c ratio target is between 0.80 and 0.90 for Non-MPO Statewide Highways within the UGB, depending on the posted speed. With a posted speed of 35 mph on Highway 101 at SE 35th Street, the standard is 0.90 and with a posted speed of 45 mph on Highway 191 at the intersection with SE 40th Street, the standard is a v/c of 0.80 or better.

Methodology

Intersection operations were analyzed with the use of Synchro 11 software, which utilizes the Transportation Research Board's *Highway Capacity Manual* (HCM) 2000, HCM 2010, and HCM 6

methodologies. Signalized study area intersections were reported using HCM 2000 reports for overall v/c ratio delay and LOS. Two-way, stop-controlled (TWSC) and all-way, stop-controlled (AWSC) intersections were reported using HCM 6 reports. Signal timing plans were obtained from ODOT staff and are provided in Appendix H for reference.

The SE 35th Street/SE Ferry Slip Road intersection is currently a four-legged intersection with a STOP control on all approaches except the eastbound approach. The HCM methodology is limited to either AWSC or TWSC and therefore cannot produce results for this existing configuration. Therefore, we reviewed capacity assuming a TWSC configuration with STOP control on the northbound and southbound approaches only which most closely reports the longer delays associated with an uncontrolled eastbound approach.

Findings

The operation results for the intersection (signalized), and the worst-performing movement v/c and approach delay (unsignalized) are presented in Table 6. The detailed Synchro 11 capacity results are provided in Appendix I for reference.

TABLE 6 – PEAK HOUR INTERSECTION OPERATIONS					
Intersection (Control)	Performance Standard	Peak Hour	Analysis Results (v/c-LOS-Delay in seconds)		
			2024 Existing	2026 Pre-Development	2026 Post-Development
Highway 101/ SE 35th Street (Signalized)	v/c 0.90	AM	0.75-B-13.6	0.80-B-18.5	0.83-C-20.9
		PM	0.83-C-24.4	0.80-B-14.1	0.82-B-15.0
SE 35th Street/ SE Ferry Slip Road ¹ (TWSC)	v/c 0.95 LOS E	AM	0.03 (EBL) B-10.4 (NB)	0.07 (NBL) B-10.7 (NB)	0.07 (NBL) B-10.8 (NB)
		PM	0.07 (SB TR) B-10.5 (NB)	0.10 (NBL) B-10.9 (NB)	0.10 (SB TR) B-11.0 (NB)
Highway 101/ SE 40th Street (TWSC)	v/c 0.80	AM	0.12 (WBR)	0.24 (WBL)	0.41 (WBL)
		PM	0.31 (WBL)	0.97 (WBL)	1.24 (WBL)
SE 40th Street/ SE Ash Street (TWSC)	v/c 0.95 LOS E	AM	0.01 (EB LT) A-9.0 (SB)	0.05 (SB LR) A-9.6 (SB)	0.06 (SB LR) B-10.1 (SB)
		PM	0.03 (SB LR) A-8.9 (SB)	0.14 (SB LR) A-9.9 (SB)	0.17 (SB LR) B-10.6 (SB)
SE Harborton Street/ SE 43rd Street/ (TWSC)	v/c 0.95 LOS E	AM	0.01 (EB LTR) A-9.0 (EB)	0.01 (EB LTR) A-9.0 (EB)	0.03 (WB LTR) A-9.6 (EB)
		PM	0.00 (EB LTR) A-9.2 (EB)	0.01 (EB LTR) A-9.2 (EB)	0.02 (WB LTR) B-10.1 (EB)
SE Harborton Street/ SE 46th Street/ (TWSC)	v/c 0.95 LOS E	AM	0.00 (EB) A-0.0 (EB)	0.00 (EB) A-0.0 (EB)	0.02 (EB LTR) A-9.1 (EB)
		PM	0.01 (EB LTR) A-9.1 (EB)	0.01 (EB LTR) A-9.1 (EB)	0.01 (EB LTR) A-9.4 (EB)

TABLE 6 – PEAK HOUR INTERSECTION OPERATIONS					
Intersection (Control)	Performance Standard	Peak Hour	Analysis Results (v/c-LOS-Delay in seconds)		
			2024 Existing	2026 Pre-Development	2026 Post-Development
SE Harborton Street/ Apartment Access (TWSC)	v/c 0.95 LOS E	AM	0.00 (EB) A-0.0 (EB)	0.00 (EB) A-0.0 (EB)	0.00 (WB LTR) A-0.0 (WB)
		PM	0.00 (EB) A-0.0 (EB)	0.00 (EB) A-0.0 (EB)	0.01 (WB LTR) A-8.5 (WB)

¹ SE 35th Street/SE Ferry Slip Road is stop-controlled on all approaches except the eastbound. As Synchro will not analyze this configuration, we have run the intersection as TWSC with stop control on the northbound and southbound approaches.

As presented in Table 6, all intersections and site driveways under City of Newport jurisdiction meet City mobility standards during peak hours. The intersection of Highway 101/SE 35th Street meets the ODOT v/c target of 0.90; however, the v/c for the westbound left-turning movement at the intersection of Highway 101/SE 40th Street is projected to exceed the ODOT v/c target of 0.80 in both the pre- and post-development scenarios during the PM peak hour.

The City’s planned improvement to signalize the Highway 101/SE 40th Street intersection is likely to mitigate the deficiency projected under pre- and post-development conditions during the PM peak hour of peak season conditions.

Intersection Queuing Analysis

An intersection queuing analysis was conducted for the study area intersections during the AM and PM peak hours to evaluate any potential queue spillbacks.

Methodology

The 95th percentile queues were estimated using Synchro 11 software. Queue demand results were rounded to the nearest 25' to represent average vehicle lengths. Because queues are based on an average of five (5) traffic simulations using random arrivals, some fluctuation in results can be anticipated, particularly for movements that are near or over-capacity.

Available queue lengths were estimated using Google Earth Pro software and rounded to the nearest 5'. For turn lanes, two (2) available storage values are stated: the first represents the striped storage and the second is the effective storage, or the length physically available regardless of striping, such as a center turn lane upstream of a striped left-turn lane at an intersection. Although travel lanes have no storage defined by striping, two (2) values are reported for storage: the first is the distance to an upstream driveway; the second is the distance to an upstream public street intersection.

Queuing results for the SE 35th Street/SE Ferry Slip Road intersection are provided for the TWSC configuration due to the limitation in software.

Findings

The 95th percentile queues for the AM and PM peak hours are presented in Table 7. The SimTraffic queuing analysis sheets are included in Appendix J for reference.

TABLE 7 – 95TH PERCENTILE QUEUING ANALYSIS					
Intersection (Control)	Approach/ Movement	Available/ Effective Storage (feet)	AM/PM Queue (feet)		
			2024 Existing	2026 Pre- Development	2026 Post- Development
Highway 101/ SE 35th Street (Signalized)	EB LTR	150/450	50/50	50/50	50/75
	WBL	225	50/50	50/50	50/75
	WB TR	225	75/50	100/75	100/75
	NBL	335	25/25	100/25	25/25
	NB TR	>1,000	400/250	650/325	650/325
	SBL	250/540	75/200	100/275	100/225
	SB TR	200/550	150/500	150/ 650	150/ 600
SE 35th Street/ SE Ferry Slip Road (TWSC) ¹	NBL	60	50/50	50/50	50/50
	NB TR	55/425	25/25	25/25	25/25
	SBL	170	25/25	25/25	25/25
	SB TR	170	25/25	25/25	25/25
Highway 101/ SE 40th Street (TWSC)	WBL	130/230	25/50	50/200	75/225
	WBR	450	50/50	50/150	75/200
	NBT	400	25/25	25/25	25/25
	NBR	250/400	25/25	25/25	25/25
	SBL	150	50/50	100/75	75/75
SE 40th Street/ SE Ash Street (TWSC)	EB LT	440	25/25	25/50	25/50
	SB LR	390	25/50	50/75	50/75
SE Harborton Street/ SE 43rd Street/ (TWSC)	EB LTR	115/425	25/25	25/25	25/25
	WB LTR	TBD	N/A	N/A	50/25
	SB LTR	>1,000	25/25	25/25	25/25

TABLE 7 – 95TH PERCENTILE QUEUING ANALYSIS

Intersection (Control)	Approach/ Movement	Available/ Effective Storage (feet)	AM/PM Queue (feet)		
			2024 Existing	2026 Pre- Development	2026 Post- Development
SE Harborton Street/ SE 46th Street/ (TWSC)	EB LTR	100/250	25/25	25/25	25/25
	WB LTR	TBD	N/A	N/A	25/25
	SB LTR	300	25/25	25/25	25/25
SE Harborton Street/ Apartment Access (TWSC)	EB LTR	35/235	25/25	25/25	25/25
	WB LTR	TBD	N/A	N/A	25/25
	SB LTR	200	25/25	25/25	25/25

¹ SE 35th Street/SE Ferry Slip Road is stop-controlled on all approaches except the eastbound. As SimTraffic will not analyze this configuration, we have run the intersection as AWSC for purposes of reporting queues.

As shown in Table 7, 95th percentile queues are not anticipated to extend beyond the available storage lane at any intersections, except for the southbound through movement at the Highway 101/SE 35th Street intersection. We note these queues may impact drivers from accessing the southbound left-turn queue at the SE 35th Street signal; however, this queue is a result of high seasonally adjusted volumes on Highway 101 and is not projected to be significantly impacted by the proposed development.

VII. WARRANTS

Turn Lane Warrants

The proposed development will not have any dedicated turn lanes into the site. Capacity and queuing results at site driveways do not exceed City thresholds or the assumed queue storage, and per the City’s TSP, the City of Newport does not require turn lanes on Major Collectors unless within 150 feet of Highway 101. Therefore, no turn lanes are recommended with the proposed development.

Signal Warrant

The January 16, 2024 TIA prepared by Lancaster Mobley for the Newport Cascade Farm and Outdoor Facility presents special consideration of signal warrants at the intersection of Highway 101/SE 40th Street. While Warrant 1 of the *Manual on Uniform Traffic Control Devices* (MUTCD) regarding preliminary traffic signal warrants was not met by projected volumes in the Cascade Farm TIA, they made the argument that Warrant 8 regarding the roadway network is applicable to the intersection as volumes at the intersection exceeded 1,000 vehicles during the Saturday peak hour.

This intersection is projected to fail ODOT’s mobility standard during the PM peak hour with future developments and is projected to worsen with the proposed Wilder subdivision. The Cascade Farm TIA suggested signalization of this intersection noting the City of Newport has sufficient funds to construct this improvement. Therefore, this intersection is projected to operate acceptably following signalization by the City and ODOT prior to the construction of the Wilder subdivision.

Table 8 presents the capacity results comparing the projected deficient operations at SE 40th Street and the improved results assuming future signalization.

TABLE 8 – PEAK HOUR INTERSECTION OPERATIONS WITH MITIGATION					
Intersection (Control)	Performance Standard	Peak Hour	Analysis Results (v/c-LOS-Delay in seconds)		
			2026 Pre-Development	2026 Post-Development	2026 Post-Development with Mitigation
Highway 101/ SE 40th Street (Existing: Unsignalized Mitigation: Signalized)	v/c 0.80	AM	0.24 (WBL)	0.41 (WBL)	0.79-B-13.9
		PM	0.97 (WBL)	1.24 (WBL)	0.76-A-9.2

VIII. MITIGATION AND RECOMMENDATIONS

All study area intersections will continue to operate within City and ODOT mobility standards after construction of the Wilder Subdivision development, except for the westbound left-turning movement onto Highway 101 from SE 40th Street which has a projected v/c ratio that exceeds ODOT's v/c target of 0.80.

At the Highway 101/SE 35th Street signal, queueing deficiencies are expected during the PM peak hour in the southbound direction along Highway 101. This is likely a result of high seasonally adjusted volumes and there is little impact from the addition of Wilder subdivision site trips. No improvements are recommended at this intersection.

Highway 101/SE 40th Street Signal

As noted in the pre-development section, the City of Newport TSP includes a project to improve the intersection of Highway 101/SE 40th Street with a traffic signal or roundabout in the future.

The January 2024 Cascade Farm TIA prepared by Lancaster Mobley recommends a signal at the Highway 101/SE 40th Street to mitigate deficient operations with the future Cascade Farm and Outdoor facility. Signalization was presented to improve operations at this location. The 2025 Buildout volumes presented by Lancaster Mobley are very similar to our 2026 post-development volumes, indicating that the planned traffic signal will mitigate the failing westbound movement in the future. We understand the City has funding available to construct this improvement and this intersection is projected to operate acceptably following signalization by the City and ODOT prior to the construction of the Wilder subdivision.

IX. APPENDIX

- Appendix A. Figures
- Appendix B. Scoping Material
- Appendix C. Transportation Facility Condition Photos
- Appendix D. Transit Information
- Appendix E. Traffic Count Summaries
- Appendix F. Crash Data
- Appendix G. In-Process Trips
- Appendix H. Signal Information
- Appendix I. Operations Calculations
- Appendix J. Queuing Analysis

APPENDIX A.
FIGURES



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VICINITY MAP

WILDER SUBDIVISON
NEWPORT, OREGON

FIGURE

1

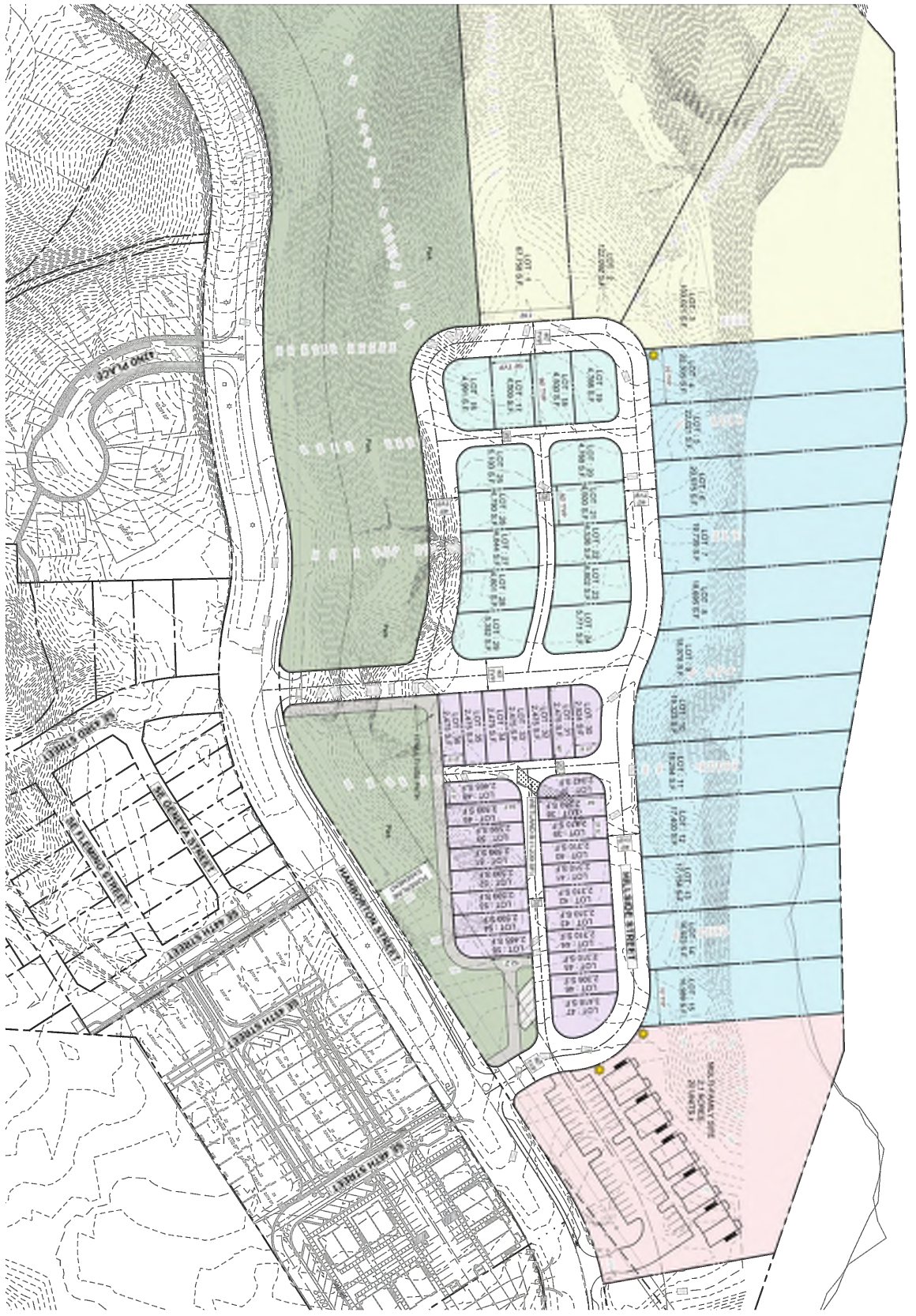
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Concept Plan

Wilder Disc Golf Master Plan



*SITE PLAN PREPARED BY DOWL



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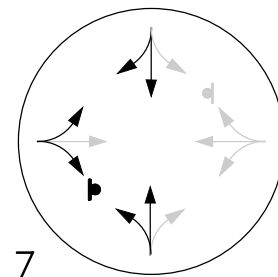
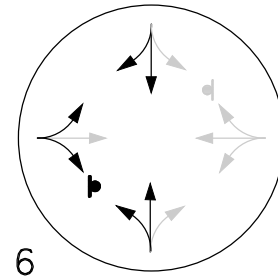
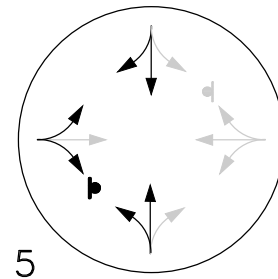
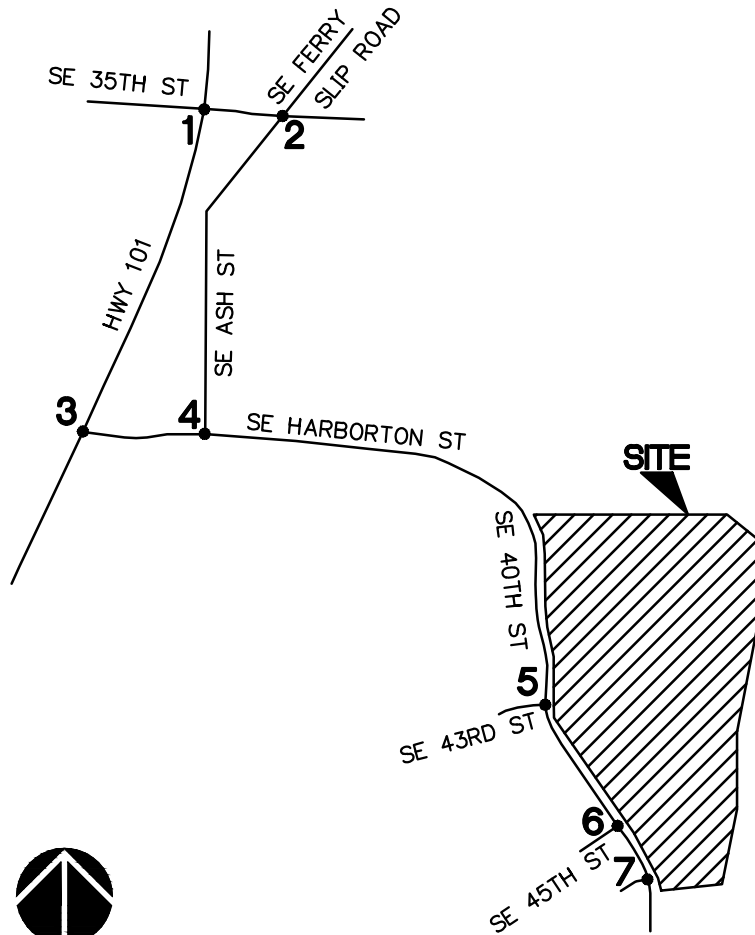
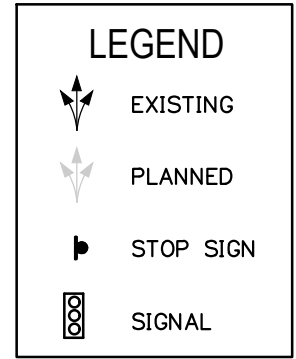
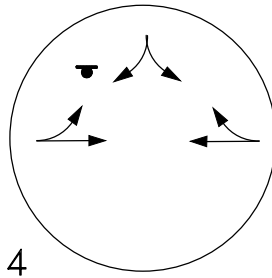
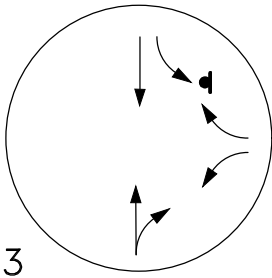
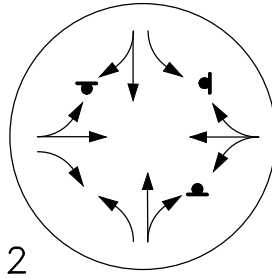
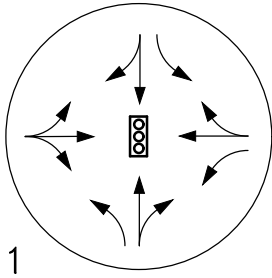
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SITE PLAN

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FIGURE

2



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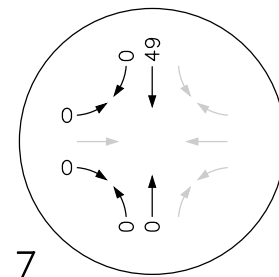
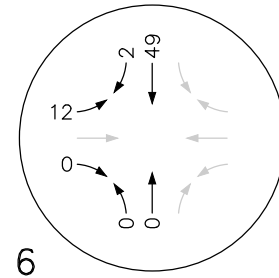
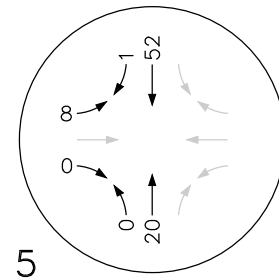
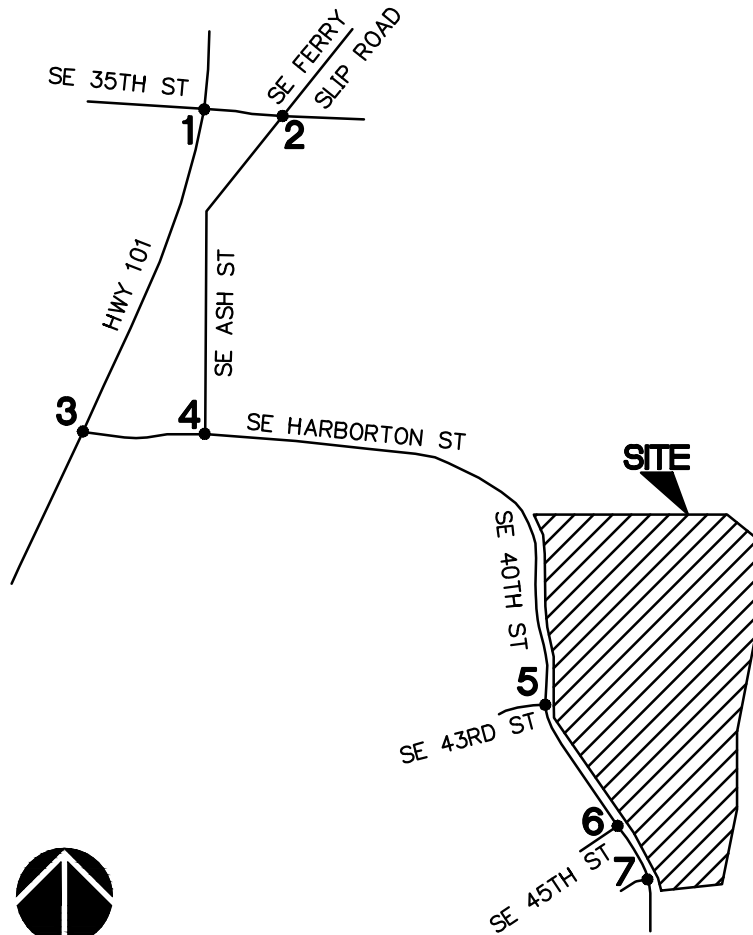
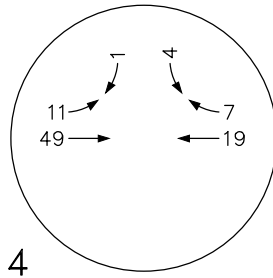
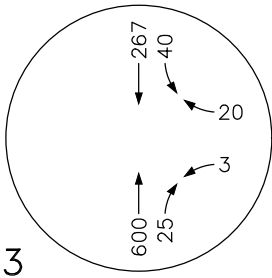
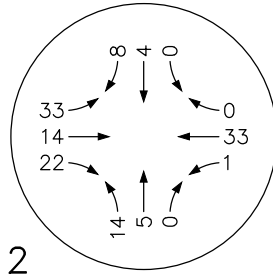
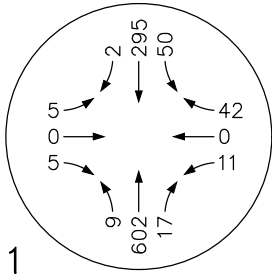
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**EXISTING + PLANNED
 TRAFFIC CONTROL DEVICES
 + LANE CONFIGURATIONS**

**WILDER SUBDIVISION
 NEWPORT, OREGON**

**FIGURE
 3**

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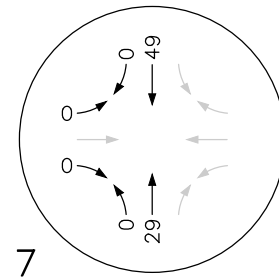
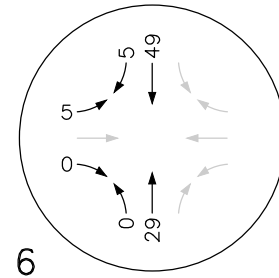
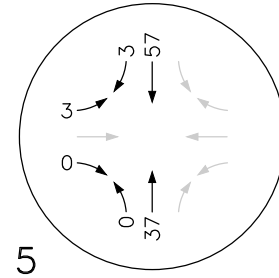
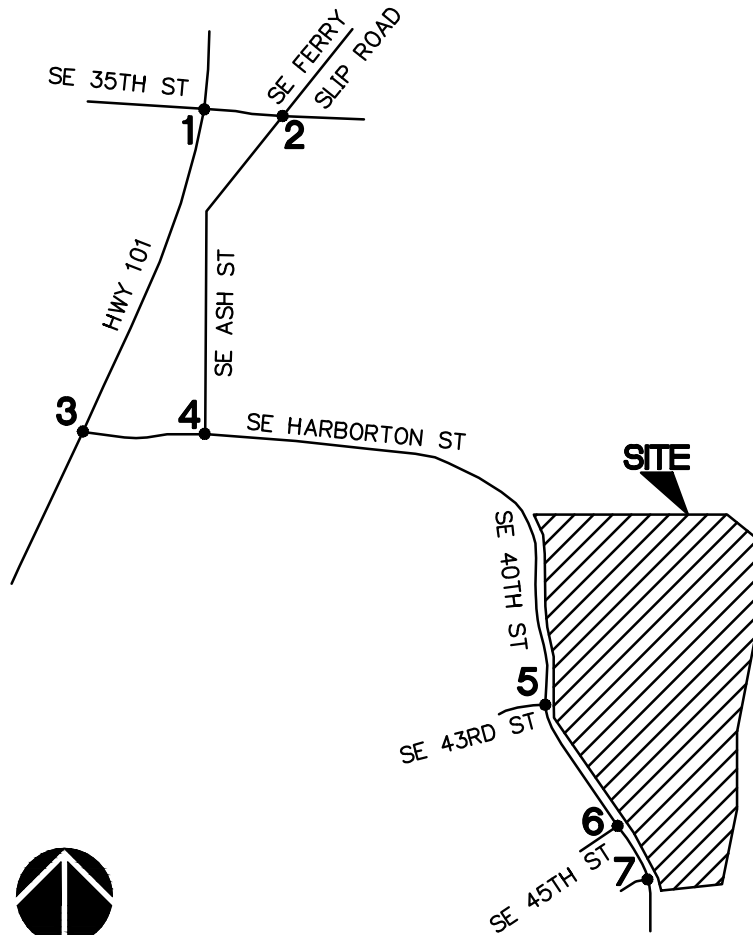
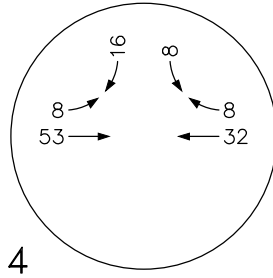
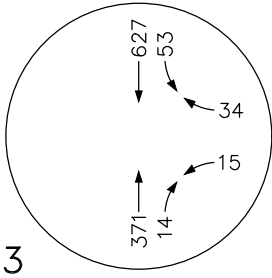
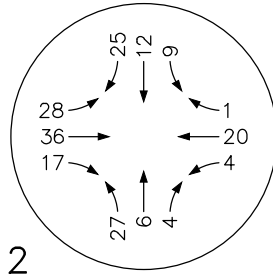
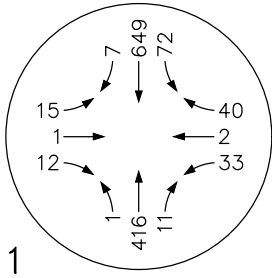
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2024 EXISTING
 TRAFFIC VOLUMES -
 AM PEAK HOUR

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FIGURE
 4A



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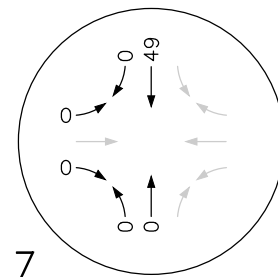
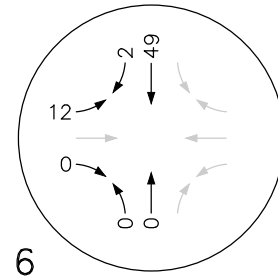
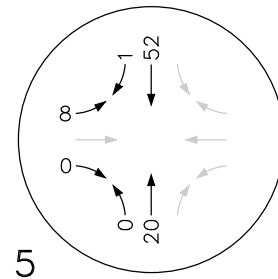
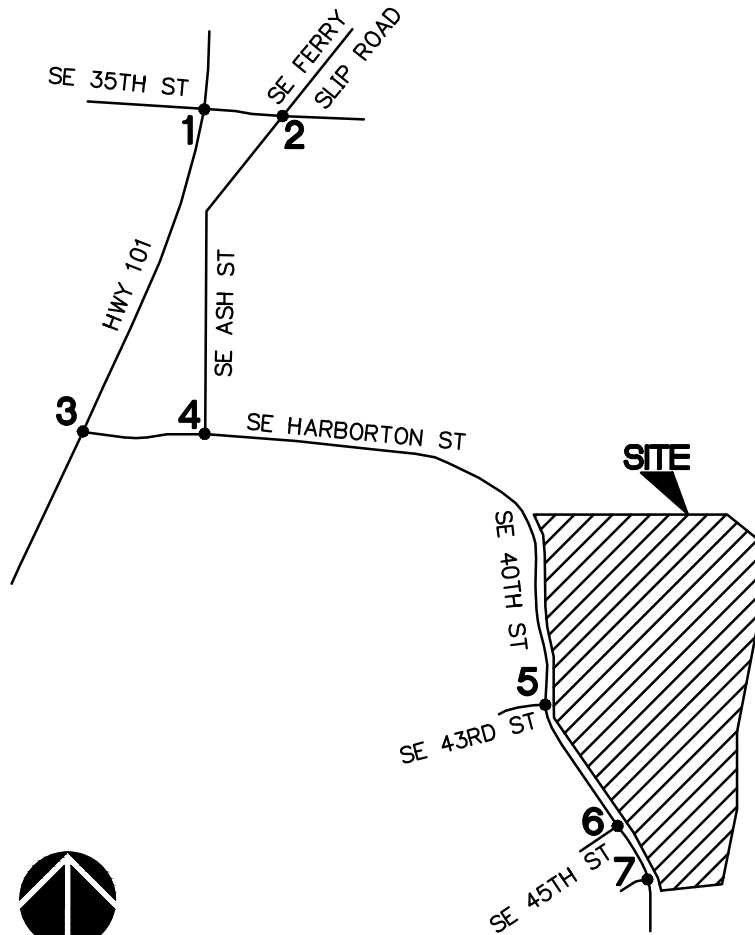
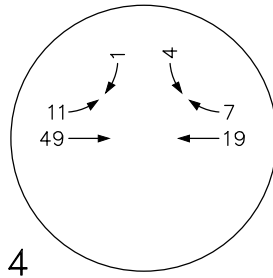
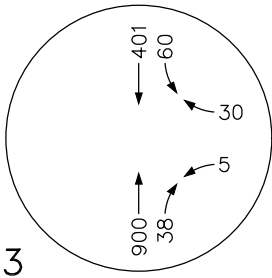
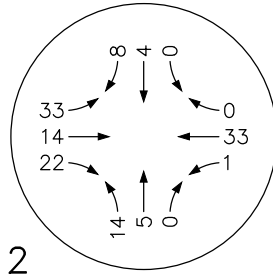
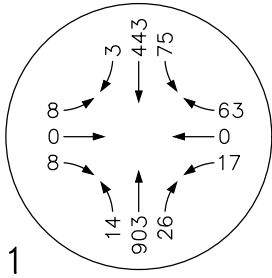
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2024 EXISTING
TRAFFIC VOLUMES -
PM PEAK HOUR

WILDER SUBDIVISION
NEWPORT, OREGON

FIGURE
4B

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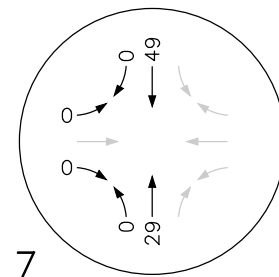
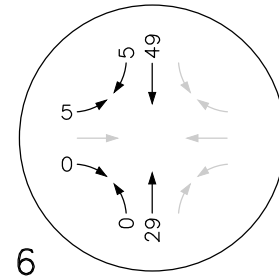
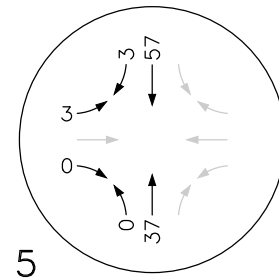
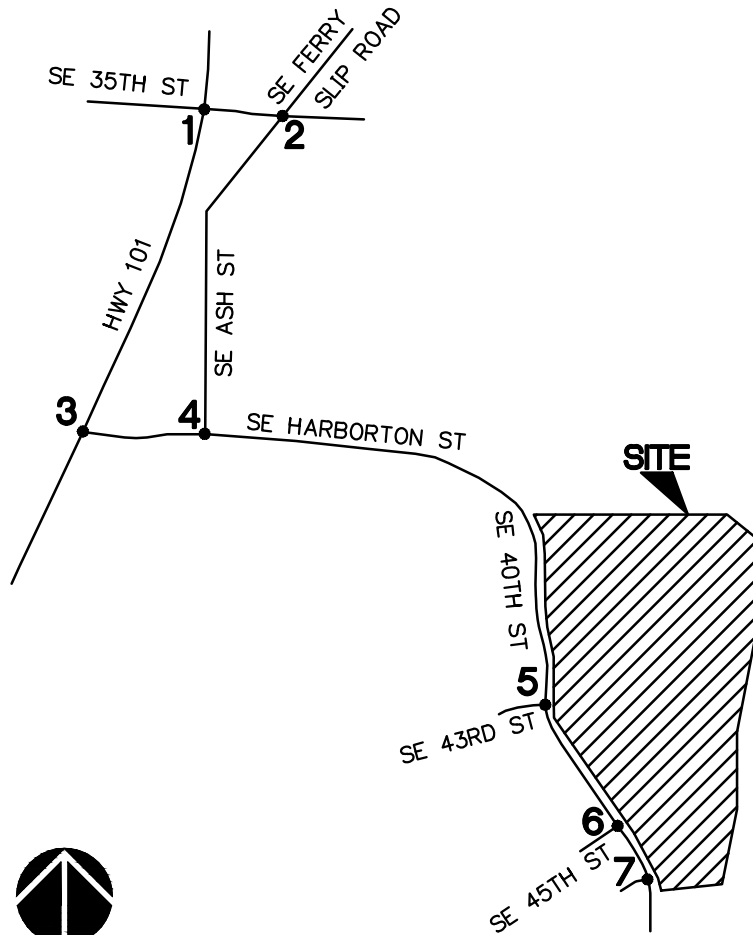
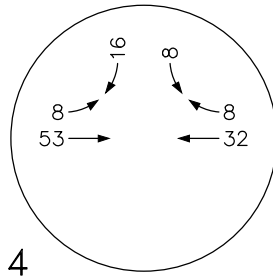
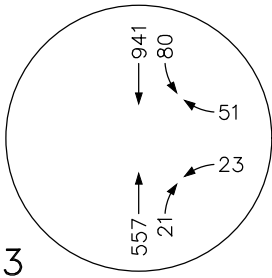
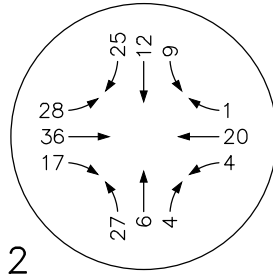
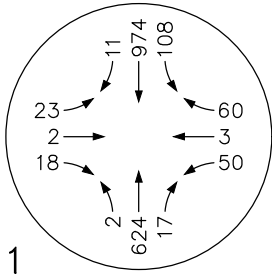
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2024 SEASONALLY ADJUSTED
TRAFFIC VOLUMES -
AM PEAK HOUR

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FIGURE
5A



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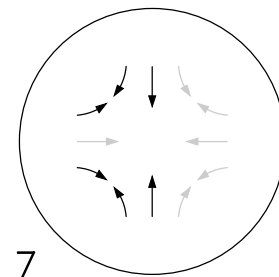
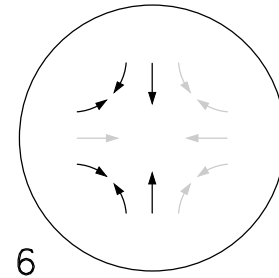
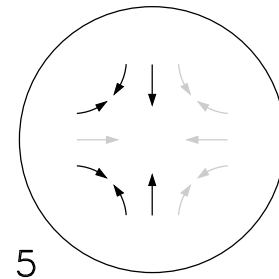
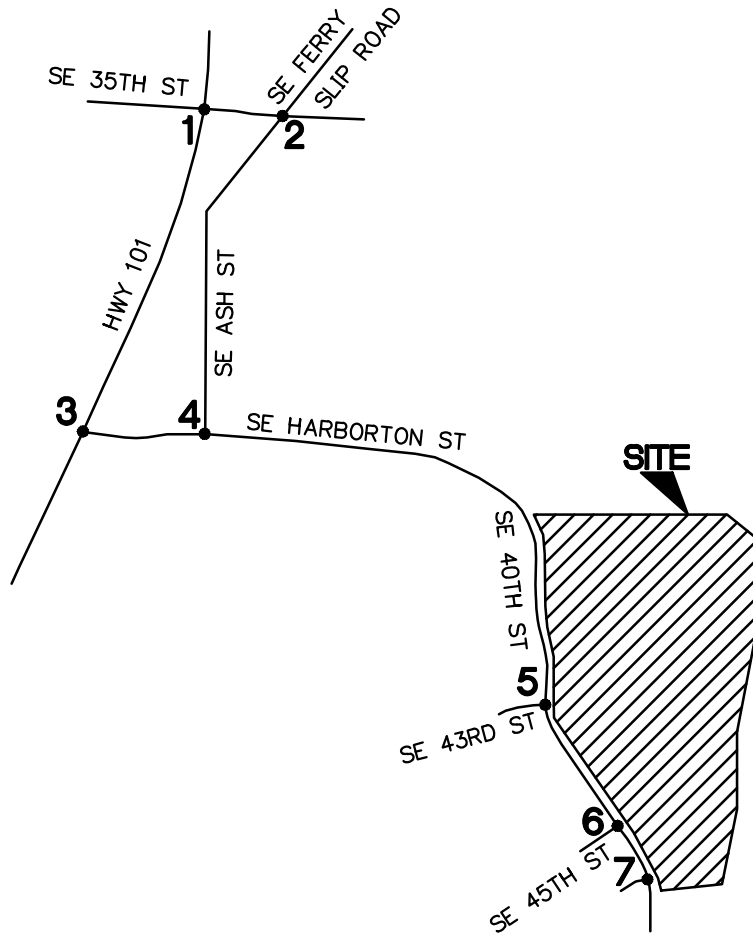
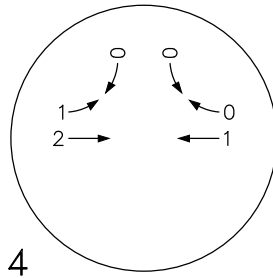
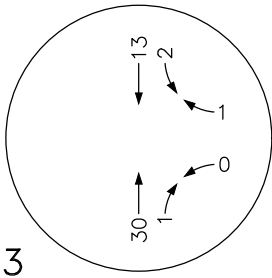
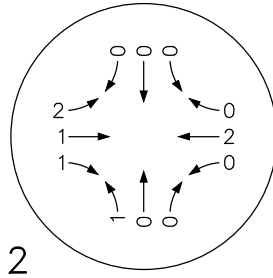
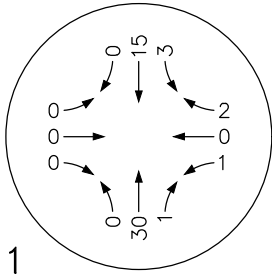
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FIGURE
5B

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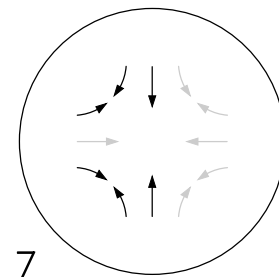
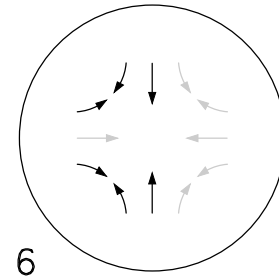
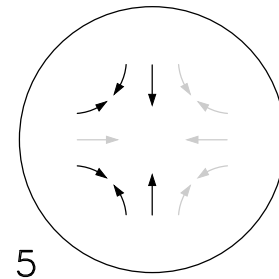
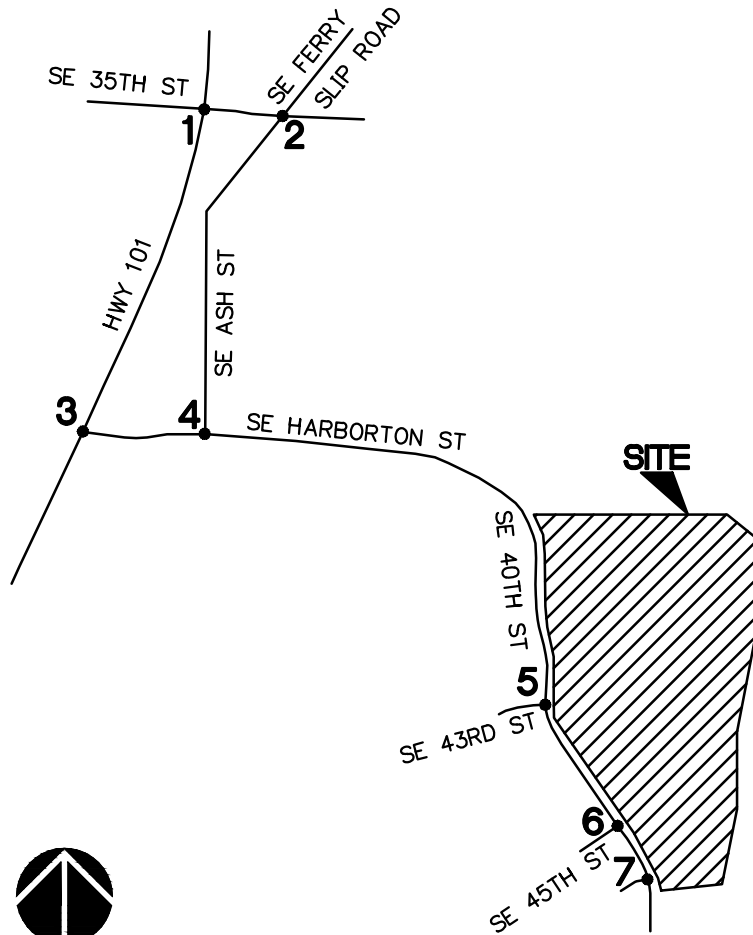
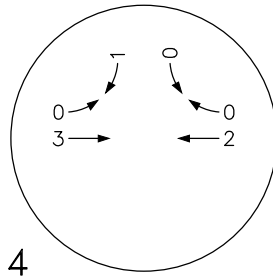
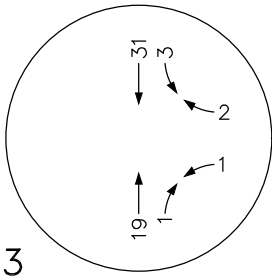
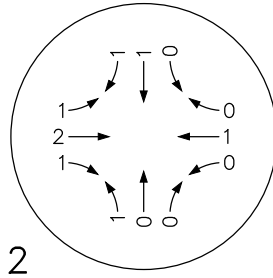
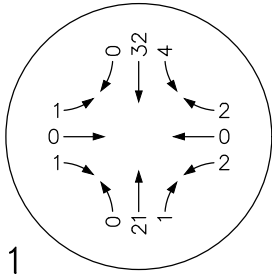
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BACKGROUND GROWTH,
 2 YEARS AT 2.5% PER YEAR -
 AM PEAK HOUR

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FIGURE
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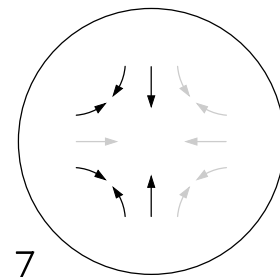
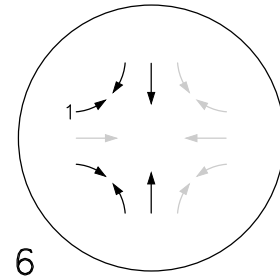
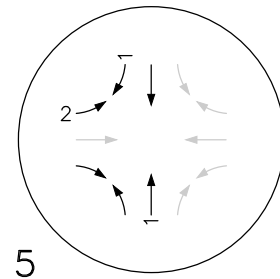
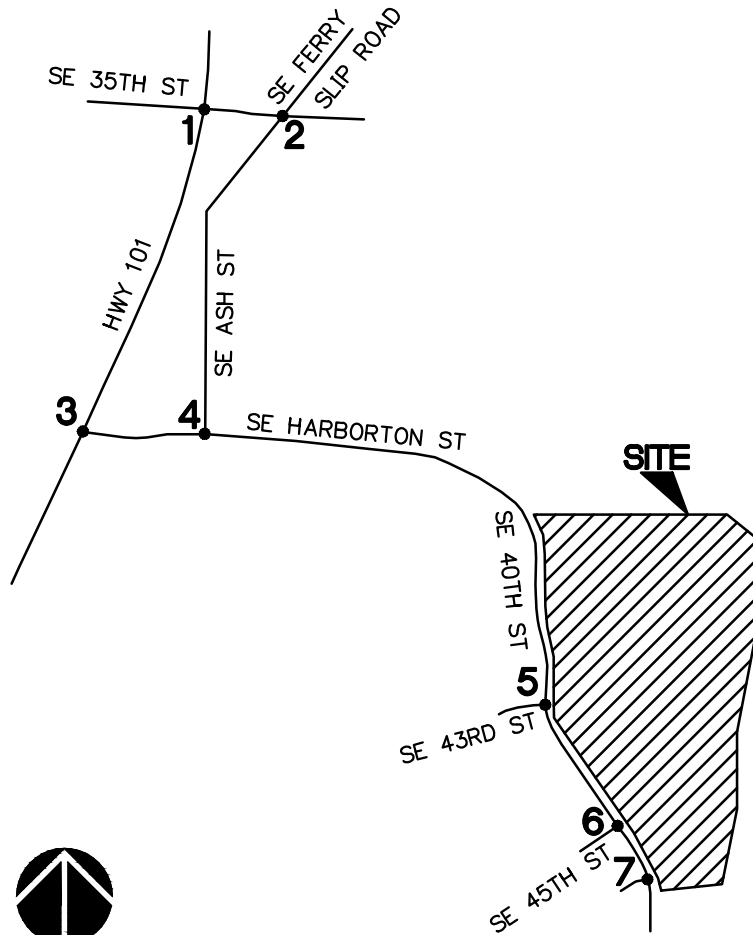
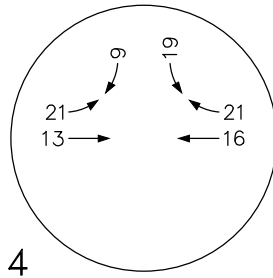
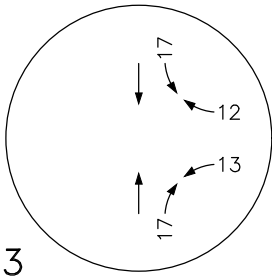
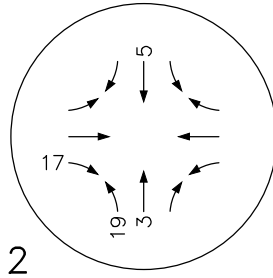
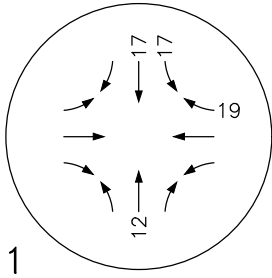
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BACKGROUND GROWTH,
 2 YEARS AT 2.5% PER YEAR -
 PM PEAK HOUR

WILDER SUBDIVISION
 NEWPORT, OREGON

FIGURE
 6B

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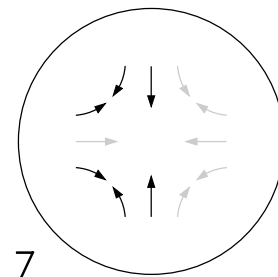
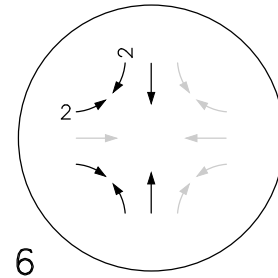
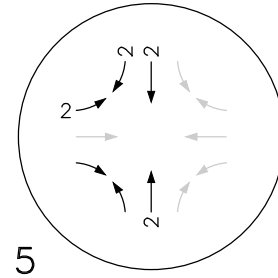
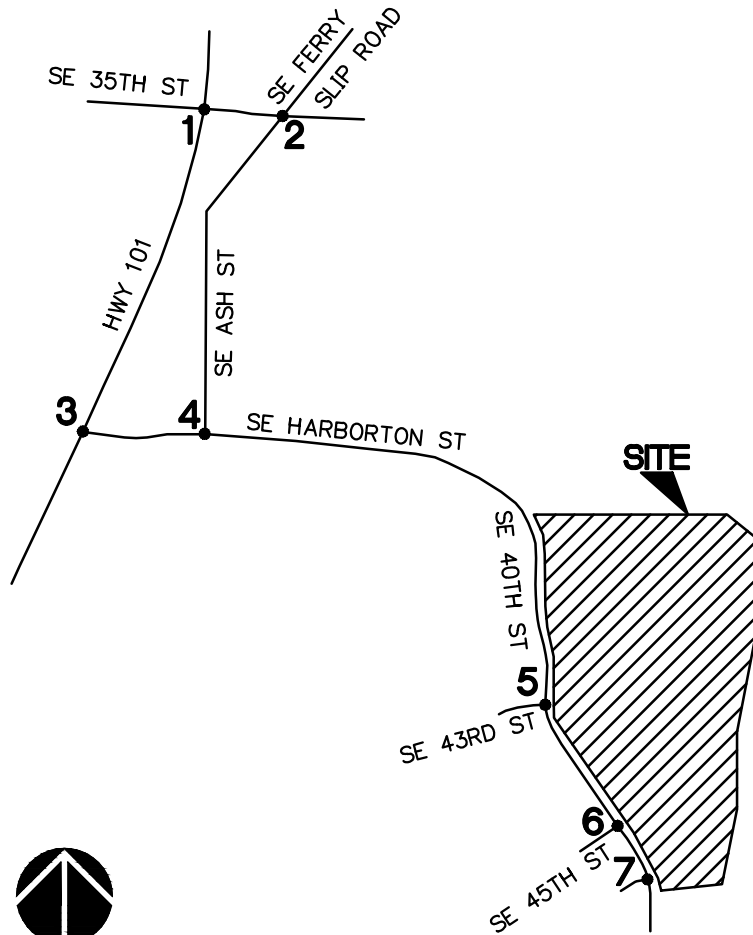
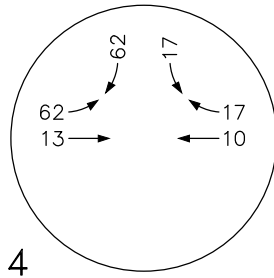
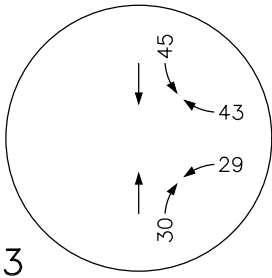
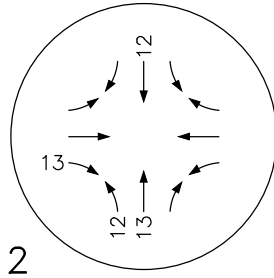
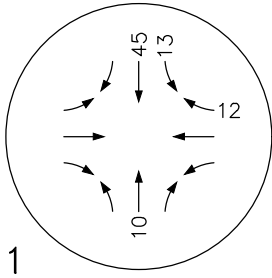
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IN-PROCESS
 TRAFFIC VOLUMES -
 AM PEAK HOUR

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FIGURE
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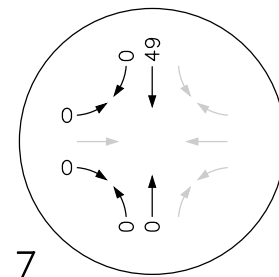
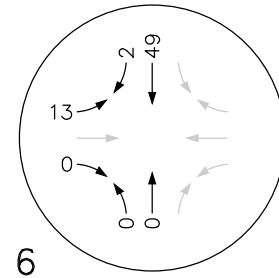
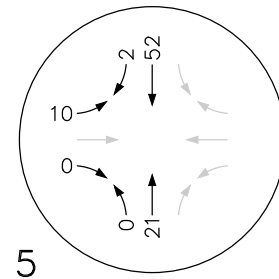
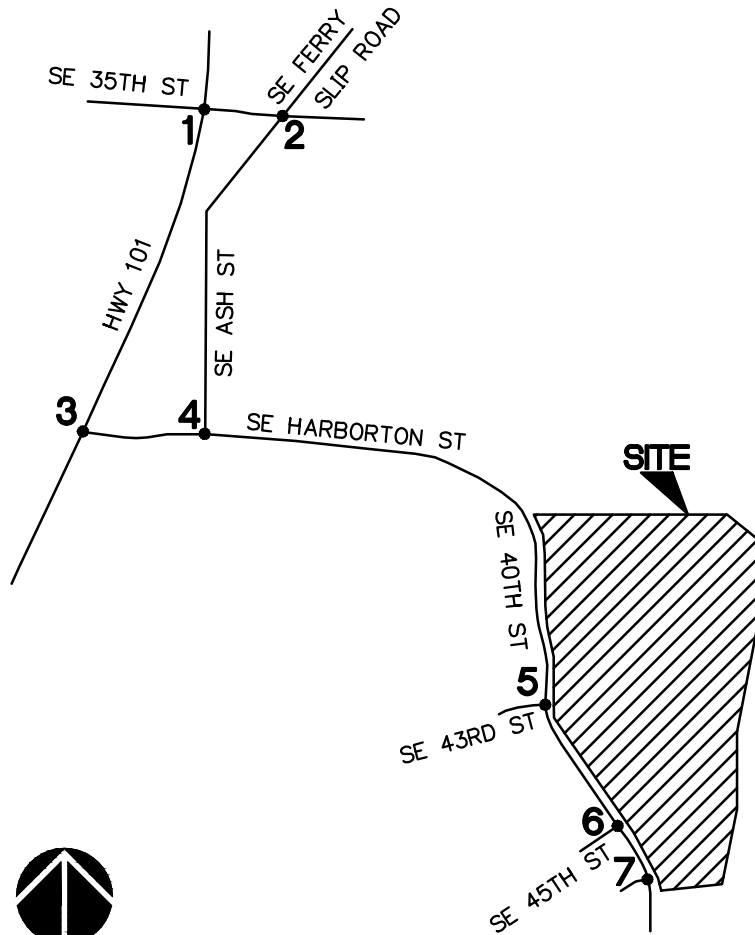
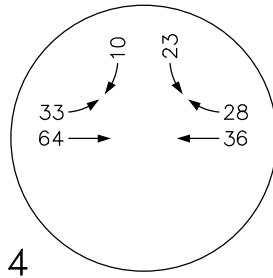
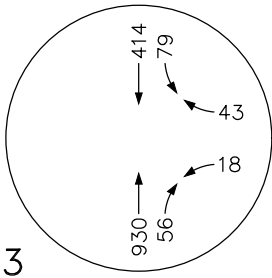
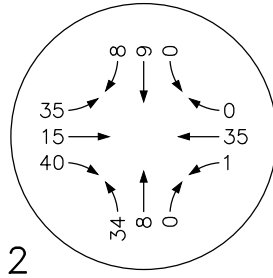
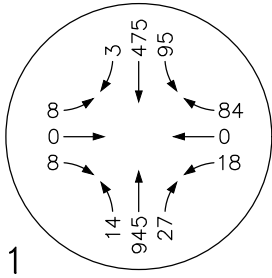
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IN-PROCESS
 TRAFFIC VOLUMES -
 PM PEAK HOUR

WILDER SUBDIVISION
 NEWPORT, OREGON

FIGURE
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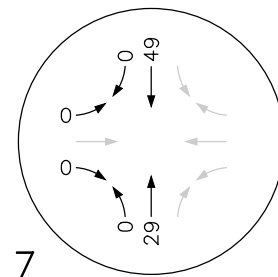
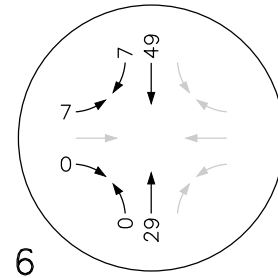
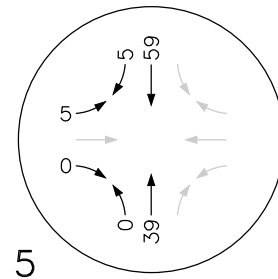
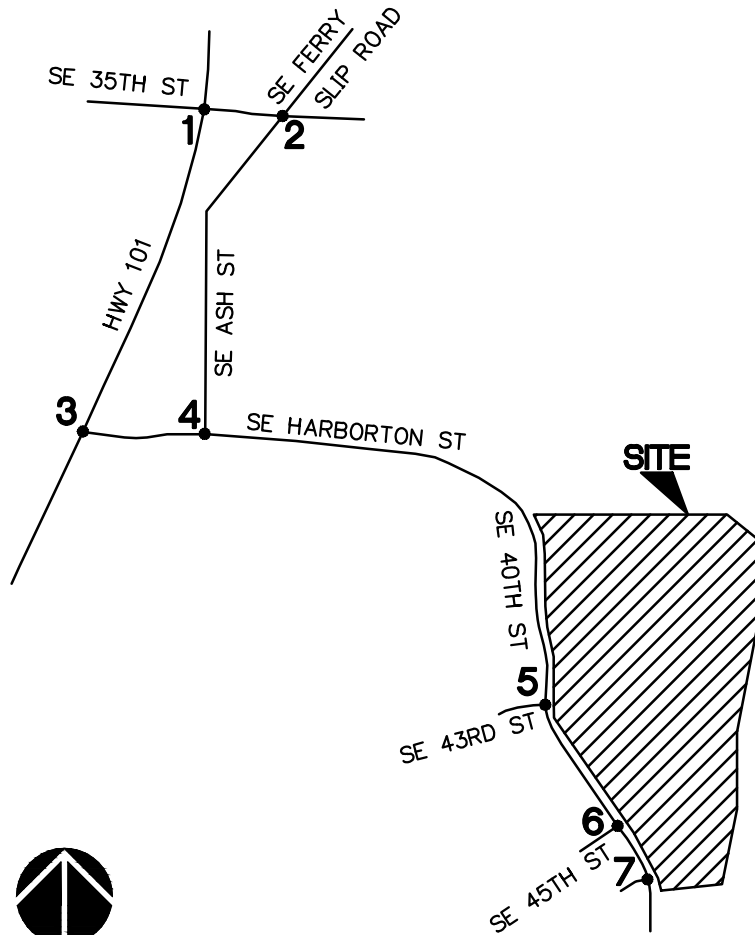
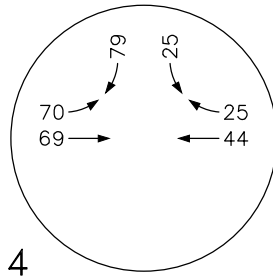
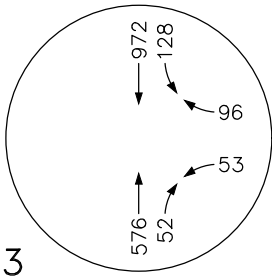
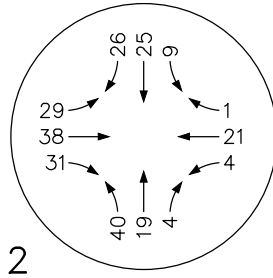
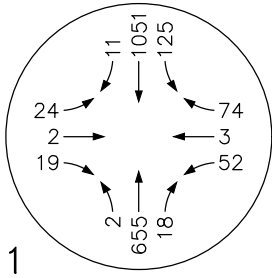
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2026 PRE-DEVELOPMENT
TRAFFIC VOLUMES -
AM PEAK HOUR
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FIGURE
8A

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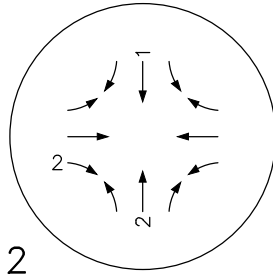
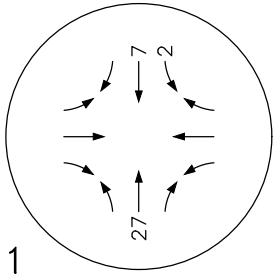
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 TRAFFIC VOLUMES -
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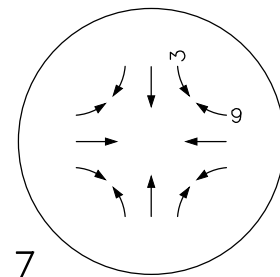
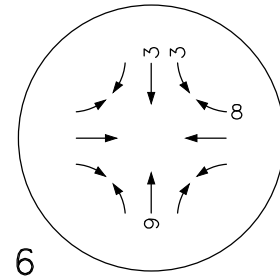
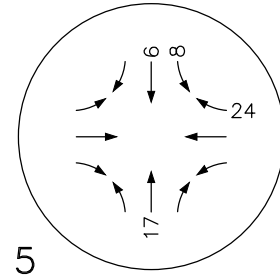
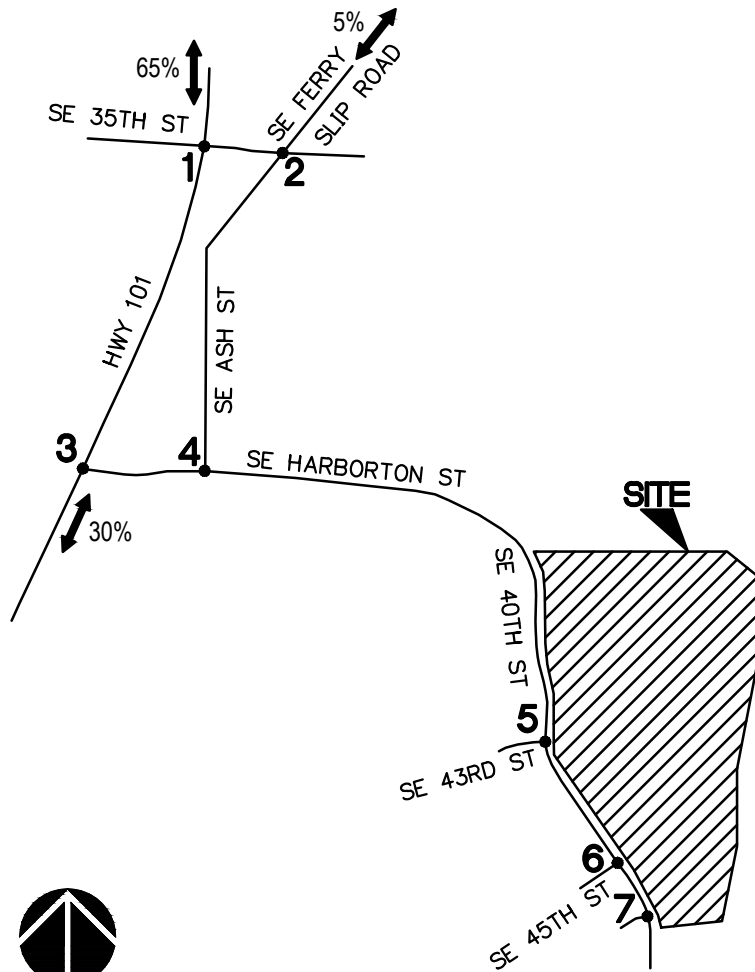
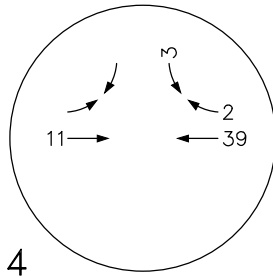
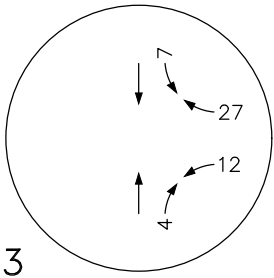
**FIGURE
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AM PEAK HOUR

Enter 14
Exit 41
Total 55



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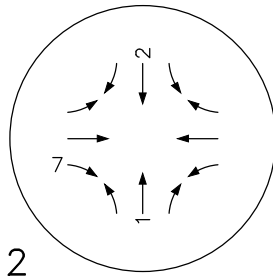
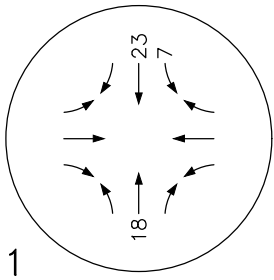
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 TRAFFIC ASSIGNMENT -
 AM PEAK HOUR**
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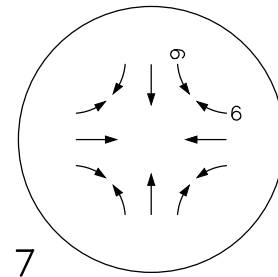
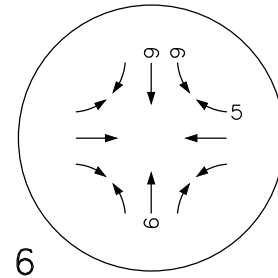
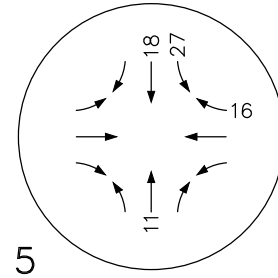
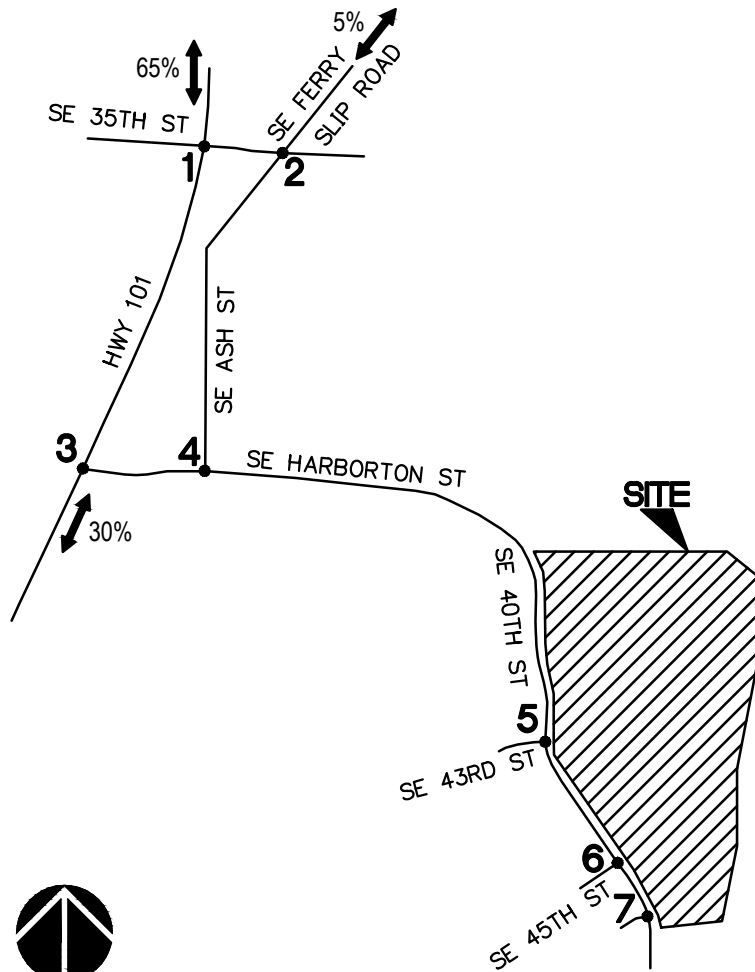
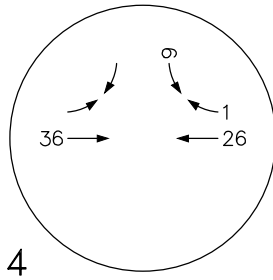
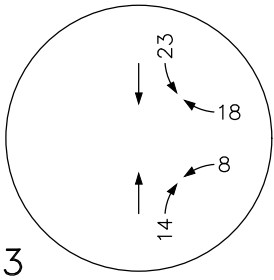
**FIGURE
 9A**

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PM PEAK HOUR

Enter 45
Exit 27
Total 72



NOT TO SCALE

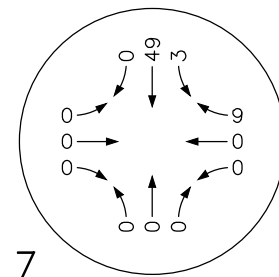
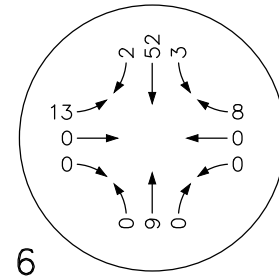
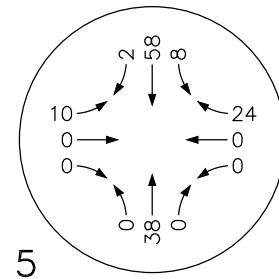
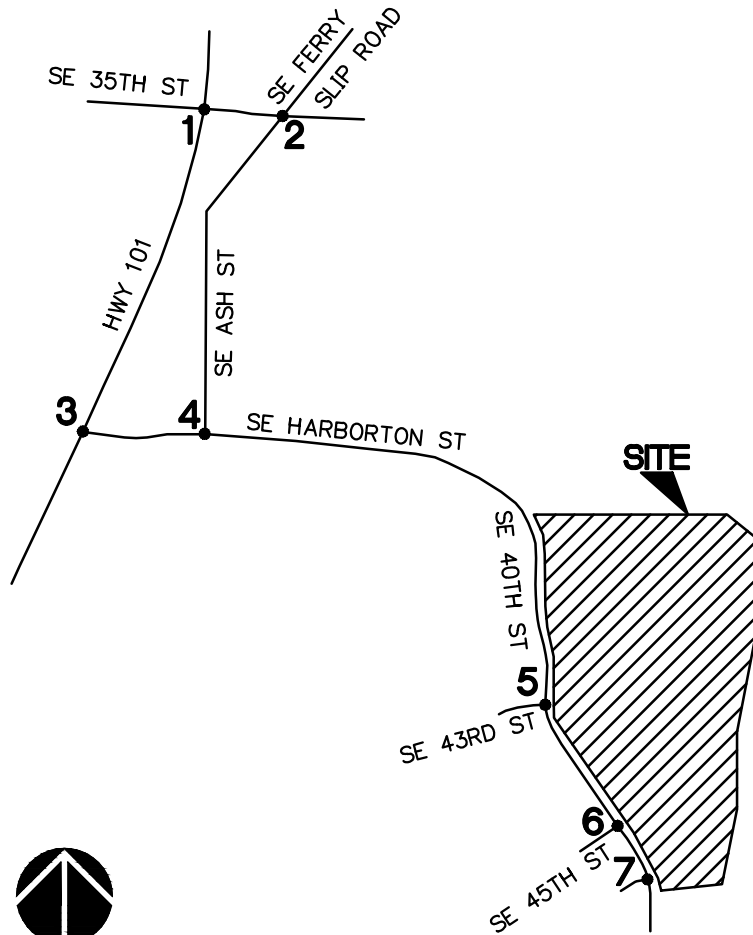
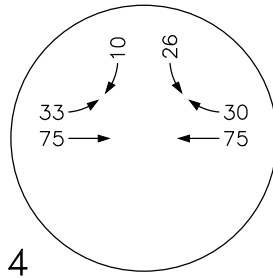
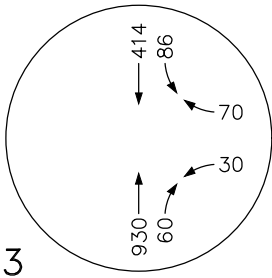
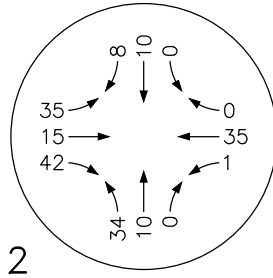
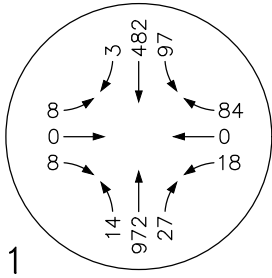
M **Portland** 503.224.9560 **Vancouver** 360.695.7879 **Seattle** 206.749.9993
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MACKENZIE
DATE: 2.12.2024
DRAWN BY: LCB
CHECKED BY: JTJ
JOB NO:
223041000

**PRIMARY TRIP DISTRIBUTION +
TRAFFIC ASSIGNMENT -
PM PEAK HOUR**
**WILDER SUBDIVISION
NEWPORT, OREGON**

**FIGURE
9B**

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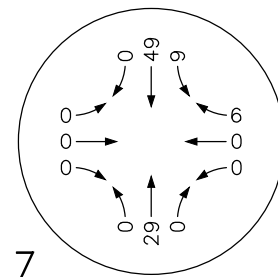
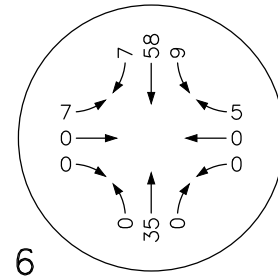
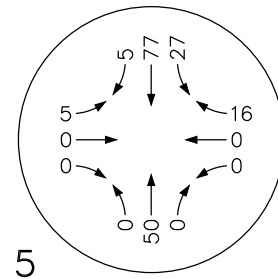
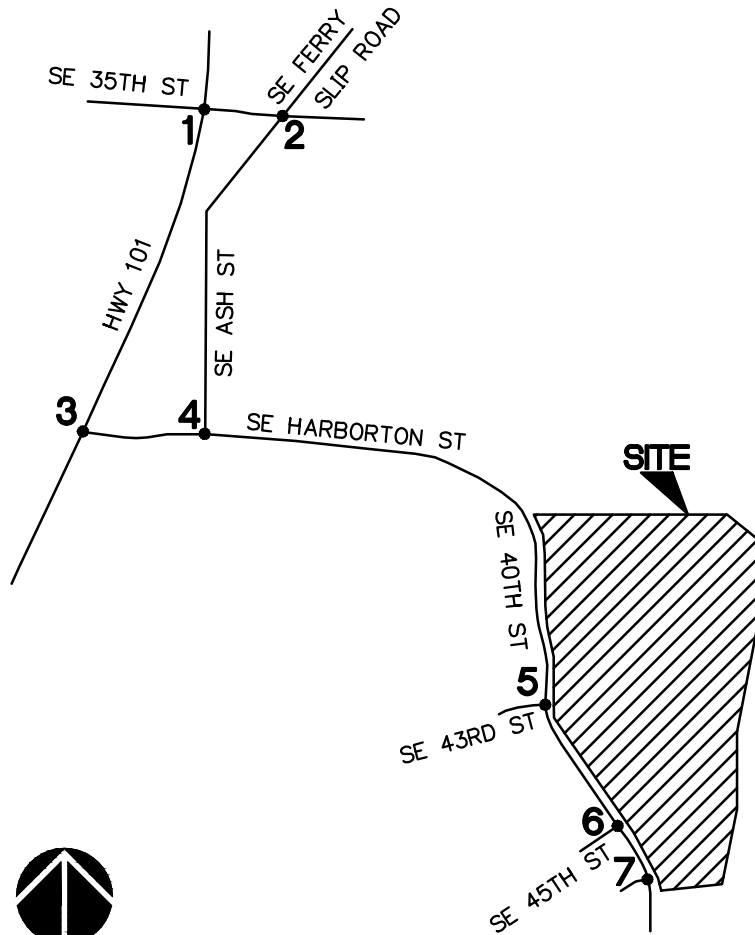
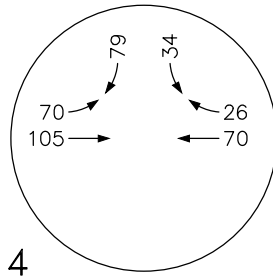
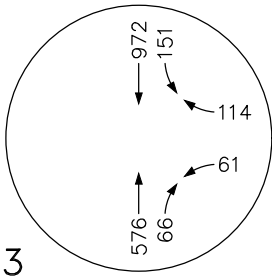
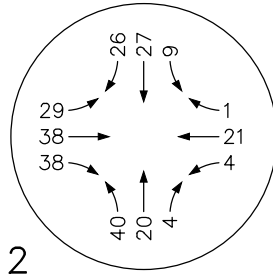
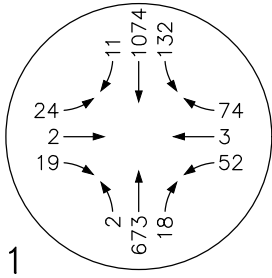
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MACKENZIE
 DATE: 2.12.2024
 DRAWN BY: LCB
 CHECKED BY: JTJ
 JOB NO:
 223041000

**2026 POST-DEVELOPMENT
 TRAFFIC VOLUMES -
 AM PEAK HOUR**
**WILDER SUBDIVISION
 NEWPORT, OREGON**

**FIGURE
 10A**

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MACKENZIE
 DATE: 2.12.2024
 DRAWN BY: LCB
 CHECKED BY: JTJ
 JOB NO:
 223041000

**2026 POST-DEVELOPMENT
 TRAFFIC VOLUMES -
 AM PEAK HOUR**

**WILDER SUBDIVISION
 NEWPORT, OREGON**

**FIGURE
 10B**

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APPENDIX B.
SCOPING MATERIAL

January 4, 2024

City of Newport
Attention: Chris Beatty
169 SW Coast Highway
Newport, OR 97365

Re: **Wilder Subdivision**
Traffic Impact Analysis Scoping
Project Number 2230410.00

Dear Chris:

Mackenzie has prepared this scoping letter in advance of preparing the required Traffic Impact Analysis (TIA) supporting the proposed Wilder Subdivision located east of Harborton Street between SE 43rd Street and SE 46th Street. The TIA will address the TIA requirements outlined in the City's July 1, 2023, Application Submittal Requirements - Traffic Impact Analysis document. The TIA will also conform to ODOT guidelines due to traffic impacts on Highway 101.

We request that you confirm the assumptions regarding trip generation, trip distribution, study area intersections, and analysis time periods, and we request information on in-process trips. We understand ODOT will review the TIA and provide comments and recommendations as appropriate.

SITE CONDITIONS

The subject site is located on tax lot 11-11-20-00-00100-00 and does not currently have a street address. The area to be developed is currently vacant.

The proposed development will consist of 30 units of multi-family residential housing and 55 units of detached single-family housing on lots ranging from 2,042 square feet (SF) to 122,092 SF.

Access to the site will be provided by three full-movement driveways on Harborton Street, opposite SE 43rd and SE 46th Streets and approximately 120' south of SE 46th Street. Proposed access points are shown in the attached site plan (Attachment A).

TRANSPORTATION IMPACT ANALYSIS

The TIA will review capacity and queuing for the weekday AM and PM peak hour conditions at the study area intersections for the following scenarios:

- 2024 Seasonally Adjusted (Existing)
- 2026 Pre-Development without Wilder Subdivision
- 2026 Post-Development with Wilder Subdivision



Trip Generation

Trip Generation estimates were developed with the use of the Institute of Transportation Engineers’ (ITE) *Trip Generation Manual*, 11th Edition. As the site is currently vacant, no existing trips to the site were assumed. Trip rates for ITE’s “Multifamily Housing (Low-Rise)” (LUC 220) and “Single-Family housing (Detached)” (LUC 210) uses were utilized. Trip generation estimates for the proposed subdivision are presented in Table 1.

TABLE 1 – PROPOSED TRIP GENERATION									
ITE Code	Land Use	Size	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
220	Multifamily Housing (Low-Rise)	30 units	3	9	12	9	6	15	202
210	Single-Family Housing (Detached)	55 units	11	32	43	36	21	57	582
Total		85 units	14	41	55	45	27	72	784

The proposed development is anticipated to generate 55 AM peak hour trips, 72 PM peak hour trips, and 784 daily trips.

Trip Distribution

The distribution of site trips will be to the north and south along Highway 101, and to the north on Ash Street to SE Ferry Slip Road. We anticipate the following distribution of site trips based on existing land uses in the area surrounding the proposed development and traffic data obtained from ODOT TransGIS:

- 65% of trips to/from the north on Highway 101
- 30% to/from the south on Highway 101
- 5% to/from the north on Ash Street to Ferry Slip Road

Study Area

The City requires intersection capacity analysis where there will be an impact of 50 or more peak hour trips. Based on the proposed trip generation estimates and trip distribution assumptions, the following intersections will be analyzed, as well as site driveways:

- Highway 101/SE 35th Street
- SE 35th Street/SE Ferry Slip Road
- Highway 101/SE 40th Street
- SE 40th Street/Ash Street
- Harborton Street/SE 43rd Street
- Harborton Street/SE 45th Street
- Harborton Street/Apartment Access

EXISTING TRAFFIC

Intersection turning movement counts will be collected for the study area intersections during the AM and PM peak hours. Existing traffic counts will be modified per ODOT's current *Analysis Procedures Manual (APM)* as follows.

System Peak Hour

Traffic counts for the proposed study area will be collected on a weekday during the week of January 15, 2024. Two-hour counts (7:00-9:00 AM and 4:00-6:00 PM) will be collected at study area intersections, and a system peak hour will be selected and applied to all intersections.

Seasonal Adjustment

Per ODOT's APM requirements, existing traffic volumes on Highway 101 will be seasonally adjusted. Turning volumes and volumes at intersections not on Highway 101 will be adjusted and balanced accordingly.

Based on a review of existing data, a seasonal adjustment factor of 1.50 will be applied to all intersections on Highway 101. The nearest ATR on Highway 101 is ATR No. 29-001, located north of the junction with Highway 20 from the site. Per ODOT APM guidelines, data for this ATR is not appropriate due to the higher Annual Average Daily Traffic (AADT) at ATR 29.001. Utilizing the ATR Characteristic table as described in the ODOT APM, ATR No. 21-007, and ATR No. 04-001 were selected as ATRs with similar characteristics, as they have the same Coastal Destination traffic pattern as the proposed study area, have two lanes, a small urban fringe setting, and AADT within 10% of the site AADT. A seasonal adjustment factor was calculated for both ATRs and averaged to produce the proposed seasonal adjustment factor of 1.50.

Due to the relatively high seasonal adjustment factor, we will confirm this seasonal adjustment factor is appropriate by comparing new counts with historical summer counts collected on Highway 101 in the vicinity of the site.

PRE-DEVELOPMENT CONDITIONS

Traffic volumes for year 2026 conditions will be estimated by applying a growth rate to existing, seasonally adjusted traffic counts. A linear background growth rate of 2.5% per year is proposed. This growth rate is conservatively based on an annual growth rate estimate of 2.38% established using traffic volume data and projections for years 2021 and 2042 on US Highway 101 (ODOT Highway No. 009) at milepost 142.45 as presented in ODOT's Future Volume Table.

In-process trips will be added to seasonally adjusted and growth-factored counts to reflect year 2026 pre-development conditions.

ANALYSIS COMPONENTS

The TIA will include the following analysis components:

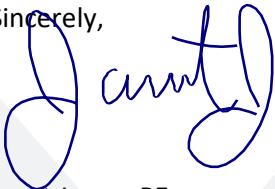
- Intersection capacity analyses will be conducted at the study area intersections using the Highway Capacity Manual (HCM) 6 methodology and ODOT Synchro template.
- Intersection queuing analysis using SimTraffic software.

- Crash data evaluation at existing study area intersections and roadways evaluated against ODOT's 90th percentile crash rate standards.
- Intersection sight distance evaluations, based on AASHTO recommendations for the proposed site access points.
- Intersection queuing, turn-lane warrants, and signal warrants evaluation, as needed.
- Recommended improvements and mitigation measures, if appropriate.

Please confirm the proposed trip generation, trip distribution, study area, and TIA analysis components are acceptable for the required TIA. We are also requesting signal timing for the study intersections and any in-process project trip information which will affect the study area intersections.

Please contact me at jjones@mcknze.com or 971-346-3741 if you have any questions or comments regarding the information presented in this scoping letter.

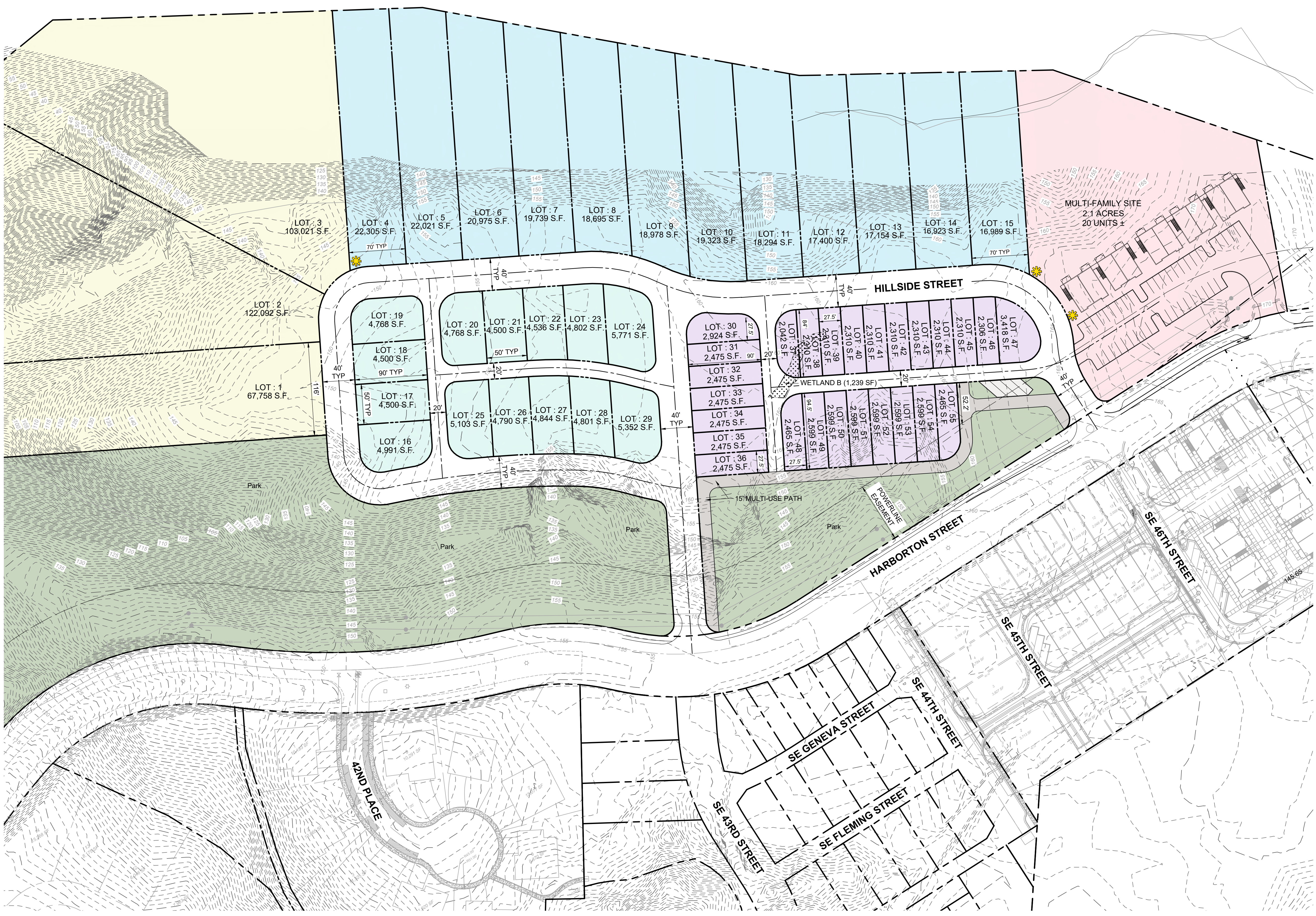
Sincerely,



Janet Jones, PE
Senior Associate | Traffic Engineer

Enclosure(s): Attachment A – Site Plan

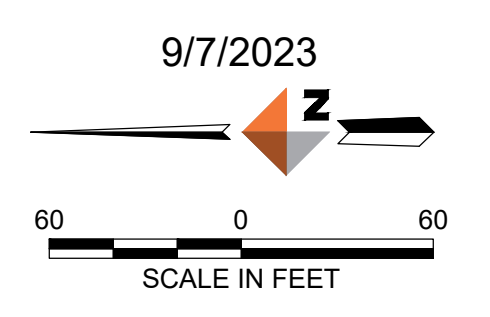
c: Bonnie Serkin – Landwaves, Inc.
Read Stapleton, Mike Towle – DOWL
Brent Ahrend, Clara Layton – Mackenzie



LOT TYPES

[Light Blue Box]	HIGH DENSITY RESIDENTIAL	= 20 UNITS
[Light Green Box]	FLEX LOTS	= 26 UNITS
[Light Yellow Box]	VILLAGE LOTS (< 4,600 SF)	= 14 UNITS
[Light Purple Box]	CLASSIC LOTS (4,601 - 6,200 SF)	= 12 UNITS
[Light Orange Box]	EDGE LOTS (10,000+ SF)	= 3 UNITS
	TOTAL LOTS	= 75 UNITS

☀ POTENTIAL MAILBOX LOCATION



720 SW Washington Street, #750
Portland, Oregon 97205
971-280-8641
Project No. 2322.14369.01
Contact: Mike Towle, PE

Wilder Disc Golf Master Plan

Concept Plan

Newport, Oregon

Clara Layton

From: Derrick Tokos <D.Tokos@NewportOregon.gov>
Sent: Wednesday, January 24, 2024 4:41 PM
To: Janet T. Jones; Clara Layton
Cc: Chris Beatty; Lewis Byrd
Subject: RE: Wilder Master Plan Question(s)

Follow Up Flag: Follow up
Flag Status: Completed

Hi Janet,

The traffic impact scoping analysis looks good. There are a couple of items that will need to be addressed that I didn't see covered in the memo. They are as follows:

NMC 14.45.020(F) requires that the TIA 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. This can be addressed in narrative form and pictures. A higher level of analysis would be required if we were dealing with heavy truck traffic, but that is not the case with this project.

NMC 14.45.050(D) provides that, 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.

Table 14.45.050-A

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.

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: Janet T. Jones <JTJ@mcknze.com>
Sent: Wednesday, January 17, 2024 9:43 AM
To: Derrick Tokos <D.Tokos@NewportOregon.gov>; Clara Layton <CLayton@mcknze.com>

Cc: Chris Beatty <C.Beatty@NewportOregon.gov>; Lewis Byrd <LByrd@mcknze.com>

Subject: RE: Wilder Master Plan Question(s)

You don't often get email from jtj@mcknze.com. [Learn why this is important](#)

Thank you for the update, Derrick! Looking forward to hearing from you.

Thanks,

Janet Jones PE

she/her/hers

D 971-346-3741 C 503-705-8233

Transportation Planning

Senior Associate

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From: Derrick Tokos <D.Tokos@NewportOregon.gov>

Sent: Friday, January 12, 2024 5:01 PM

To: Clara Layton <CLayton@mcknze.com>

Cc: Janet T. Jones <JTJ@mcknze.com>; Chris Beatty <C.Beatty@NewportOregon.gov>; Lewis Byrd <LByrd@mcknze.com>

Subject: RE: Wilder Master Plan Question(s)

Hi Clara,

I was able to download the document and will coordinate with our Acting City Engineer, Chris Beatty. Look for a response from us next week.

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: Clara Layton <CLayton@mcknze.com>

Sent: Wednesday, January 10, 2024 12:42 PM

To: Derrick Tokos <D.Tokos@NewportOregon.gov>

Cc: Janet T. Jones <JTJ@mcknze.com>; Chris Beatty <C.Beatty@NewportOregon.gov>; Lewis Byrd <LByrd@mcknze.com>

Subject: RE: Wilder Master Plan Question(s)

Derrick and Chris,

Following up on that link we sent to download our Wilder TIA scoping letter. Let us know if you haven't received Janet's email or are having trouble downloading.

Along with in-process trip information, we're also requesting any available signal phasing and timing information at the intersection of Highway 101/SE 35th St.

Thanks!

Clara Layton EIT
D 971-254-9496

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From: Clara Layton <CLayton@mcknze.com>
Sent: Friday, January 5, 2024 11:40 AM
To: Derrick Tokos <D.Tokos@NewportOregon.gov>
Cc: Janet T. Jones <JTJ@mcknze.com>; Chris Beatty <C.Beatty@NewportOregon.gov>
Subject: RE: Wilder Master Plan Question(s)

Derrick and Chris,

You should have received an email from Janet this morning with a link to download our TIA scoping letter for the Wilder Subdivision. Please let us know if you have any questions or issues downloading the document.

Thanks!

Clara Layton EIT
D 971-254-9496

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From: Derrick Tokos <D.Tokos@NewportOregon.gov>
Sent: Thursday, November 30, 2023 1:13 PM
To: Clara Layton <CLayton@mcknze.com>
Cc: Janet T. Jones <JTJ@mcknze.com>; Chris Beatty <C.Beatty@NewportOregon.gov>
Subject: RE: Wilder Master Plan Question(s)

Hi Clara... a scoping letter will suffice.

Derrick

From: Clara Layton <CLayton@mcknze.com>
Sent: Thursday, November 30, 2023 9:41 AM
To: Derrick Tokos <D.Tokos@NewportOregon.gov>
Cc: Janet T. Jones <JTJ@mcknze.com>; Chris Beatty <C.Beatty@NewportOregon.gov>
Subject: RE: Wilder Master Plan Question(s)

Thank you for the suggestion, we look forward to Chris Beatty's thoughts on this study area.

We've been looking into the TIA Requirements in the Municipal Code (14.45.020), and have a question about the scoping process: Do we need to discuss TIA scope in a pre-app meeting, have a separate traffic study pre-app, or can we provide a scoping letter to confirm our assumptions?

Thanks again.

Clara Layton EIT
D 971-254-9496

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From: Derrick Tokos <D.Tokos@NewportOregon.gov>
Sent: Tuesday, November 28, 2023 8:27 AM
To: Clara Layton <CLayton@mcknze.com>
Cc: Janet T. Jones <JTJ@mcknze.com>; Chris Beatty <C.Beatty@NewportOregon.gov>
Subject: RE: Wilder Master Plan Question(s)

Hi Clara,

I am copying our City Engineer, Chris Beatty, as he makes the final call on the TIA study area boundary (NMC 14.45.030). What you have listed makes sense, and I would assume that you would pick up SE 40th and Ash as part of the intersection analysis since some trips are likely to flow through there given the availability of a signal at 35th and US 101.

With respect to Area A, there are currently 829 PM peak hour trips left.

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: Clara Layton <CLayton@mcknze.com>
Sent: Monday, November 27, 2023 3:38 PM
To: Derrick Tokos <D.Tokos@NewportOregon.gov>
Cc: Janet T. Jones <JTJ@mcknze.com>
Subject: Wilder Master Plan Question(s)

[WARNING] This message comes from an external organization. Be careful of embedded links.

Good afternoon!

Just left you a brief voicemail- the Dowl design team reached out to us to look into the traffic study requirements for the Wilder Master Plan development and we wanted to confirm a couple of things:

- From the City's TIA requirements, we assume that the study area for a TIA would include the two site driveways (opposite SE 43rd St and SE 45th St), and the intersection of SE 40th St/OR 101. Can you confirm this, or let us know which other intersections the City would consider impacted by the development?
- Can you also provide the current number of vested trips left in Area A of the South Beach Transportation Overlay Zone?

Thanks so much!

Clara Layton EIT

D 971-254-9496

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Our offices will be closed for the holidays Monday, December 25th through Monday, January 1st. We will reopen on Tuesday, January 2nd, 2024. If you need immediate assistance, please leave a message at 503.224.9560, which will be monitored closely. Happy Holidays!

APPENDIX C.
**TRANSPORTATION
FACILITY CONDITION
PHOTOS**

SE Ferry Slip Rd & SE 35th - 2/2/24



SE 40th St - 2/2/24



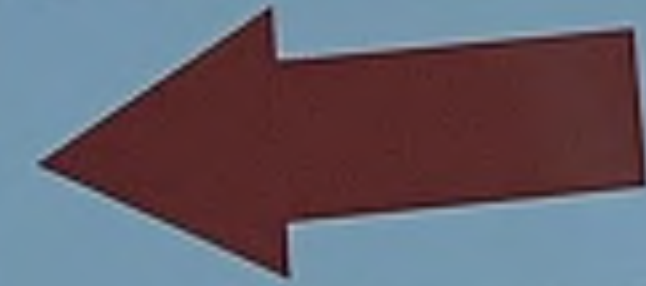
SE Ash St - 2/2/24



SE Ash St & SE Harborton St - 2/2/24



STRONG
GUYS
SECURE
STORAGE



Stabi Daves
BAIT
TACKLE
ICE



SPEED
25



Hwy 101 & SE 35th St - 2/2/24



Hwy 101 - 2/2/24



APPENDIX D.
**TRANSIT
INFORMATION**

Route Runs Mon-Sun

	NEWPORT LOOP		Loop 1	Loop 2	Loop 3	Loop 4	Loop 5	Loop 6	Loop 7
1	Salmon Run/Oceanview		7:23	8:29	10:04	11:23	1:58	3:24	*
2	NE 73rd & Avery St		*	*	*	*	*	*	*
3	Pacific Shores RV Park		7:26	8:32	10:07	11:26	2:01	3:28	*
4	Bloch Wayside/52nd		*	*	*	*	*	*	*
5	Walmart (Southbound)			8:36	10:11	11:30	2:05	3:33	5:04
6	NW 20th & 101			8:39	10:14	11:33	2:08	3:36	5:06
7	Grocery Outlet (8th St)			*	*	*	*	*	*
8	NW 10th & Spring			8:42	10:17	11:36	2:10	3:38	*
9	Waves Motel			8:43	10:18	11:37	2:11	3:39	*
10	NW Nye St & 5th			8:44	10:19	11:38	2:12	3:40	*
11	Courthouse			8:45	10:20	11:39	2:13	3:41	*
12	NE 3rd & Fogarty St (NHS)		*	N/A	N/A	N/A	N/A	N/A	N/A
13	Newport City Hall - arrive		7:36	8:48	10:23	11:43	2:17	3:45	5:11
	Breaktime			B		L		B	
13	Newport City Hall - depart		7:40	9:08	10:28	1:00	2:22	4:05	
14	Post Office (SW 2nd)			9:11	10:31	1:03	2:25	4:08	
15	SW 2nd & Coast (Nye Bch)			9:12	10:32	1:04	2:26	4:09	
16	Whaler			9:13	10:33	1:05	2:27	4:10	
17	Elizabeth St Inn & Shilo			9:13	10:33	1:05	2:27	4:10	
18	Hallmark Resort			9:14	10:34	1:06	2:28	4:11	
19	SW 8th & Bayley St (1010 Bldg)			9:15	10:35	1:07	2:29	4:12	
20	S. Beach Mkt @mailboxes			*	*	*	*	*	
21	OCCC (College request only)		*	*	*	*	*	*	
22	Ferry Slip & 35th		7:48	9:19	10:39	1:14	2:36	4:19	
23	Aquarium Village			9:20	10:40	1:15	2:37	4:20	
24	Aquarium			9:21	10:41	1:16	2:38	4:21	
25	NOAA		7:52	9:23	10:43	1:18	2:40	4:23	
26	Port RV		7:53	9:24	10:44	1:19	2:41	4:24	
27	Rogue		7:54	9:25	10:45	1:20	2:42	4:25	
28	SPCH (Hospital) on SW 9th St		7:58	9:29	10:49	1:24	2:48	4:31	
29	9th & Alder		7:59	9:30	10:50	1:25	2:49	4:32	
13	Newport City Hall		N/A	9:33	10:53	1:28	2:52	4:35	
30	Bay Blvd & Fall St. (@Bench)		8:01	9:36	10:56	1:31	2:56	4:38	
31	Clearwater		8:02	9:37	10:57	1:32	2:57	4:39	
32	Yacht Club		8:04	9:39	10:58	1:33	2:58	4:41	
33	Newport Elks		8:06	9:41	11:00	1:35	3:00	4:43	
34	NE 1st & Avery		8:09	9:44	11:03	1:38	3:03	4:46	
35	Hwy 10 & NE 6th @Human Bean		8:10	9:45	11:04	1:39	3:04	4:47	
36	Hwy 101 & NE 12th		8:11	9:46	11:05	1:40	3:05	4:48	
37	Fred Meyer		8:13	9:48	11:07	1:42	3:07	4:50	
38	Safeway - west end		8:15	9:50	11:09	1:44	3:09	4:52	
39	Walmart - (Northbound)		*	*	*	*	*	*	
40	Little Creek Apartments		*	*	*	*	*	*	
41	Surf View Village	7:18	8:21	9:56	11:15	1:50	3:16	4:59	

Bus Driver Breaks/Lunchtime Fare \$1.00

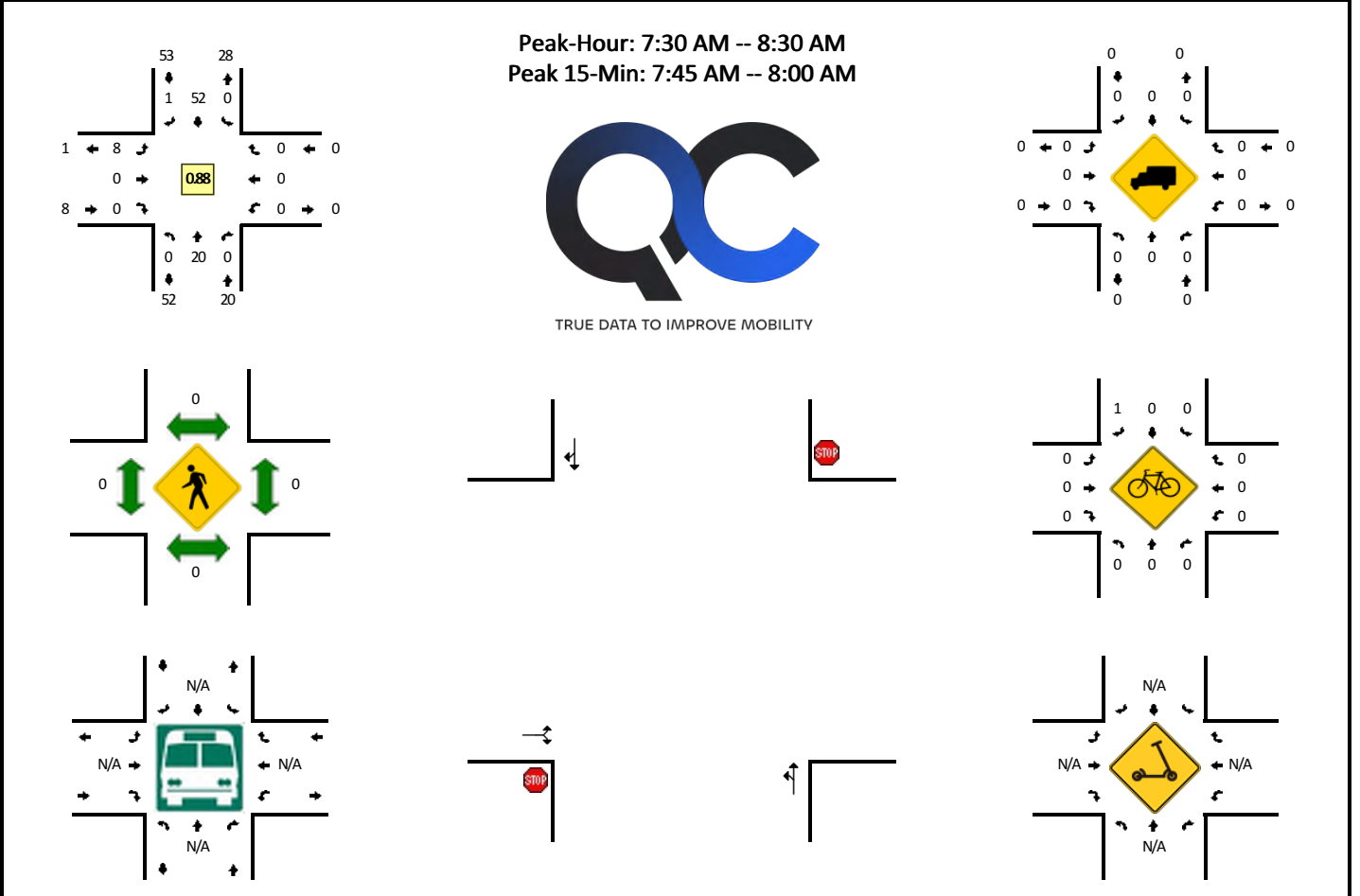
(*) On Call as needed, call 541-265-4900 Mon-Fri 7:00am-4:45pm Weekend On Call, call before 4:45pm Fri.

Bus may be delayed up to 15 mins. Due to traffic

APPENDIX E.
**TRAFFIC COUNT
SUMMARIES**

LOCATION: SE 40th St/SE Harborton St -- SE 43rd St
CITY/STATE: Newport, OR

QC JOB #: 16432601
DATE: Wed, Jan 24 2024

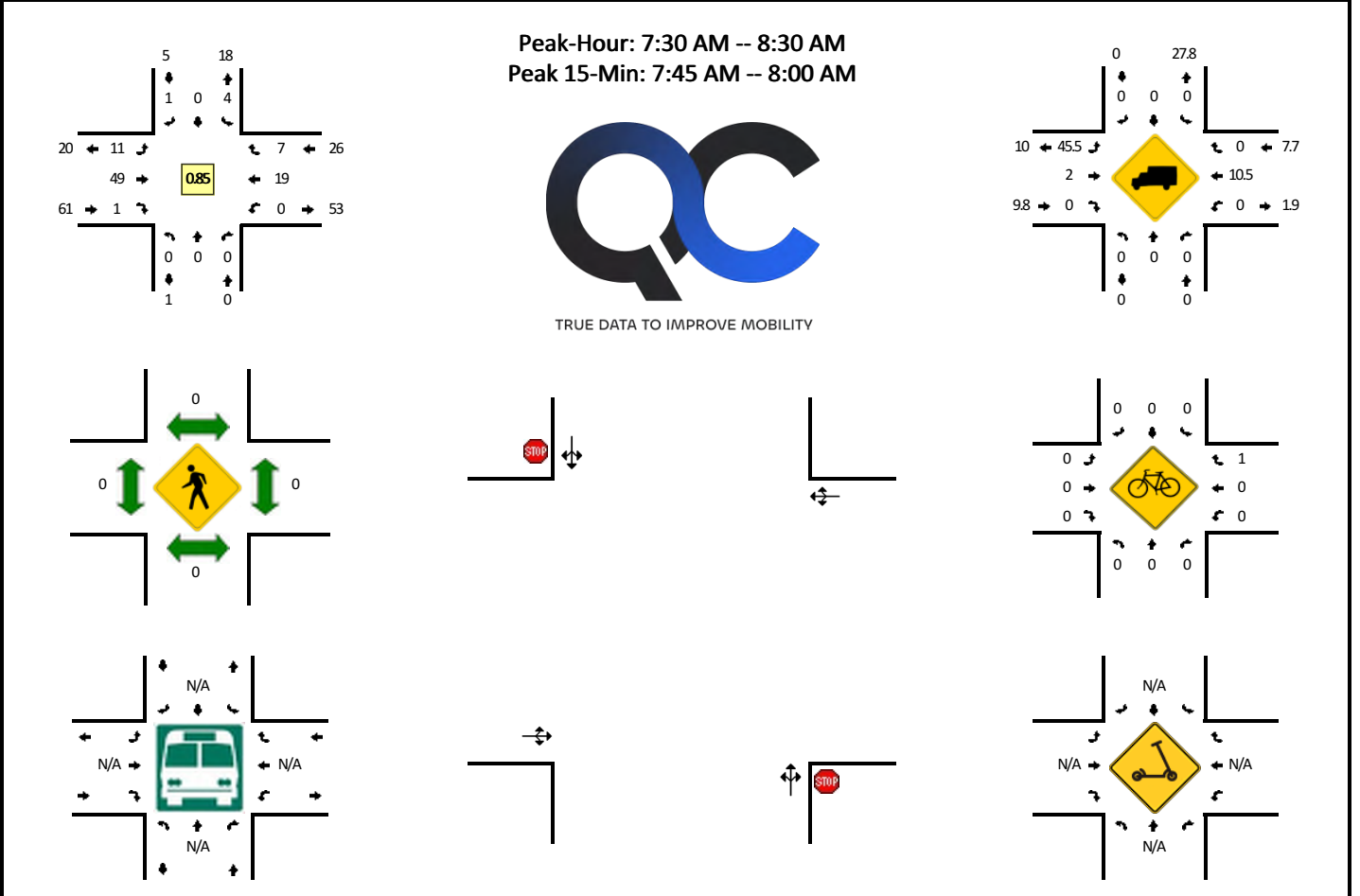


15-Min Count Period Beginning At	SE 40th St/SE Harborton St (Northbound)				SE 40th St/SE Harborton St (Southbound)				SE 43rd St (Eastbound)				SE 43rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	5	0	0	0	0	2	0	1	0	0	0	0	0	0	0	8	
7:15 AM	0	2	0	0	0	3	2	0	2	0	0	0	0	0	0	0	9	
7:30 AM	0	7	0	0	0	8	0	0	2	0	0	0	0	0	0	0	17	
7:45 AM	0	7	0	0	0	13	0	0	3	0	0	0	0	0	0	0	23	57
8:00 AM	0	4	0	0	0	12	0	0	3	0	0	0	0	0	0	0	19	68
8:15 AM	0	2	0	0	0	19	1	0	0	0	0	0	0	0	0	0	22	81
8:30 AM	0	3	0	0	0	9	0	0	0	0	0	0	0	0	0	0	12	76
8:45 AM	0	3	0	0	0	12	0	0	2	0	0	0	0	0	0	0	17	70
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	28	0	0	0	52	0	0	12	0	0	0	0	0	0	0	92	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	4		0	0	0		0	0	0		4	
Scoters																		

Comments:

LOCATION: SE Ash St -- SE 40th St
CITY/STATE: Newport, OR

QC JOB #: 16432603
DATE: Wed, Jan 24 2024

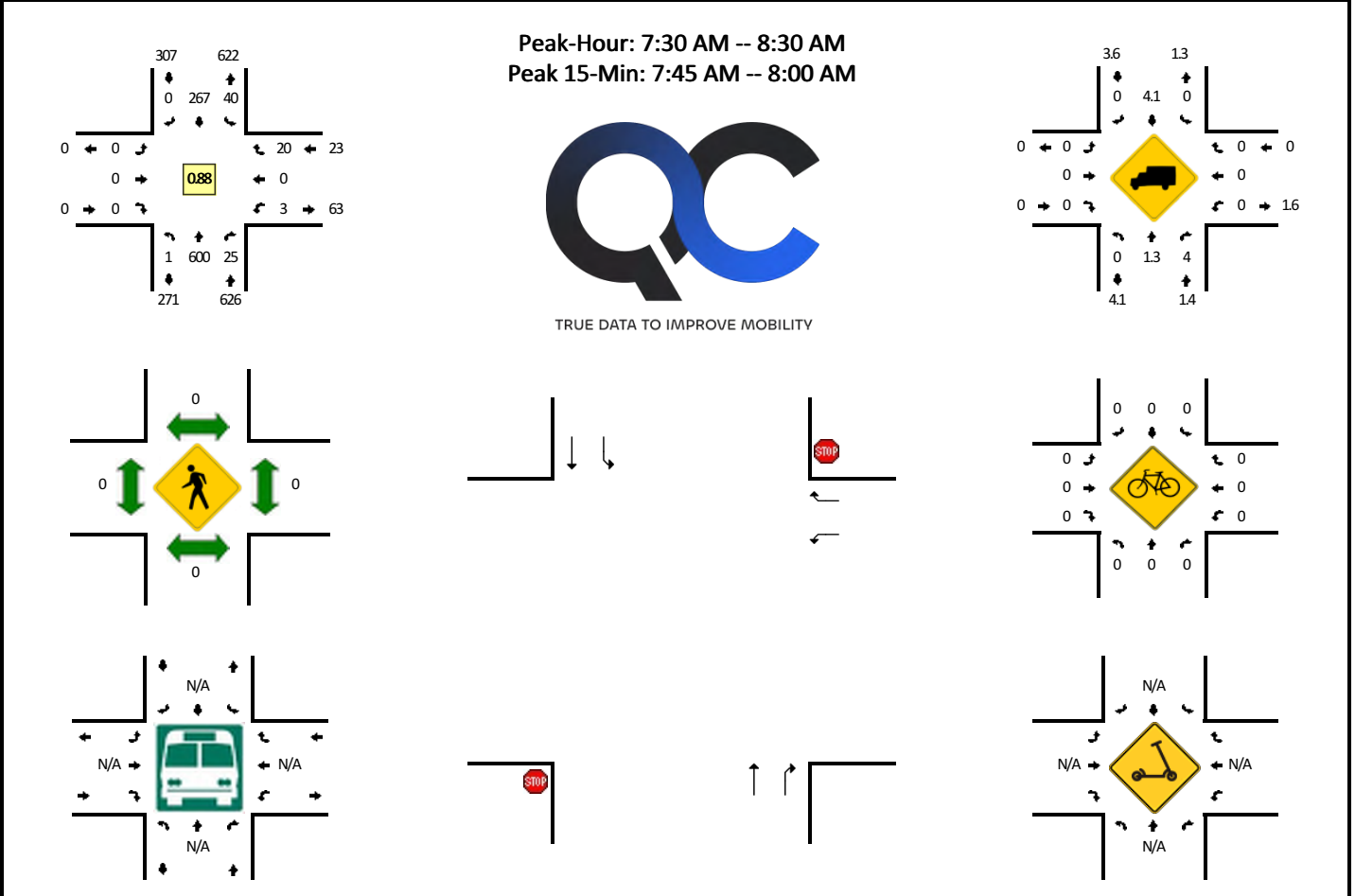


15-Min Count Period Beginning At	SE Ash St (Northbound)				SE Ash St (Southbound)				SE 40th St (Eastbound)				SE 40th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	1	0	1	0	0	1	0	0	0	4	1	0	8	
7:15 AM	0	0	0	0	1	0	0	0	3	4	0	0	0	4	0	0	12	
7:30 AM	0	0	0	0	0	0	0	0	1	7	1	0	0	8	1	0	18	
7:45 AM	0	0	0	0	1	0	1	0	6	12	0	0	0	5	2	0	27	65
8:00 AM	0	0	0	0	2	0	0	0	1	11	0	0	0	5	3	0	22	79
8:15 AM	0	0	0	0	1	0	0	0	3	19	0	0	0	1	1	0	25	92
8:30 AM	0	0	0	0	1	0	2	0	1	12	0	0	0	4	0	0	20	94
8:45 AM	0	0	0	0	2	0	0	0	2	9	0	0	0	4	1	0	18	85
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	4	0	4	0	24	48	0	0	0	20	8	0	108	
Heavy Trucks	0	0	0		0	0	0		16	4	0		0	4	0		24	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	4		4	
Scoters																		

Comments:

LOCATION: Hwy 101 -- SE 40th St
CITY/STATE: Lincoln County, OR

QC JOB #: 16432605
DATE: Wed, Jan 24 2024

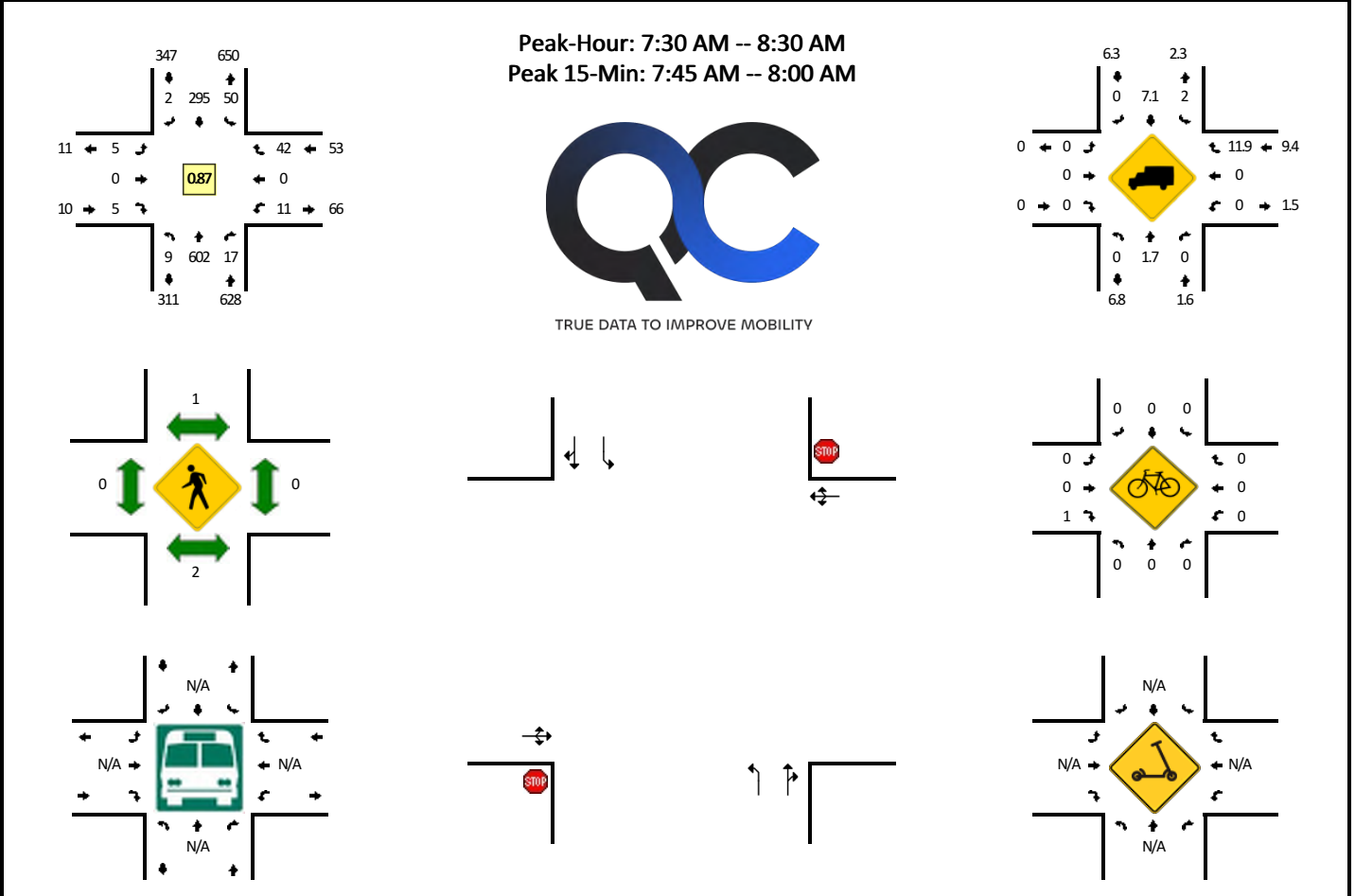


15-Min Count Period Beginning At	Hwy 101 (Northbound)				Hwy 101 (Southbound)				SE 40th St (Eastbound)				SE 40th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	68	2	0	0	46	0	0	0	0	0	0	2	0	4	0	122	
7:15 AM	0	96	3	0	6	56	0	0	0	0	0	0	2	0	1	0	164	
7:30 AM	0	151	3	0	6	62	0	1	0	0	0	0	0	0	9	0	232	
7:45 AM	0	187	12	0	10	55	0	1	0	0	0	0	3	0	5	0	273	791
8:00 AM	0	126	2	1	9	63	0	0	0	0	0	0	0	0	5	0	206	875
8:15 AM	0	136	8	0	13	87	0	0	0	0	0	0	0	0	1	0	245	956
8:30 AM	0	101	3	0	8	89	0	0	0	0	0	0	1	0	5	0	207	931
8:45 AM	0	104	3	0	8	74	0	0	0	0	0	0	1	0	4	0	194	852
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	748	48	0	40	220	0	4	0	0	0	0	12	0	20	0	1092	
Heavy Trucks	0	4	4		0	12	0		0	0	0		0	0	0		20	
Buses																	0	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																	0	

Comments:

LOCATION: Hwy 101 -- SE 35th St
CITY/STATE: Newport, OR

QC JOB #: 16432607
DATE: Wed, Jan 24 2024

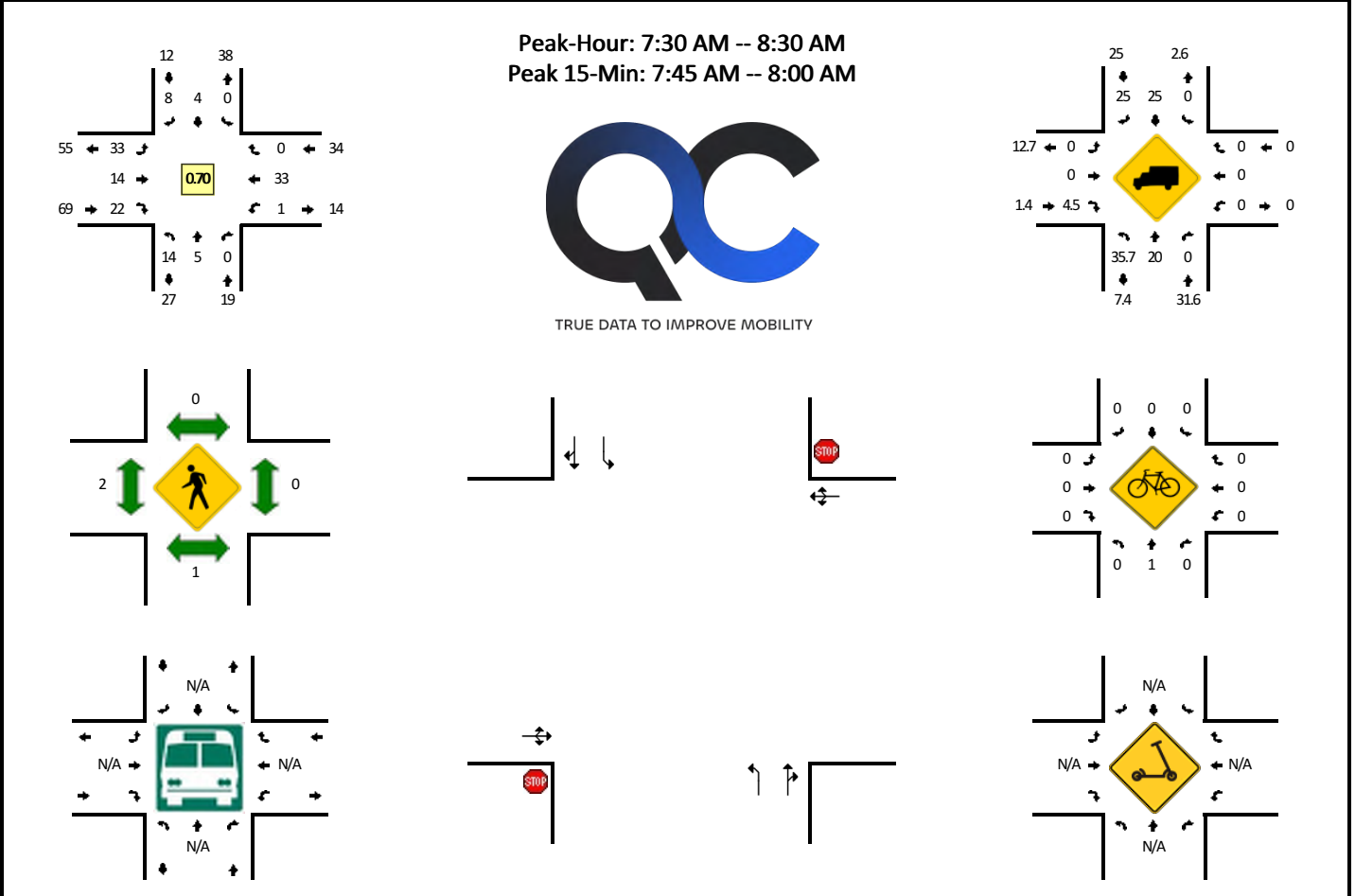


15-Min Count Period Beginning At	Hwy 101 (Northbound)				Hwy 101 (Southbound)				SE 35th St (Eastbound)				SE 35th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	83	3	0	9	41	0	0	0	0	0	0	7	2	4	0	151	
7:15 AM	0	102	2	0	8	62	0	0	0	0	1	0	4	0	3	0	182	
7:30 AM	2	162	2	0	12	66	0	0	1	0	1	0	3	0	6	0	255	
7:45 AM	5	182	6	0	13	66	1	0	2	0	0	0	1	0	21	0	297	885
8:00 AM	2	132	3	0	14	68	1	1	1	0	2	0	3	0	8	0	235	969
8:15 AM	0	126	6	0	10	95	0	0	1	0	2	0	4	0	7	0	251	1038
8:30 AM	1	116	3	0	10	102	0	0	1	0	0	0	3	0	7	0	243	1026
8:45 AM	0	105	6	0	7	80	1	1	2	0	0	0	5	0	10	0	217	946
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	728	24	0	52	264	4	0	8	0	0	0	4	0	84	0	1188	
Heavy Trucks	0	12	0		4	16	0		0	0	0		0	0	0		32	
Buses																		
Pedestrians		8				4				0				0			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: S Ferry Slip Rd -- SE 35th St
CITY/STATE: Newport, OR

QC JOB #: 16432609
DATE: Wed, Jan 24 2024

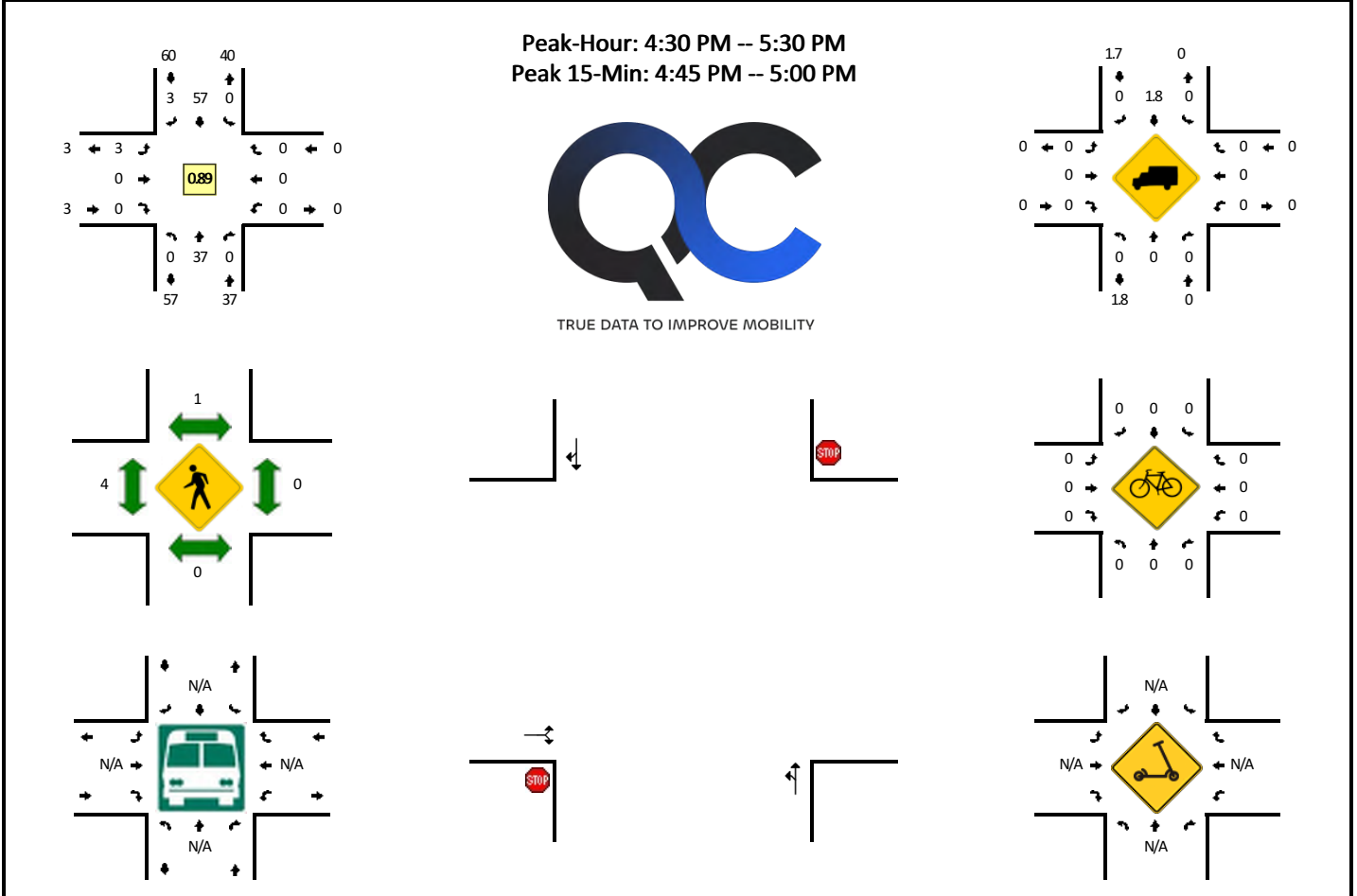


15-Min Count Period Beginning At	S Ferry Slip Rd (Northbound)				S Ferry Slip Rd (Southbound)				SE 35th St (Eastbound)				SE 35th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	1	0	0	0	1	6	0	9	2	2	0	2	6	0	0	29	
7:15 AM	1	1	0	0	0	0	1	0	7	0	2	1	0	4	0	0	17	
7:30 AM	2	0	0	0	0	0	2	0	8	3	3	0	0	5	0	0	23	
7:45 AM	5	2	0	0	0	2	0	0	7	5	8	0	0	19	0	0	48	117
8:00 AM	4	1	0	0	0	0	4	0	9	3	7	0	0	3	0	0	31	119
8:15 AM	3	2	0	0	0	2	2	0	9	3	4	0	1	6	0	0	32	134
8:30 AM	8	1	1	0	0	1	1	0	5	1	6	0	0	2	0	0	26	137
8:45 AM	2	3	0	0	0	2	1	0	7	5	2	0	1	11	3	0	37	126
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	8	0	0	0	8	0	0	28	20	32	0	0	76	0	0	192	
Heavy Trucks	4	4	0		0	0	0		0	0	4		0	0	0		12	
Buses																		
Pedestrians		0				0				8				0			8	
Bicycles	0	4	0		0	0	0		0	0	0		0	0	0		4	
Scooters																		

Comments:

LOCATION: SE 40th St/SE Harborton St -- SE 43rd St
CITY/STATE: Newport, OR

QC JOB #: 16432602
DATE: Wed, Jan 24 2024

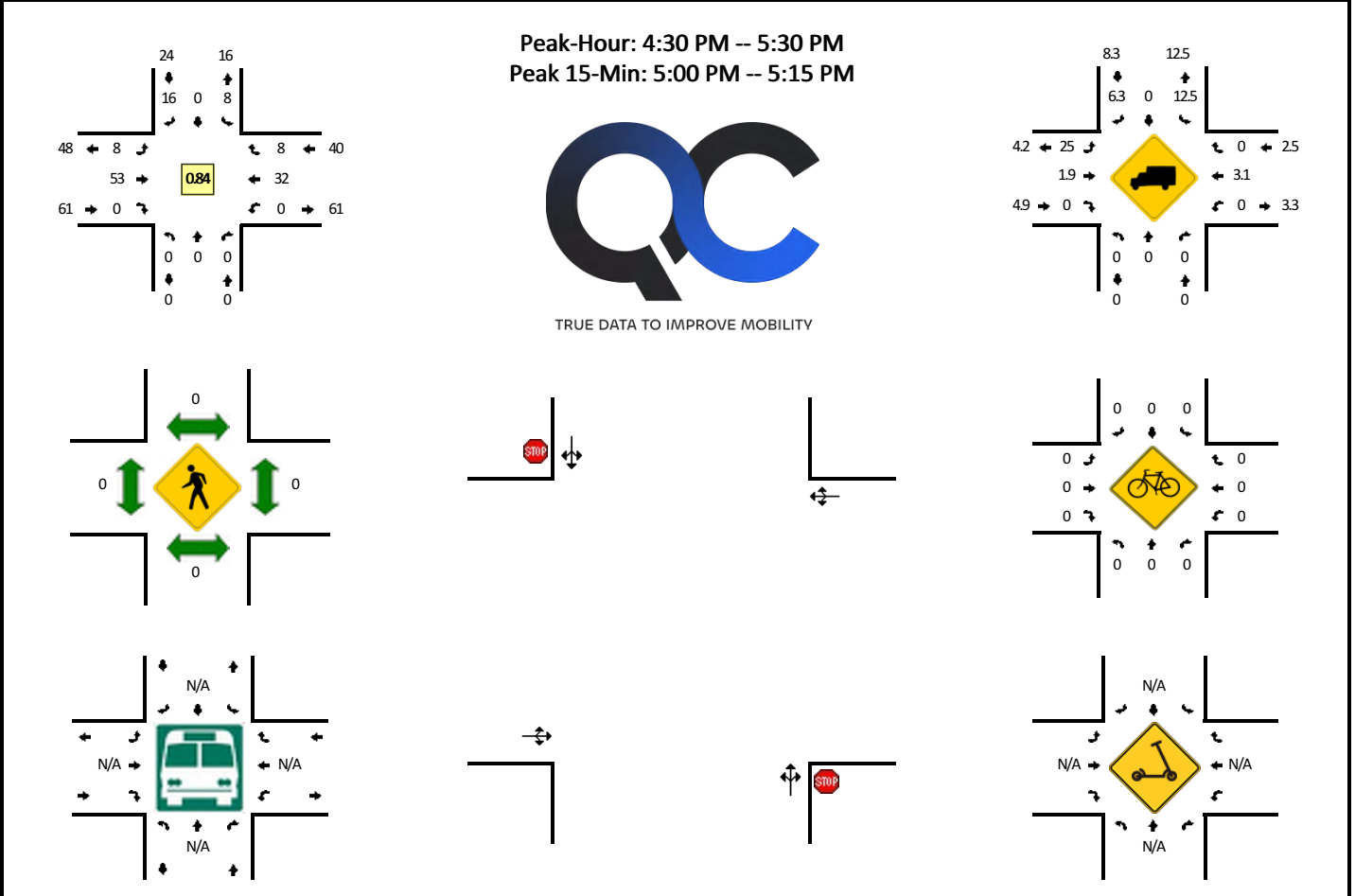


15-Min Count Period Beginning At	SE 40th St/SE Harborton St (Northbound)				SE 40th St/SE Harborton St (Southbound)				SE 43rd St (Eastbound)				SE 43rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	12	0	0	0	4	3	0	0	0	0	0	0	0	0	0	19	
4:15 PM	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	0	9	
4:30 PM	0	7	0	0	0	12	1	0	2	0	0	0	0	0	0	0	22	
4:45 PM	0	7	0	0	0	20	1	0	0	0	0	0	0	0	0	0	28	78
5:00 PM	0	12	0	0	0	12	0	0	1	0	0	0	0	0	0	0	25	84
5:15 PM	0	11	0	0	0	13	1	0	0	0	0	0	0	0	0	0	25	100
5:30 PM	0	15	0	0	0	9	4	0	0	0	0	0	0	0	0	0	28	106
5:45 PM	0	12	0	0	0	6	0	0	2	0	0	0	0	0	0	0	20	98
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	28	0	0	0	80	4	0	0	0	0	0	0	0	0	0	112	
Heavy Trucks	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	
Buses																		
Pedestrians		0				0				8				0			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

LOCATION: SE Ash St -- SE 40th St
CITY/STATE: Newport, OR

QC JOB #: 16432604
DATE: Wed, Jan 24 2024

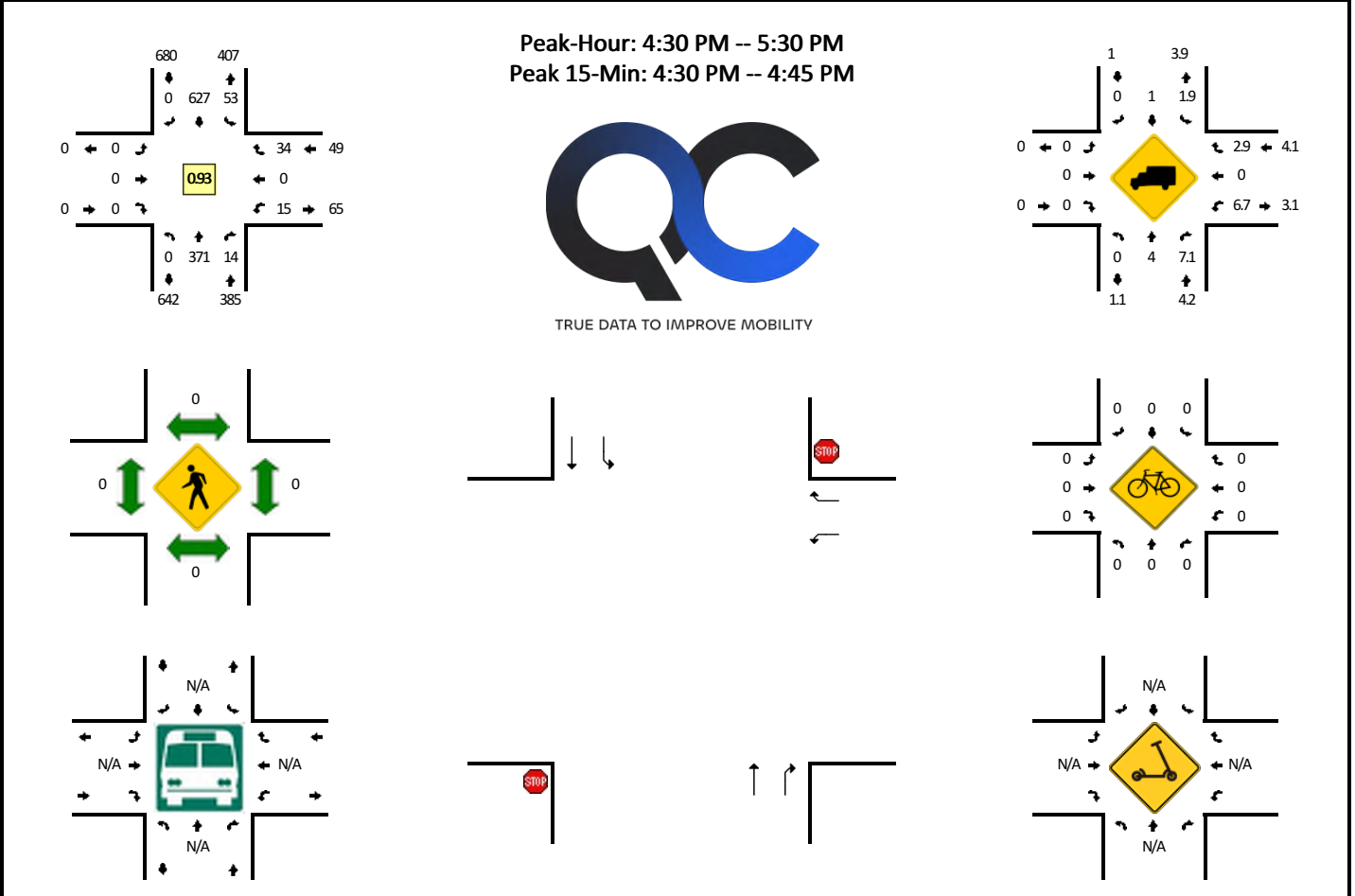


15-Min Count Period Beginning At	SE Ash St (Northbound)				SE Ash St (Southbound)				SE 40th St (Eastbound)				SE 40th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	2	0	2	0	2	5	0	0	0	9	3	0	23	
4:15 PM	0	0	0	0	2	0	1	0	1	2	0	0	0	6	1	0	13	
4:30 PM	0	0	0	0	0	0	1	0	4	14	0	0	0	6	2	0	27	
4:45 PM	0	0	0	0	4	0	1	0	0	19	0	0	0	8	0	0	32	95
5:00 PM	0	0	0	0	2	0	9	0	4	8	0	0	0	9	5	0	37	109
5:15 PM	0	0	0	0	2	0	5	0	0	12	0	0	0	9	1	0	29	125
5:30 PM	0	0	0	0	0	0	1	0	1	13	0	0	0	14	3	0	32	130
5:45 PM	0	0	0	0	1	0	3	0	0	6	0	0	0	14	0	0	24	122
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	8	0	36	0	16	32	0	0	0	36	20	0	148	
Heavy Trucks	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	8	
Buses																	0	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																	0	

Comments:

LOCATION: Hwy 101 -- SE 40th St
CITY/STATE: Lincoln County, OR

QC JOB #: 16432606
DATE: Wed, Jan 24 2024



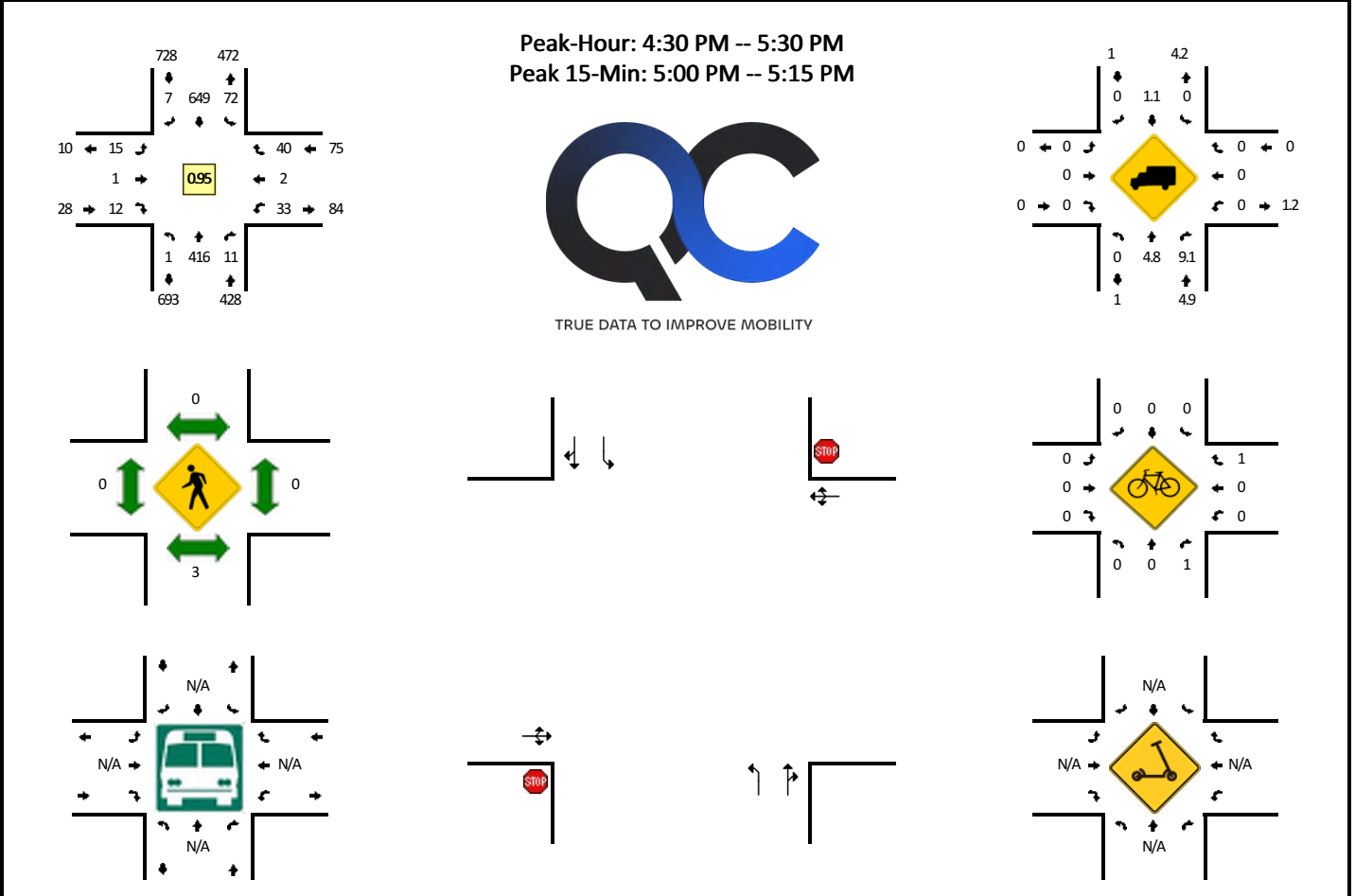
15-Min Count Period Beginning At	Hwy 101 (Northbound)				Hwy 101 (Southbound)				SE 40th St (Eastbound)				SE 40th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	89	4	0	2	139	0	0	0	0	0	0	3	0	8	0	245	
4:15 PM	0	86	1	0	2	152	0	0	0	0	0	0	4	0	3	0	248	
4:30 PM	0	115	5	0	16	154	0	1	0	0	0	0	2	0	5	0	298	
4:45 PM	0	97	2	0	18	152	0	1	0	0	0	0	2	0	7	0	279	1070
5:00 PM	0	79	5	0	7	171	0	0	0	0	0	0	7	0	12	0	281	1106
5:15 PM	0	80	2	0	10	150	0	0	0	0	0	0	4	0	10	0	256	1114
5:30 PM	0	86	6	0	9	130	0	3	0	0	0	0	2	0	11	0	247	1063
5:45 PM	0	54	4	0	4	101	0	6	0	0	0	0	4	0	13	0	186	970

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	460	20	0	64	616	0	4	0	0	0	0	8	0	20	0	1192
Heavy Trucks	0	12	4		0	12	0		0	0	0		0	0	0		28
Buses																	0
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scoters																	0

Comments:

LOCATION: Hwy 101 -- SE 35th St
CITY/STATE: Newport, OR

QC JOB #: 16432608
DATE: Wed, Jan 24 2024

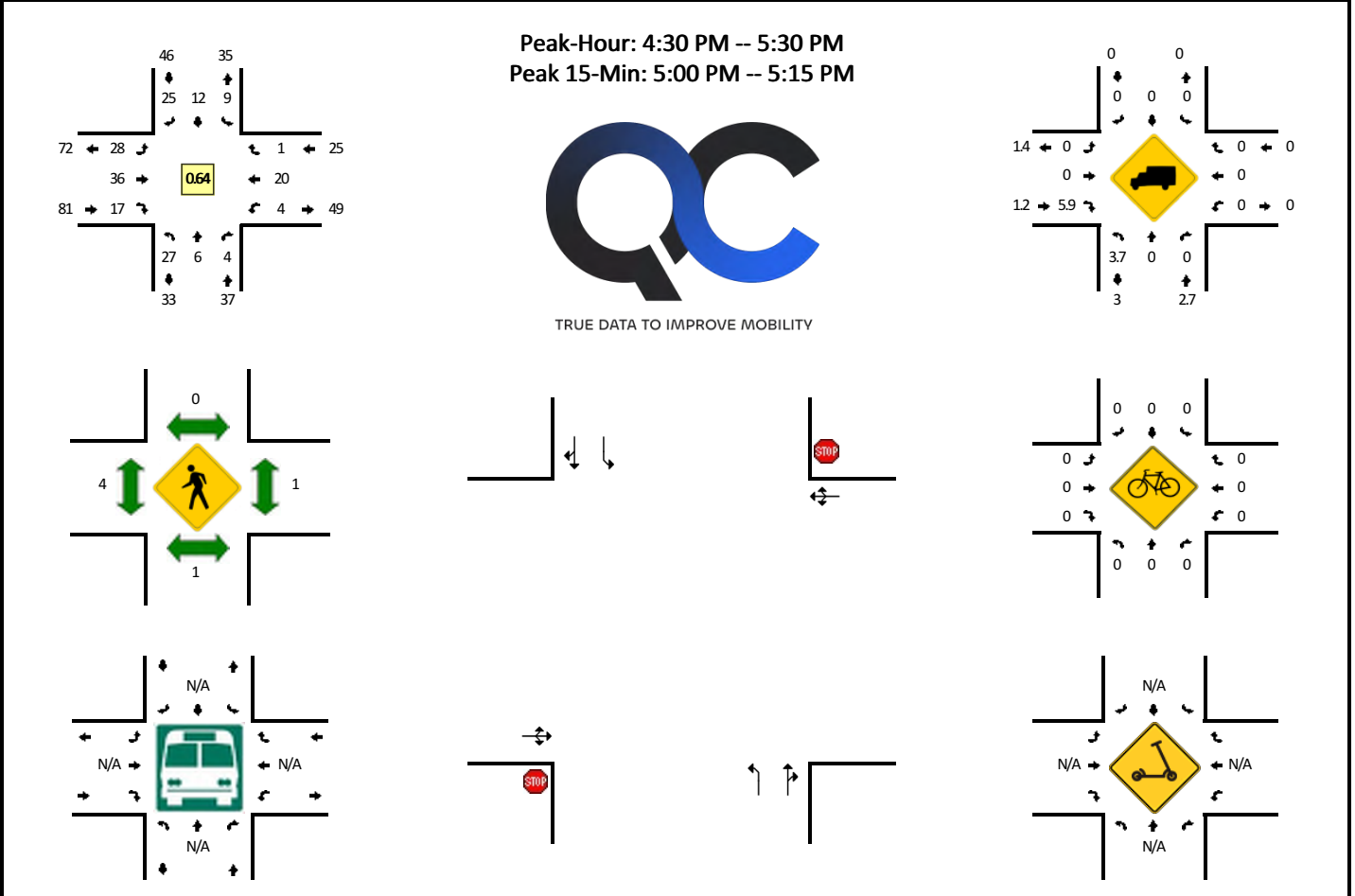


15-Min Count Period Beginning At	Hwy 101 (Northbound)				Hwy 101 (Southbound)				SE 35th St (Eastbound)				SE 35th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	101	3	0	13	140	1	1	2	0	1	0	6	0	9	0	277	
4:15 PM	2	87	3	0	12	148	0	0	1	0	1	0	8	1	7	0	270	
4:30 PM	1	116	2	0	17	170	2	0	1	1	3	0	8	1	6	1	329	
4:45 PM	0	111	2	0	15	164	2	0	5	0	1	0	6	0	11	0	317	1193
5:00 PM	0	91	6	0	25	169	1	0	8	0	5	0	14	0	13	0	332	1248
5:15 PM	0	98	1	0	14	146	2	1	1	0	3	0	4	1	10	0	281	1259
5:30 PM	1	103	0	0	11	135	1	1	1	0	2	0	4	0	5	0	264	1194
5:45 PM	1	86	1	0	17	112	1	0	2	0	1	0	4	0	9	0	234	1111
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	364	24	0	100	676	4	0	32	0	20	0	56	0	52	0	1328	
Heavy Trucks	0	16	0		0	8	0		0	0	0		0	0	0		24	
Buses																		
Pedestrians		4				0				0				0			4	
Bicycles	0	0	4		0	0	0		0	0	0		0	0	4		8	
Scoters																		

Comments:

LOCATION: S Ferry Slip Rd -- SE 35th St
CITY/STATE: Newport, OR

QC JOB #: 16432610
DATE: Wed, Jan 24 2024



15-Min Count Period Beginning At	S Ferry Slip Rd (Northbound)				S Ferry Slip Rd (Southbound)				SE 35th St (Eastbound)				SE 35th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	4	1	0	0	5	6	0	10	4	2	0	1	5	2	0	43	
4:15 PM	4	2	1	0	1	2	7	0	4	10	1	0	2	6	0	0	40	
4:30 PM	3	1	0	0	2	2	7	0	6	10	3	0	1	2	0	0	37	
4:45 PM	3	1	0	0	2	1	5	0	6	4	7	0	1	9	1	0	40	160
5:00 PM	14	2	3	0	4	7	10	0	11	13	6	0	0	4	0	0	74	191
5:15 PM	7	2	1	0	1	2	3	0	5	9	1	0	2	5	0	0	38	189
5:30 PM	0	3	2	0	0	1	4	0	4	5	2	0	0	4	0	0	25	177
5:45 PM	3	1	0	0	0	5	3	0	8	9	1	0	0	7	1	0	38	175
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	56	8	12	0	16	28	40	0	44	52	24	0	0	16	0	0	296	
Heavy Trucks	4	0	0		0	0	0		0	0	0		0	0	0		4	
Buses																		
Pedestrians		0				0				4				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

APPENDIX F.
CRASH DATA

009: OREGON COAST

Highway 009 ALL ROAD TYPES, MP 142.55 to 142.66 01/01/2017 to 12/31/2021, Both Add and Non-Add mileage

1 - 4 of 4 Crash records shown.

SER#	P	R	J	S	W	DATE	COUNTY	RD#	FC	CONN#	RD CHAR	INT-TYPE	SPCL USE	MOVE	A	S	ACT	EVENT	CAUSE																	
INVEST	E	A	U	I	C	O	CITY	COMPNT	FIRST STREET	DIRECT	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR	QTY																			
RD DPT	E	L	G	N	H	R	URBAN AREA	MLG	TYP	SECOND STREET	LOCTN	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LICNS	PED												
UNLOC?	D	C	S	V	L	K	LONG	MILEPNT	LRS		(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR										
00415	N	N	N	N	N	N	LINCOLN	1	14		ALLEY	N		N	CLR	S-1STOP	01	NONE	9											092,013	26,07					
CITY							WE	MN	0		UN	(NONE)	NONE	N	DRY	REAR	N/A												022		00					
N							NEWPORT UA	142.57			04			N	DAY	PDO	PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK		000		000		00					
N							-124 3 6.78			000900100S00		(02)													UNK											
																	02	NONE	9																	
																	N/A																			
																	PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK		000		022		00					
00422	N	N	N	N	N	N	LINCOLN	1	14		STRGHT	N		N	CLR	S-1STOP	01	NONE	9											092	07					
CITY							WE	MN	0		UN	(NONE)	NONE	N	DRY	REAR	N/A													000		00				
N							NEWPORT UA	142.60			04			N	DAY	PDO	PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK		000		000		00					
N							-124 3 7.59			000900100S00		(02)																								
																	02	NONE	9																	
																	N/A																			
																	PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK		000		011		00					
00470	Y	N	N	N	N	N	LINCOLN	1	14		STRGHT	Y		N	CLR	S-1STOP	01	NONE	9																	
NONE							MO	MN	0		UN	(NONE)	UNKNOWN	N	DRY	REAR	N/A																			
N							NEWPORT UA	142.63			04			N	DAY	PDO	PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK		000		000		00					
N							-124 3 8.48			000900100S00		(02)																								
																	02	NONE	9																	
																	N/A																			
																	PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK		000		011		00					
00411	N	N	N	N	N	N	LINCOLN	1	14		STRGHT	N		N	CLR	S-STRGHT	01	NONE	0																	
CITY							WE	MN	0		UN	(NONE)	R-GRN-SIG	N	DRY	SS-O	PRVTE																			
N							NEWPORT UA	142.63			04			N	DAY	INJ	PSNGR	CAR		01	DRVR	NONE	48	M	SUSP		028,045		088		093		02,13			
N							-124 3 8.46			000900100S00		(02)																								
																	02	NONE	0																	
																	PRVTE																			
																	PSNGR	CAR		01	DRVR	INJB	40	F	OR-Y		000		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.

APPENDIX G.
IN-PROCESS TRIPS



Rogue Valley Office
830 O'Hare Parkway, Ste. 102
Medford, OR 97504
541-326-4828

Willamette Valley Office
200 Ferry Street SW
Albany, OR 97321
541-223-5130

South Coast Office
486 'E' Street
Coos Bay, OR 97420
541-266-8601

North Coast Office
609 SW Hubert Street
Newport, OR 97365
541-264-7040

March 8, 2023

Derrick Tokos
Community Development Director
City of Newport
169 SW Coast Highway
Newport, OR 97365

RE: Trip Assessment Letter
Conditional Use Application for Tax Lots 01201 and 01400 of Assessor's Tax Map 11-1 1-17-DD
South Beach Church – SE 40th Street, Newport, OR

Mr. Tokos,

The following Trip Assessment Letter is to satisfy the requirements of NMC 14.43.080(A) resulting from the proposed South Beach Church (SBC) development located on SE 40th Street in Newport, Oregon. South Beach Church is proposing to develop a church and private school on the properties described above.

The trip assessment letter is intended to demonstrate that the proposed development or use will not generate more PM peak hour trips than what is available in the trip budget for the TAZ in which it is located. The SBC property is located within TAZ H, which has 194 PM peak hour trips available as of March 8, 2023.

According to the Common Trip Generation Rates (PM Peak Hour) table from the ITE Trip Generation Manual, 10th Edition, projected PM peak trips are calculated as follows:

Code	Description	Unit of Measure	Trips Per Unit	Units of proposed use	Projected PM peak hour trips
560	church	1,000 SF GFA	0.49	19,895 SF	10
536	Private School (K-12)	students	0.17	50	9
Total:					18

(GFA = gross floor area)

Based upon the proposed use, the total projected PM peak hour trips are 18, which is within the available PM peak hour trips of 194.

Sincerely,
Civil West Engineering Services, Inc.

Timothy Gross, PE
Senior Project Manager
North Coast Region - Newport



Site Trips

Trip Generation

The proposed development will include the construction of an approximately 32,000 square-foot Cascade Farm and Outdoor store. While the store is a division of Bi-Mart, there is no mandated membership requirement like in a traditional Bi-Mart store. Cascade Farm and Outdoor sells a variety of products geared towards farmers and ranchers, including clothing/footwear, pet and livestock supplies, sporting goods, hardware, automotive products, and farm/ranch supplies.

To estimate the number of trips that could be generated by the proposed development, trip rates from the *Trip Generation Manual*¹ were used. Data from the land use code 815 (*Free-Standing Discount Store*) was used to estimate the proposed development's trip generation based on the gross square footage of the building. At the request of ODOT staff, a weekend trip generation was also estimated.

The trip generation calculations show that the proposed development is projected to generate 38 morning peak hour trips, 156 evening peak hour trips, 179 Saturday peak hour trips, and 1,724 weekday trips. The trip generation calculations are summarized in Table 3. Detailed trip generation calculations are included in Appendix A.

Table 3: Trip Generation Summary

Land Use	ITE Code	Size	Morning Peak Hour			Evening Peak Hour			Saturday Peak Hour			Weekday Total
			In	Out	Total	In	Out	Total	In	Out	Total	
Free-Standing Discount Store	815	32,000 SF	26	12	38	78	78	156	89	90	179	1,724

In order to prepare a worst-case analysis, it is assumed that there will be no pass-by trips, site internalization, trip sharing, or traffic demand management reductions in trip generation for the site.

Trip Distribution

The distribution of site trips to and from the proposed site was estimated based on the locations of likely trip origins and destinations and locations of major transportation facilities in the site vicinity. The proposed site is located in southern Newport and can be accessed directly via SE Ash Street. Trip distribution was estimated based on the most current site plan, which shows two accesses to the development along SE Ash Street. In general, it is expected that a majority of the trips to and from the site will be traveling to and from the north and south along US-101, with a small amount traveling along the local roads of SE Ash Street and SE 40th Street.

The following trip distribution was estimated and used for analysis:

- Approximately 50 percent of site trips will travel to/from the north along US-101

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

April 20, 2023

City of Newport
Attention: Derrick Tokos, Director, Community Development Department
169 SW Coast Highway
Newport, OR 97365

Re: **Oregon State University – Hatfield Marine Science Center Housing**
Trip Generation Letter
Project Number 2220309.00

Dear Derrick:

Mackenzie has prepared this letter to present trip generation estimates for the proposed Oregon State University (OSU) Hatfield Marine Science Center (HMSC) student housing development on Harborton Street in Newport, Oregon and to confirm a full Traffic Impact Analysis (TIA) is not required.

INTRODUCTION

Oregon State University is proposing to construct a student housing development consisting of a single building with approximately 77 units. The proposed development will be constructed on Lot 41 of the Wilder Phase 2 Subdivision Plat, approximately 1.6 miles from OSU's HMSC (see Attachment A). The subject site is located within Area A of the City's South Beach Transportation Overlay Zone (SBTOZ).

A second phase including smaller housing units is planned for a future time; however, trip vesting for a future expansion is not requested at this time.

TRAFFIC IMPACT ANALYSIS

The thresholds for a TIA are outlined in Chapter 14.45 of the Newport Municipal Code. A TIA may be required to determine the impacts of a proposed amendment to the Newport Comprehensive Plan or land use regulation. A TIA may also be required by the Oregon Department of Transportation (ODOT) for a highway approach application. The proposed development does not require a Comprehensive Plan amendment or approval from ODOT. Therefore, only the following criteria were reviewed to determine if a TIA is required:

- Whether the proposal may generate 500 or more average daily trips or 50 or more PM peak hour trips.
- Whether the proposal may increase the heavy vehicle (26,000-pound gross vehicle weight) volume on any adjacent street by 10 or more trips.
- Whether the proposal includes a request to use Trip Reserve Fund trips from the South Beach Transportation Overlay Zone (SBTOZ).

The estimated trip generation of the proposed development and the impact to the SBTOZ Area A trip bank is discussed below.



Trip Generation

The Institute of Transportation Engineers’ (ITE) *Trip Generation Manual*, 11th Edition, contains trip rate data for land uses comparable to the proposed student housing development. Trip generation estimates were reviewed using published rates for ITE’s “Multi-Family Housing (Mid-Rise)” Land Use Code (LUC) 221 and “Off-Campus Student Apartment.”

The “Off-Campus Student Apartment” use is divided into Low- (LUC 225), Mid- (LUC 226), and High-Rise (LUC 227) and has subcategories for “Adjacent to Campus” and “Over ½ Mile from Campus.” The proposed student housing building will have four floors, which is consistent with ITE’s Mid-Rise designation; however, ITE only provides trip data for the “Off-Campus Student Apartment (Mid-Rise)” assuming the “Adjacent to Campus” subcategory. Therefore, we are presenting trip estimates for two off-campus student apartment alternatives: “Off-Campus Student Apartment (Low-Rise)” (LUC 225) assuming the “Over ½ Mile from Campus” subcategory, and “Off-Campus Student Apartment (Mid-Rise)” assuming the “Adjacent to Campus” subcategory.

When estimating trips for these two ITE LUC’s, trip generation for “Multi-Family Housing” is based on the number of dwelling units, whereas trip generation for “Off-Campus Student Apartment” is based on the number of bedrooms, which ITE defines as a room for sleeping with one or more beds. The proposed development includes 77 dwelling units, with some two-bedroom units for a total of up to 82 bedrooms.

TABLE 1 – TRIP GENERATION									
ITE Code	Land Use	Size	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
221	Multi-Family Housing (Mid-Rise)	77 dwelling units	5	17	22	18	12	30	350
225	Off-Campus Student Apartment (Low-Rise) (Over ½ Mile from Campus)	82 bedrooms	4	9	13	14	12	26	260
226	Off-Campus Student Apartment (Mid-Rise) (Adjacent to Campus)	82 bedrooms	3	3	6	9	8	17	213

As presented in Table 1, the proposed student housing development is anticipated to generate between 6-22 AM peak hour, 17-30 PM peak hour, and 213-350 daily trips. The “Multi-Family Housing (Mid-Rise)” (LUC 221) land use presents the most conservative trip estimates in this range, yielding an estimated 22 AM peak hour, 30 PM peak hour, and 350 daily trips.

South Beach Overlay Zone Trip Reserve

Per Section 14.45.010 of the Newport Municipal Code, a TIA is required for any proposed development which will request to use trips from the Trip Reserve Fund reflecting 10% of the trip bank for its designated area within the SBOTZ. The project site is located in Area A, which was originally assigned 1,237 PM peak hour trips. According to City staff, Area A currently has 870 available PM peak hour trips remaining in the trip bank (see Attachment B).

As presented above, the OSU housing development is estimated to generate up to 30 new PM peak hour trips. With development of this site, the Area A trip bank will have a remaining 840 PM peak hour trips. The available trip bank will not be exceeded and there will be no need to request trips from the Trip Reserve Fund; therefore, a TIA is not required.

CONCLUSION

The current proposal for the OSU HMSC off-campus student housing development containing up to 77 units and 82 bedrooms is estimated to generate up to 30 PM peak hour and 350 new daily trips. This proposal does not meet the City's threshold of 50 peak hour trips or 500 daily trips for requiring a full TIA. Additionally, after accounting for the proposed development, 840 PM peak hour trips will remain in the trip bank for Area A of the City's SBOTZ. Therefore, this development is not expected to result in a trip bank deficiency for the SBOTZ Area A, which would otherwise require a full TIA.

Please contact me at jjones@mcknze.com or 971-346-3741 if you have any questions or comments regarding the information presented in this letter.

Sincerely,



Janet Jones, PE
Senior Associate | Traffic Engineer

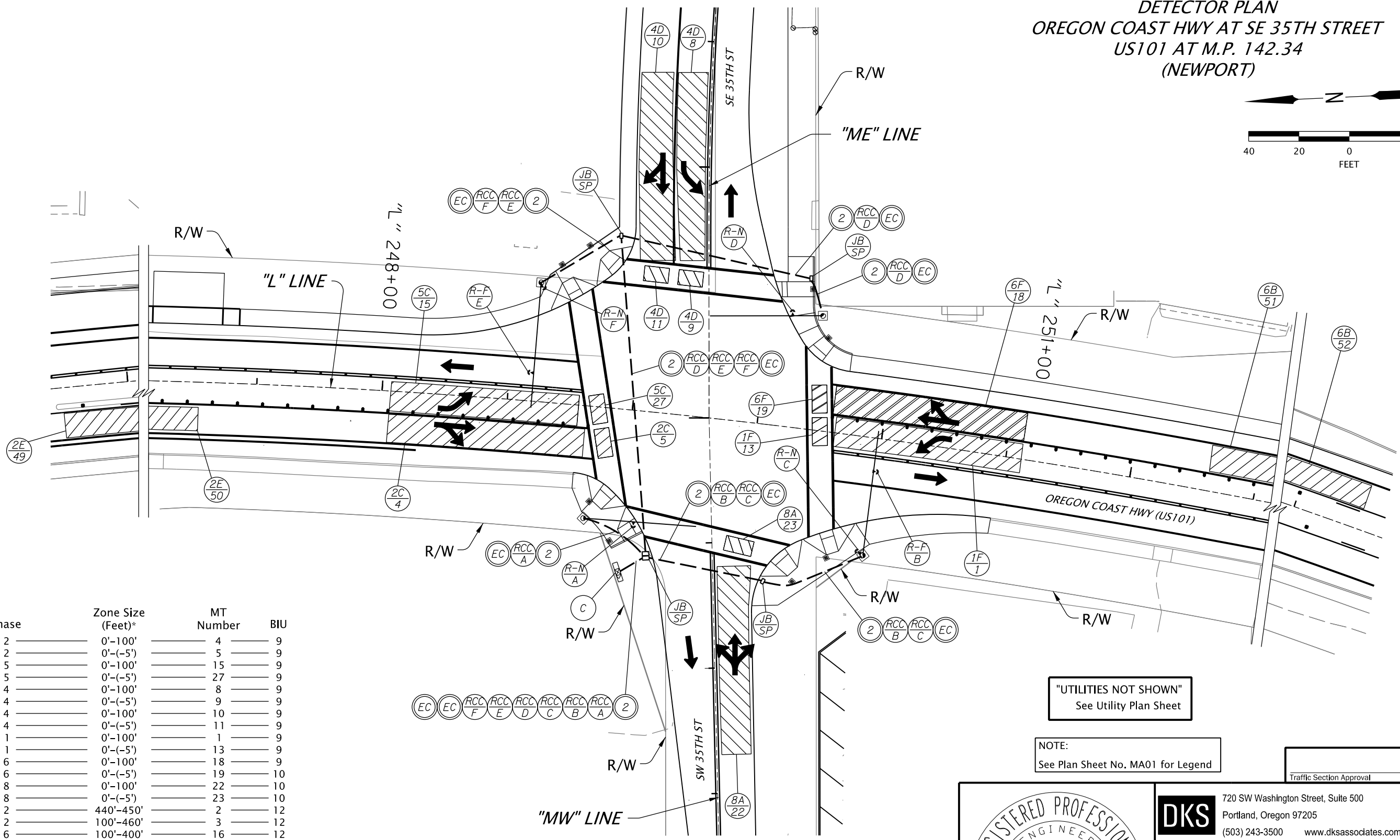
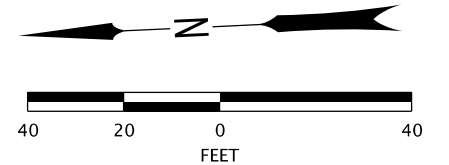
Enclosure(s): Attachment A – Site Plan
Attachment B – Trip Bank Email

c: Julie Bradshaw, Brian Varricchione, Clara Layton – Mackenzie



APPENDIX H.
**SIGNAL
INFORMATION**

DETECTOR PLAN
 OREGON COAST HWY AT SE 35TH STREET
 US101 AT M.P. 142.34
 (NEWPORT)



Radar Unit	Phase	Zone Size (Feet)*	MT Number	BIU
A	2	0'-100'	4	9
A	2	0'-(-5')	5	9
A	5	0'-100'	15	9
A	5	0'-(-5')	27	9
B	4	0'-100'	8	9
B	4	0'-(-5')	9	9
B	4	0'-100'	10	9
B	4	0'-(-5')	11	9
C	1	0'-100'	1	9
C	1	0'-(-5')	13	9
C	6	0'-100'	18	9
C	6	0'-(-5')	19	10
D	8	0'-100'	22	10
D	8	0'-(-5')	23	10
E	2	440'-450'	2	12
E	2	100'-460'	3	12
G	6	100'-400'	16	12
G	6	440'-450'	17	12

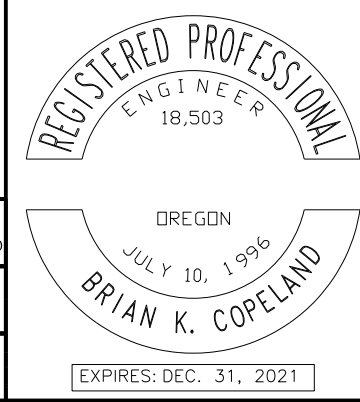
SDLC Detector Landing

* "Zone Size" Measure from the Stop Bar. Zone width and lengths are approximate. Work by vendor and subject to modifications.

"UTILITIES NOT SHOWN"
 See Utility Plan Sheet

NOTE:
 See Plan Sheet No. MA01 for Legend

Traffic Section Approval



HWY: 009
 M.P.: 142.00-142.40
 UNIT FILE CODE
 20940
 DFI/TSSU NO.
 04180

DKS 720 SW Washington Street, Suite 500
 Portland, Oregon 97205
 (503) 243-3500 www.dksassociates.com



US101: SE 32ND STREET -
 SE 35TH STREET (NEWPORT)
 OREGON COAST HWY
 LINCOLN COUNTY

Designer: E. Victoria
 Drafter: K. Drake
 Reviewer: B. Copeland
 Checker: B. Copeland

DETECTOR PLAN

SHEET NO.
 MC02

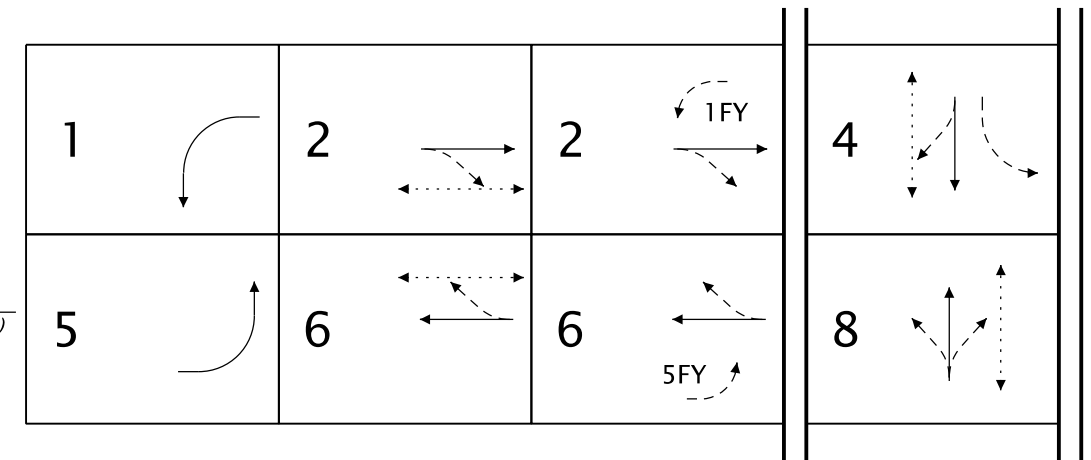
FINAL ELECTRONIC DOCUMENT
 AVAILABLE UPON REQUEST

Rotation: 0° Scale: 1"=100'

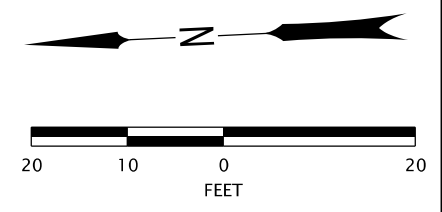
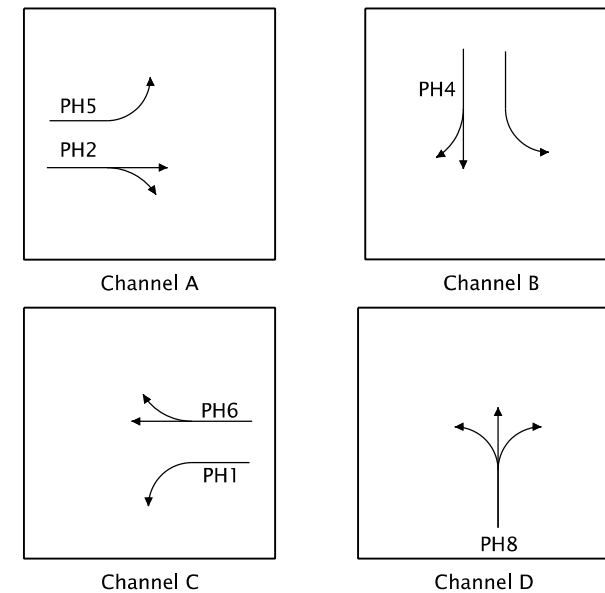
SIGNAL PLAN
OREGON COAST HWY AT SE 35TH STREET
US101 AT M.P. 142.34
(NEWPORT)

General Note:

- Contact region 2 signal operations Engineer at least 2 weeks prior to activation of signal or configure radar software and to verify radar placement and aiming.



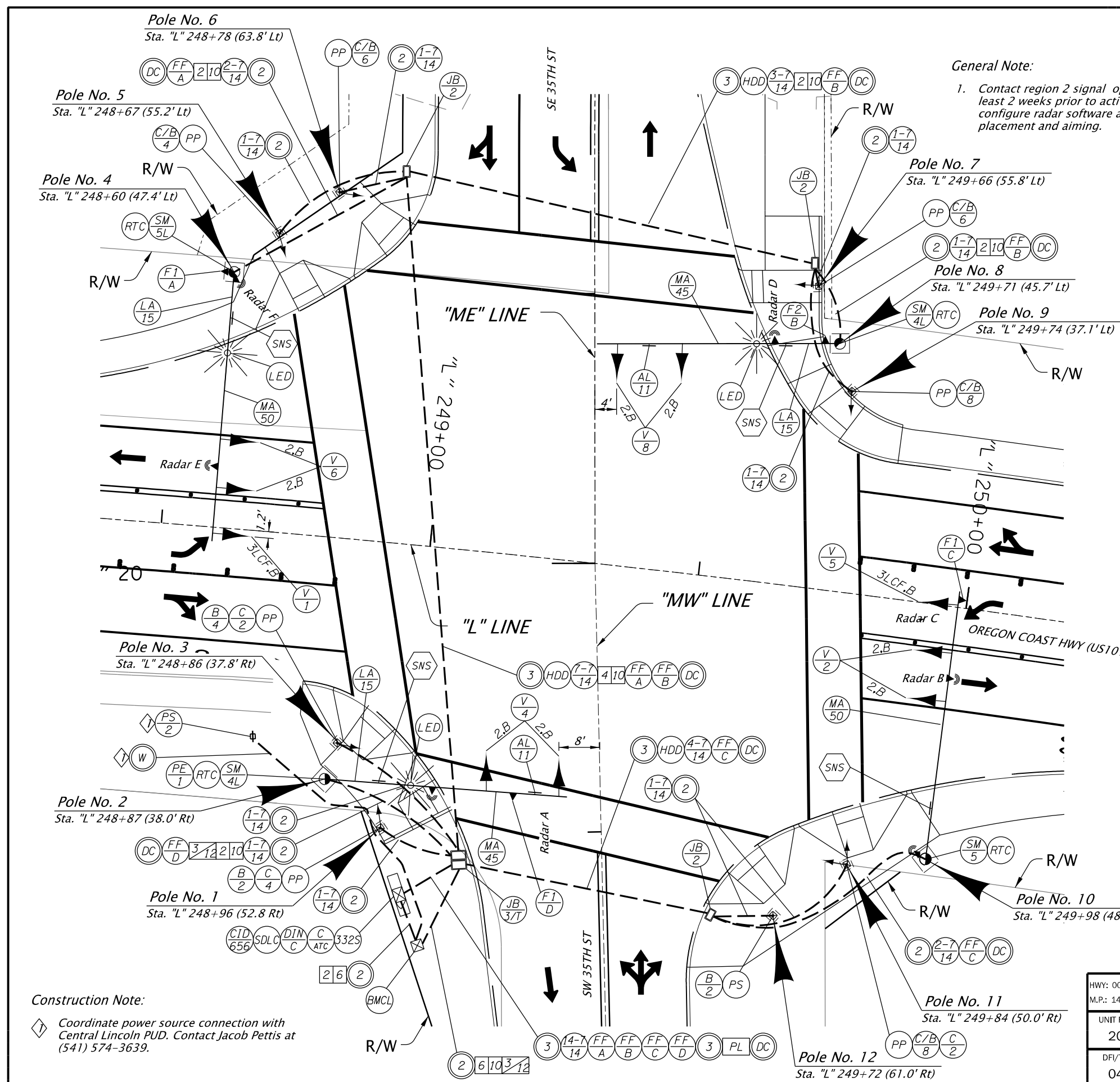
NORMAL PHASE ROTATION



"UTILITIES NOT SHOWN"
See Utility Plan Sheet

NOTE:
See Plan Sheet No. MA01 for Legend

Traffic Section Approval



Construction Note:
 Coordinate power source connection with Central Lincoln PUD. Contact Jacob Pettis at (541) 574-3639.

HWY: 009
M.P.: 142.00-142.40
UNIT FILE CODE 20939
DFI/TSSU NO. 04180

REGISTERED PROFESSIONAL
 ENGINEER
 18,503
 OREGON
 JULY 10, 1996
BRIAN K. COPELAND
 EXPIRES: DEC. 31, 2021

DKS 720 SW Washington Street, Suite 500 Portland, Oregon 97205 (503) 243-3500 www.dksassociates.com	
Designer: E. Victoria Drafter: K. Drake	Reviewer: B. Copeland Checker: B. Copeland
SIGNAL PLAN	SHEET NO. MC01

Timing Sheet

TSSU ID **4081** Intersection **US101** @ **SW 35th St**

Unit
Startup Parameters, Phase Configuration,
Security, Sequence, Initialization

MCE Sequence*	1	Ring #1	1,2,a,4,b	Enabled	Enable
Free Sequence	1	Ring #2	5,6,a,8,b		
Startup Flash	0	First All Red**	6	Start Yellow	0.0
Red Revert	5.0	Auto Ped Clear	Enable	Exit Mode Enabled	Enable
Backup Time	600			Grn Flash Freq	60
		*Manual Control Enable		Yel Flash Freq	60
			**Start Clear Hold		

Phase	Description	Ring	Concurrent Ph.	Startup	Startup Min	No Serve Phase
1	NBL	1	5,6	Phase Not On	0	
2	SB	1	5,6	Green Walk	0	
3		0		Phase Not On	0	
4	WB	1	8	Phase Not On	0	
5	SBL	2	1,2	Phase Not On	0	
6	NB	2	1,2	Green Walk	0	
7		0		Phase Not On	0	
8	EB	2	4	Phase Not On	0	

Parameter	Phase Timing (Phase Plan 1)							
	1	2	3	4	5	6	7	8
	NBL	SB		WB	SBL	NB		EB
Walk	0	7	0	7	0	7	0	7
Ped Clear	0	20	0	20	0	20	0	20
Minimum Green	5	10	0	5	5	10	0	5
Minimum Green 2	0	0	0	0	0	0	0	0
Passage	2.5	4.2	0.0	2.5	2.5	4.2	0.0	2.5
Max 1	20	45	0	25	20	45	0	25
Max 2	25	70	0	30	25	70	0	30
Max 3	0	0	0	0	0	0	0	0
Yellow	4.0	4.7	0.0	4.0	4.0	4.7	0.0	4.0
Red Clearance	0.5	0.7	0.0	0.5	0.5	0.7	0.0	0.5
Add Red Clearance	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial (Sec Per Act)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduce	5	10	0	10	5	10	0	10
Cars Before Reduce	0	0	0	0	0	0	0	0
Time To Reduce	5	10	0	5	5	10	0	5
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0
Alt Ped Clear								
Pre Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pre Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Options								
Parameter	Per Phase Functions (Phase Plan 1)							
	1	2	3	4	5	6	7	8
Phases Enabled	X	X		X	X	X		X
Auto Flash Entry				X				X
Auto Flash Exit		X				X		
Non Actuated #1								
Non Actuated #2								
Non Lock Detector Memory*	X	X	X	X	X	X	X	X
Min Vehicle Recall		X				X		
Max Vehicle Recall								
Ped Recall								
Soft Vehicle Recall								
Dual Entry				X				X
Simultaneous Gap Disable	X		X	X	X		X	X
Guaranteed Passage								
Actuated Rest In Walk								
Conditional Service Enable								
Add Initial								
Ped Clear During Yellow								
Ped Clear During Red								
Condition Reservice								
Yellow Min Override								
No Startup Veh Call								
Advanced Warning Flasher								
No Ped Startup Call								
Ped Clear Overlap Trail Grn								
Flash Exit Veh Call								
Flah Exit Ped Call								
Min Green #2 Enabled								
Max Green #2 Enabled								
Max Green #3 Enabled								
Ped Timing #2 Enabled								
Ped Clear During Pre-Clear								
Ped NA+Mode								
Red Rest								
Serve Every Other Even								
Serve Every Other Odd								
Ped Recycle								

*AKA: Yellow Lock - When disabled the call is locked at the beginning of yellow interval. When enabled the call locking is dependent on the detector options

Detectors					
Global Detector Settings Vehicle					
No Activity	0	Max Presence	10	Erratic Count	35
Failed Recall	None				

Global Detector Settings: Pedestrian					
No Activity	0	Max Presence	10	Erratic Count	0

Volume Occupancy Data Collection			
Data Collection (Seconds)		Number of Periods	15

Vehicle Detector Parameters														
Description	Det	Call Phase	Call Overlap	Call Ped	Switch Phase	Extend	Delay	Yellow Lock	Red Lock	No Activity	Max Pres.	Erratic Count	Fail Time	Failed Recall
Matrix Rad C presence	1	1	0	0	0	0.0	0.0			0	0	0	12	None
Matrix Rad A presence	2	2	0	0	0	0.0	0.0			0	0	0	20	None
Matrix Rad A count	3	2	0	0	0	0.0	0.0			0	0	0	0	None
	4	0	0	0	0	0.0	0.0			0	0	0	0	None
	5	0	0	0	0	0.0	0.0			0	0	0	0	None
	6	0	0	0	0	0.0	0.0			0	0	0	0	None
	7	0	0	0	0	0.0	0.0			0	0	0	0	None
Matrix Rad B presence	8	4	0	0	0	0.0	0.0			0	0	0	15	None
Matrix Rad B count LT	9	4	0	0	0	0.0	0.0			0	0	0	0	None
Matrix Rad B presence	10	4	0	0	0	0.0	0.0			0	0	0	15	None
Matrix Rad B count	11	4	0	0	0	0.0	0.0			0	0	0	0	None
	12	0	0	0	0	0.0	0.0			0	0	0	0	None
Matrix Rad C count	13	1	0	0	0	0.0	0.0			0	0	0	0	None
	14	0	0	0	0	0.0	0.0			0	0	0	0	None
Matrix Rad A presence	15	5	0	0	0	0.0	0.0			0	0	0	12	None
Matrix Rad C presence	16	6	0	0	0	0.0	0.0			0	0	0	20	None
Matrix Rad C count	17	6	0	0	0	0.0	0.0			0	0	0	0	None
	18	0	0	0	0	0.0	0.0			0	0	0	0	None
	19	0	0	0	0	0.0	0.0			0	0	0	0	None
	20	0	0	0	0	0.0	0.0			0	0	0	0	None
	21	0	0	0	0	0.0	0.0			0	0	0	0	None
Matrix Rad D presence	22	8	0	0	0	0.0	0.0			0	0	0	15	None
Matrix Rad D count	23	8	0	0	0	0.0	0.0			0	0	0	0	None
	24	0	0	0	0	0.0	0.0			0	0	0	0	None
	25	0	0	0	0	0.0	0.0			0	0	0	0	None
	26	0	0	0	0	0.0	0.0			0	0	0	0	None
Matrix Rad A count	27	5	0	0	0	0.0	0.0			0	0	0	0	None
	28	0	0	0	0	0.0	0.0			0	0	0	0	None
	29	0	0	0	0	0.0	0.0			0	0	0	0	None
	30	0	0	0	0	0.0	0.0			0	0	0	0	None
	31	0	0	0	0	0.0	0.0			0	0	0	0	None
	32	0	0	0	0	0.0	0.0			0	0	0	0	None
	33	0	0	0	0	0.0	0.0			0	0	0	0	None
	34	0	0	0	0	0.0	0.0			0	0	0	0	None
	35	0	0	0	0	0.0	0.0			0	0	0	0	None
	36	0	0	0	0	0.0	0.0			0	0	0	0	None
	37	0	0	0	0	0.0	0.0			0	0	0	0	None
	38	0	0	0	0	0.0	0.0			0	0	0	0	None
	39	0	0	0	0	0.0	0.0			0	0	0	0	None
	40	0	0	0	0	0.0	0.0			0	0	0	0	None

Vehicle Detector Failure Parameters and Other Options								
Det	Volume Detector	Occupancy	Extend	Added Initial	Queue	Terminate	Call	Min Green 2
1	X	X	X				X	
2	X	X	X				X	
3	X	X	X				X	
4								
5								
6								
7								
8	X	X	X				X	
9	X	X	X				X	
10	X	X	X				X	
11	X	X	X				X	
12								
13	X	X	X				X	
14								
15	X	X	X				X	
16	X	X	X				X	
17	X	X	X				X	
18								
19								
20								
21								
22	X	X	X				X	
23	X	X	X				X	
24								
25								
26								
27	X	X	X				X	
28								
29								
30								
31								
32								
33								
34								
35								
36								
37								
38								
39								
40								
41								
42								
43								
44								
45								
46								
47								
48								
49	X	X	X				X	
50	X	X	X				X	
51	X	X	X				X	
52	X	X	X				X	
53								
54								
55								
56								
57								
58								
59								
60								
61								
62								
63								
64								

Pedestrian Detector Options and Failure Parameters								
Det	Call Phase	Call Overlap	Add. Call Ph	Walk 2 Time	Ped Clear 2 Time	No Activity	Max Presence	Erratic Count
1	0	0		0	0	0	0	0
2	0	0		0	0	0	0	0
3	0	0		0	0	0	0	0
4	0	0		0	0	0	0	0
5	0	0		0	0	0	0	0
6	0	0		0	0	0	0	0
7	0	0		0	0	0	0	0
8	0	0		0	0	0	0	0

Overlap Parameters													
<i>First 8 Overlaps Should Be Reserved for FYA</i>													
Overlaps	1(A)	2(B)	3(C)	4(D)	5(E)	6(F)	7(G)	8(H)	9(I)	10(J)	11(K)	12(L)	13(M)
Description	Phase 1 FYLTA	Main line thru 2			Phase 5 FYLTA	Main line thru 6							
Overlap Enabled	Enabled	Enabled	Disabled	Disabled	Enabled	Enabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Phases Included	2	2			6	6							
Overlap Type	FYA - 3 Sec	Thru FYA Ped	Off	Off	FYA - 3 Sec	Thru FYA Ped	Off	Off	Off	Off	Off	Off	Off
Modifier Phases	1				5								
Modifier Overlaps		1				5							
Inhibit Negative Ph.													
Negative Veh Ph.													
Negative Ped Ph.	2				6								
Neg.Ped Overlaps													
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk Time	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Rest	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Alt Walk Time*	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clear Time*	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	3.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Green	4	10	0	0	4	10	0	0	0	0	0	0	0
Max Green Ext	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Flash Inactive	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Flash Alt Rate	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Startup Call													
Recall													
Disable Veh Reservice													
No Hold On TrailExit													
Ped Recycle		X				X							
Disable Yellow Prot													
Disable Bridging													
LRT Prepare To Go													
Call For Service													
Allow Trail Green Bridge													
FYA During Red Clear													

Coordination Data

Coordination Patterns, Mode, and Transition Parameters

Operational Mode	<i>Automatic</i>	Coordination Mode	<i>Auto Permissive</i>	Max Mode	<i>Per Pattern</i>
Correction Mode	<i>Shortway (Auto)</i>	Force Mode	<i>Per Pattern</i>		
Max Cycle Limit %	30	Min Cycle Limit %	30	Max Dwell	0
Trans. Cover Peds	<i>Pattern</i>				

Sequence Parameters

Sequence	Ring	Sequence Data	Sequence	Ring	Sequence Data
1	1	1,2,a,4,b	1	2	5,6,a,8,b
2	1		2	2	
3	1		3	2	
4	1		4	2	
5	1		5	2	

Pattern Parameters

Plan	Coord Plan	Cycle Length	Offset Time	Seq Number	Reference	Coord. Mode	Force Off	Max Mode	Trans Cover Peds
1		0	0	0	Yel	Auto	Phase	Inh	Phase
2		0	0	0	Yel	Auto	Phase	Inh	Phase
3		0	0	0	Yel	Auto	Phase	Inh	Phase
4		0	0	0	Yel	Auto	Fixed	Inh	Phase
5		0	0	0	Yel	Auto	Fixed	Inh	Phase
6		0	0	0	Yel	Auto	Fixed	Inh	Phase
7		0	0	0	Yel	Auto	Fixed	Inh	Phase
8		0	0	0	Yel	Auto	Fixed	Inh	Phase
9		0	0	0	Yel	Auto	Fixed	Inh	Phase
10		0	0	0	Yel	Auto	Fixed	Inh	Phase
11		0	0	0	Yel	Auto	Fixed	Inh	Phase
12		0	0	0	Yel	Auto	Fixed	Inh	Phase
13		0	0	0	Yel	Auto	Fixed	Inh	Phase
14		0	0	0	Yel	Auto	Fixed	Inh	Phase
15		0	0	0	Yel	Auto	Fixed	Inh	Phase
16		0	0	0	Yel	Auto	Fixed	Inh	Phase
17		0	0	0	Yel	Auto	Fixed	Inh	Phase
18		0	0	0	Yel	Auto	Fixed	Inh	Phase
19		0	0	0	Yel	Auto	Fixed	Inh	Phase
20		0	0	0	Yel	Auto	Fixed	Inh	Phase

Ring Plan	Ring #1		Ring #2		Ring Plan #	Pattern																	
	Offset	Early Coord Gap Out	Offset	Early Coord Gap Out		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	2																		
3	0	10	0	0	3																		
4	0	0	0	0	4																		
5	0	0	0	0	5																		
6	0	0	0	0	6																		

Time of Day Data																						
Day Program						Schedule Program																
Event	Day Prog	Action	Hour	Min	Description	Schedule	1	Day Plan	1													
1	1	22	7	0	Free - Max 2	Description	Monday - Friday															
2	1	21	19	0	Free - Max 1	Month	J	F	M	A	M	J	J	A	S	O	N	D				
3	1		0	0		Weekday	S	M	T	W	T	F	S									
4	1		0	0		Day of Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
5	1		0	0			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
6	1		0	0			16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
7	1		0	0			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
8	1		0	0			16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
9	1		0	0			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
10	1		0	0																		
11	2	22	8	0	Free Max 2	Description	Saturday - Sunday															
12	2	21	20	0	Free Max 1	Month	J	F	M	A	M	J	J	A	S	O	N	D				
13	2		0	0		Weekday	S	M	T	W	T	F	S									
14	2		0	0		Day of Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
15	2		0	0			X					X										
16	2		0	0			16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
17	2		0	0			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
18	2		0	0			16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
19	2		0	0			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
20	2		0	0																		
21	3		0	0		Description	New Year															
22	3		0	0		Month	J	F	M	A	M	J	J	A	S	O	N	D				
23	3		0	0		Weekday	S	M	T	W	T	F	S									
24	3		0	0		Day of Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
25	3		0	0			X															
26	3		0	0			16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
27	3		0	0																		
28	3		0	0																		
29	3		0	0																		
30	3		0	0																		
31	4		0	0		Description	New Year															
32	4		0	0		Month	J	F	M	A	M	J	J	A	S	O	N	D				
33	4		0	0		Weekday	S	M	T	W	T	F	S									
34	4		0	0		Day of Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
35	4		0	0			X															
36	4		0	0			16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
37	4		0	0																		
38	4		0	0																		
39	4		0	0																		
40	4		0	0																		
41	5		0	0		Description	Memorial Day															
42	5		0	0		Month	J	F	M	A	M	J	J	A	S	O	N	D				
43	5		0	0		Weekday	S	M	T	W	T	F	S									
44	5		0	0		Day of Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
45	5		0	0			X															
46	5		0	0			16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
47	5		0	0																		
48	5		0	0																		
49	5		0	0																		
50	5		0	0																		

Preemption Data

Sequence Parameters

Parameters	Sequence									
	1	2	3	4	5	6	7	8	9	10
Enabled	Enabled	Enabled	Enabled	Enabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Description	EVA	EVB	EVC	EVD						
Preemption Type	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh
Dwell Veh Ph	2,5	4	1,6	8						
Dwell Ped Ph										
Dwell Overlap	1,2,5		1,5,6							
Exit Phases	2,5	4,8	1,6	4,8						
Exit Type	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases
Exit Max Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Track Phases										
Track Overlaps										
Cycling Veh Ph										
Cycling Ped Ph										
Cycling Overlap										
Non Lock Mem	X	X	X	X						
Not Override Flash	X	X	X	X						
Not override Next Preempt	X	X	X	X						
Min Green	255	255	255	255	0	0	0	0	0	0
Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Min Walk	0	0	0	0	0	0	0	0	0	0
Min Ped Clear	255	255	255	255	255	255	255	255	255	255
Link	0	0	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0	0	0	0	0
Min Presence	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Presence	180	180	180	180	0	0	0	0	0	0
Dwell Green	3	3	3	3	0	0	0	0	0	0
Max Exit Green	0	0	0	0	0	0	0	0	0	0
Exit Ped Clear	255	255	255	255	255	255	255	255	255	255
Exit Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Dwell Exit time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Serial Ports

Port	Description	Function	Address	Baud	Bits	Stop	Parity	Flow	CTS	RTS
1	Port 2/C21S	None	1	9600	8	1	None	None	0	0
2	Aux_P3/C22S	None	1	9600	8	1	None	None	0	0
3	SDLC Port 1	None	1	9600	8	1	None	None	0	0
4	Com A/C50S	None	1	9600	8	1	None	None	0	0
5	FIO	None	1	9600	8	1	None	None	0	0
6	DISPLAY/C60M	None	1	9600	8	1	None	None	0	0
7	SP7	None	1	9600	8	1	None	None	0	0
8	SP8/Com B	None	1	9600	8	1	None	None	0	0

Advanced IO Configuration						
Channel Configuration						
Channel	Control Type	Ctrl Source	Flash Yellow	Flash Red	Flash Alt	MMU Channel
1	<i>Olp</i>	1		X	X	1
2	<i>Olp</i>	2		X		2
3	<i>None</i>	3		X		3
4	<i>Phs Veh</i>	4		X	X	4
5	<i>Olp</i>	5		X	X	5
6	<i>Olp</i>	6		X		6
7	<i>None</i>	7		X		7
8	<i>Phs Veh</i>	8		X	X	8
9	<i>Olp</i>	9		X		9
10	<i>Olp</i>	10				10
11	<i>Olp</i>	11		X		11
12	<i>Olp</i>	12				12
13	<i>Phs Ped</i>	2				13
14	<i>Phs Ped</i>	4				14
15	<i>Phs Ped</i>	6				15
16	<i>Phs Ped</i>	8				16
17	<i>None</i>	5				17
18	<i>None</i>	6				18

Cabinet Configuration

	IO Module	1	Type	ODOT 332S	
	ITS Cabinet Port 1	No	33X Input Leading Edge		Enable TS2 Stop Time
	ITS Cabinet Port C13S	No	33X input Trailing Edge		Disable TS2 Cabinet Alarm
	Disable TS2 Startup Call		Use Raw MMU Channel Status		Disable TS2 Fault Flash

Input Points (Module 1)							
Point	C1 Pin	Control Type	Index	Point	C1 Pin	Control Type	Index
1	C1-39	<i>Veh Det Call</i>	2	25	C11-10	<i>Not Active</i>	0
2	C1-40	<i>Veh Det Call</i>	16	26	C11-11	<i>Not Active</i>	0
3	C1-41	<i>Veh Det Call</i>	8	27	C11-12	<i>Not Active</i>	0
4	C1-42	<i>Veh Det Call</i>	22	28	C11-13	<i>Not Active</i>	0
5	C1-43	<i>Veh Det Call</i>	3	29	C1-63	<i>Veh Det Call</i>	4
6	C1-44	<i>Veh Det Call</i>	17	30	C1-64	<i>Veh Det Call</i>	18
7	C1-45	<i>Veh Det Call</i>	9	31	C1-65	<i>Veh Det Call</i>	10
8	C1-46	<i>Veh Det Call</i>	23	32	C1-66	<i>Veh Det Call</i>	24
9	C1-47	<i>Veh Det Call</i>	6	33	C1-67	<i>Ped Det Call</i>	2
10	C1-48	<i>Veh Det Call</i>	20	34	C1-68	<i>Ped Det Call</i>	6
11	C1-49	<i>Veh Det Call</i>	12	35	C1-69	<i>Ped Det Call</i>	4
12	C1-50	<i>Veh Det Call</i>	26	36	C1-70	<i>Ped Det Call</i>	8
13	C1-51	<i>Not Active</i>	0	37	C1-71	<i>Pre High Pri Low</i>	1
14	C1-52	<i>Not Active</i>	0	38	C1-72	<i>Pre High Pri Low</i>	2
15	C1-53	<i>Man Ctrl Enable</i>	1	39	C1-73	<i>Pre High Pri Low</i>	3
16	C1-54	<i>Not Active</i>	0	40	C1-74	<i>Pre High Pri Low</i>	4
17	C1-55	<i>Veh Det Call</i>	15	41	C1-75	<i>Clock Reset</i>	1
18	C1-56	<i>Veh Det Call</i>	1	42	C1-76	<i>Veh Det Call</i>	5
19	C1-57	<i>Veh Det Call</i>	21	43	C1-77	<i>Veh Det Call</i>	19
20	C1-58	<i>Veh Det Call</i>	7	44	C1-78	<i>Veh Det Call</i>	11
21	C1-59	<i>Veh Det Call</i>	27	45	C1-79	<i>Veh Det Call</i>	25
22	C1-60	<i>Veh Det Call</i>	13	46	C1-80	<i>Interval Adv</i>	1
23	C1-61	<i>Veh Det Call</i>	28	47	C1-81	<i>Flash Sense</i>	1
24	C1-62	<i>Veh Det Call</i>	14	48	C1-82	<i>Unit Stop Time</i>	1

Input Points (Module 1) Cont.

Point	C1 Pin	Control Type	Index	Point	C1 Pin	Control Type	Index
49	C11-15	Not Active	0	57	C11-23	Not Active	0
50	C11-16	Not Active	0	58	C11-24	Not Active	0
51	C11-17	Not Active	0	59	C11-25	Not Active	0
52	C11-18	Not Active	0	60	C11-26	Not Active	0
53	C11-19	Not Active	0	61	C11-27	Not Active	0
54	C11-20	Not Active	0	62	C11-28	Not Active	0
55	C11-21	Not Active	0	63	C11-29	Not Active	0
56	C11-22	Not Active	0	64	C11-30	Not Active	0

Output Points (Module 1)

Point	C1 Pin	Control Type	Index	Point	C1 Pin	Control Type	Index
1	C1-2	Ch Red DWalk	14	33	C1-35	Not Active	1
2	C1-3	Chl Green Walk	14	34	C1-36	Not Active	5
3	C1-4	Ch Red DWalk	4	35	C1-37	Ch Yel Ped Clear	14
4	C1-5	Ch Yel Ped Clear	4	36	C1-38	Ch Yel Ped Clear	16
5	C1-6	Chl Green Walk	4	37	C1-100	Not Active	0
6	C1-7	Ch Red DWalk	3	38	C1-101	Not Active	0
7	C1-8	Ch Yel Ped Clear	3	39	C1-102	Auto Flash	1
8	C1-9	Chl Green Walk	3	40	C1-103	Watchdog	1
9	C1-10	Ch Red DWalk	13	41	C1-83	Ch Red DWalk	20
10	C1-11	Chl Green Walk	13	42	C1-84	Chl Green Walk	20
11	C1-12	Ch Red DWalk	2	43	C1-85	Ch Red DWalk	12
12	C1-13	Ch Yel Ped Clear	2	44	C1-86	Ch Yel Ped Clear	12
13	C1-15	Chl Green Walk	2	45	C1-87	Chl Green Walk	12
14	C1-16	Ch Red DWalk	1	46	C1-88	Not Active	11
15	C1-17	Not Active	1	47	C1-89	Not Active	11
16	C1-18	Phase Green	1	48	C1-90	Overlap Yellow	5
17	C1-19	Ch Red DWalk	16	49	C1-91	Ch Red DWalk	19
18	C1-20	Chl Green Walk	16	50	C1-93	Chl Green Walk	19
19	C1-21	Ch Red DWalk	8	51	C1-94	Ch Red DWalk	10
20	C1-22	Ch Yel Ped Clear	8	52	C1-95	Ch Yel Ped Clear	10
21	C1-23	Chl Green Walk	8	53	C1-96	Chl Green Walk	10
22	C1-24	Ch Red DWalk	7	54	C1-97	Not Active	9
23	C1-25	Ch Yel Ped Clear	7	55	C1-98	Not Active	9
24	C1-26	Chl Green Walk	7	56	C1-99	Overlap Yellow	1
25	C1-27	Ch Red DWalk	15	57	C11-1	Not Active	0
26	C1-28	Chl Green Walk	15	58	C11-2	Not Active	0
27	C1-29	Ch Red DWalk	6	59	C11-3	Not Active	0
28	C1-30	Ch Yel Ped Clear	6	60	C11-4	Not Active	0
29	C1-31	Chl Green Walk	6	61	C11-5	Not Active	0
30	C1-32	Ch Red DWalk	5	62	C11-6	Not Active	0
31	C1-33	Not Active	5	63	C11-7	Not Active	0
32	C1-34	Phase Green	5	64	C11-8	Not Active	0

Vehicle and Pedestrian Phase Intervals									
Interval	Vehicle/Ped	Description	Red	Yellow	Green	Don't Walk	Clearance	Walk	Type
1	<i>Vehicle</i>	<i>Not Active</i>	<i>On</i>	<i>Off</i>	<i>Off</i>	-	-	-	<i>Red</i>
2	<i>Vehicle</i>	<i>Delay Green</i>	<i>On</i>	<i>Off</i>	<i>Off</i>	-	-	-	<i>Red</i>
3	<i>Vehicle</i>	<i>Pre Green</i>	<i>Off</i>	<i>Off</i>	<i>On</i>	-	-	-	<i>Green</i>
4	<i>Vehicle</i>	<i>Min Green</i>	<i>Off</i>	<i>Off</i>	<i>On</i>	-	-	-	<i>Green</i>
5	<i>Vehicle</i>	<i>Green Extension</i>	<i>Off</i>	<i>Off</i>	<i>On</i>	-	-	-	<i>Green</i>
6	<i>Vehicle</i>	<i>Green Dwell</i>	<i>Off</i>	<i>Off</i>	<i>On</i>	-	-	-	<i>Green</i>
7	<i>Vehicle</i>	<i>Pre Clear</i>	<i>Off</i>	<i>Off</i>	<i>On</i>	-	-	-	<i>Green</i>
8	<i>Vehicle</i>	<i>Yellow Change</i>	<i>Off</i>	<i>On</i>	<i>Off</i>	-	-	-	<i>Yellow</i>
9	<i>Vehicle</i>	<i>Red Clear</i>	<i>On</i>	<i>Off</i>	<i>Off</i>	-	-	-	<i>Red</i>
10	<i>Vehicle</i>	<i>Red Dwell</i>	<i>On</i>	<i>Off</i>	<i>Off</i>	-	-	-	<i>Red</i>
11	<i>Vehicle</i>	<i>Barrier Hold</i>	<i>On</i>	<i>Off</i>	<i>Off</i>	-	-	-	<i>Red</i>
1	<i>Ped</i>	<i>Not Active</i>	-	-	-	<i>On</i>	<i>Off</i>	<i>Off</i>	<i>Dont Walk</i>
2	<i>Ped</i>	<i>Delay Ped</i>	-	-	-	<i>On</i>	<i>Off</i>	<i>Off</i>	<i>Dont Walk</i>
3	<i>Ped</i>	<i>Walk</i>	-	-	-	<i>Off</i>	<i>Off</i>	<i>On</i>	<i>Walk</i>
4	<i>Ped</i>	<i>Walk Dwell</i>	-	-	-	<i>Off</i>	<i>Off</i>	<i>On</i>	<i>Walk</i>
5	<i>Ped</i>	<i>Flash Don't Walk</i>	-	-	-	<i>Flash</i>	<i>On</i>	<i>Off</i>	<i>Ped Clear</i>
6	<i>Ped</i>	<i>Don't Walk</i>	-	-	-	<i>On</i>	<i>Off</i>	<i>Off</i>	<i>Dont Walk</i>

User Program Configuration					
Program Information					
Program #	1	Description	Unit Stop Time	Enabled	Enabled
Statement	Result	Index	Delay	Ext	Description
1	Unit Stop Time	1	0.0	0.0	
	Parameter A	Index			
	Aux Switch State	0			
	Parameter B	Index			
	None	0			
Statement	Result	Index	Delay	Ext	Description
2	None	0	0.0	0.0	
	Parameter A	Index			
	Number	2			
	Parameter B	Index			
	Prev Line	0			
Statement	Result	Index	Delay	Ext	Description
3	None	0	0.0	0.0	
	Parameter A	Index			
	None	0			
	Parameter B	Index			
	None	0			
Statement	Result	Index	Delay	Ext	Description
4	None	0	0.0	0.0	
	Parameter A	Index			
	None	0			
	Parameter B	Index			
	None	0			
Statement	Result	Index	Delay	Ext	Description
5	None	0	0.0	0.0	
	Parameter A	Index			
	None	0			
	Parameter B	Index			
	None	0			
Statement	Result	Index	Delay	Ext	Description
6	None	0	0.0	0.0	
	Parameter A	Index			
	None	0			
	Parameter B	Index			
	None	0			
Statement	Result	Index	Delay	Ext	Description
7	None	0	0.0	0.0	
	Parameter A	Index			
	None	0			
	Parameter B	Index			
	None	0			
Statement	Result	Index	Delay	Ext	Description
8	None	0	0.0	0.0	
	Parameter A	Index			
	None	0			
	Parameter B	Index			
	None	0			

Program #	2	Description	Stop Time Beep	Enabled	Enabled
Statement	Result	Index	Delay	Ext	Description
1	Global Var	100	0.0	0.0	
	Parameter A	Index			
	Glob Var	100			
	Parameter B	Index			
	Number	1			
Statement	Result	Index	Delay	Ext	Description
2	None	0	0.0	0.0	
	Parameter A	Index			
	Prev Line	0			
	Parameter B	Index			
	Number	10			
Statement	Result	Index	Delay	Ext	Description
3	None	0	0.0	0.0	
	Parameter A	Index			
	Prev Line	0			
	Parameter B	Index			
	Number	15			
Statement	Result	Index	Delay	Ext	Description
4	Global Var	101	0.0	0.0	
	Parameter A	Index			
	Prev Line	0			
	Parameter B	Index			
	Number	0			
Statement	Result	Index	Delay	Ext	Description
5	None	0	0.0	0.0	
	Parameter A	Index			
	Glob Var	101			
	Parameter B	Index			
	None	0			
Statement	Result	Index	Delay	Ext	Description
6	None	0	0.0	0.0	
	Parameter A	Index			
	None	0			
	Parameter B	Index			
	None	0			
Statement	Result	Index	Delay	Ext	Description
7	None	0	0.0	0.0	
	Parameter A	Index			
	None	0			
	Parameter B	Index			
	None	0			
Statement	Result	Index	Delay	Ext	Description
8	None	0	0.0	0.0	
	Parameter A	Index			
	None	0			
	Parameter B	Index			
	None	0			

APPENDIX I.
**OPERATIONS
CALCULATIONS**

HCM Signalized Intersection Capacity Analysis

1: US Highway 101 & SE 35th Street

02/08/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔		↔	↔	
Traffic Volume (vph)	8	0	8	17	0	63	14	903	26	75	443	3
Future Volume (vph)	8	0	8	17	0	63	14	903	26	75	443	3
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes		0.99		1.00	0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.93		1.00	0.85		1.00	1.00		1.00	1.00	
Flt Protected		0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1541		1624	1299		1630	1708		1630	1635	
Flt Permitted		0.85		0.75	1.00		0.47	1.00		0.13	1.00	
Satd. Flow (perm)		1335		1275	1299		815	1708		218	1635	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	9	0	9	20	0	72	16	1038	30	86	509	3
RTOR Reduction (vph)	0	16	0	0	66	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	2	0	20	6	0	16	1067	0	86	512	0
Confl. Peds. (#/hr)	1		2	2		1						
Heavy Vehicles (%)	2%	2%	2%	2%	2%	12%	2%	2%	2%	2%	7%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		8.4		8.4	8.4		72.6	71.6		83.4	77.9	
Effective Green, g (s)		8.9		8.9	8.9		73.6	73.0		83.9	79.3	
Actuated g/C Ratio		0.09		0.09	0.09		0.72	0.72		0.82	0.78	
Clearance Time (s)		4.5		4.5	4.5		4.5	5.4		4.5	5.4	
Vehicle Extension (s)		2.5		2.5	2.5		2.5	4.2		2.5	4.2	
Lane Grp Cap (vph)		116		111	113		601	1225		288	1274	
v/s Ratio Prot					0.00		0.00	c0.62		c0.02	c0.31	
v/s Ratio Perm		0.00		c0.02			0.02			0.22		
v/c Ratio		0.01		0.18	0.06		0.03	0.87		0.30	0.40	
Uniform Delay, d1		42.4		43.0	42.5		3.9	10.8		12.1	3.6	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0		0.6	0.2		0.0	7.3		0.4	0.3	
Delay (s)		42.4		43.6	42.7		3.9	18.1		12.5	3.9	
Level of Service		D		D	D		A	B		B	A	
Approach Delay (s)		42.4			42.9			17.9			5.2	
Approach LOS		D			D			B			A	

Intersection Summary

HCM 2000 Control Delay	15.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	101.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	76.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary

1: US Highway 101 & SE 35th Street

02/08/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	8	0	8	17	0	63	14	903	26	75	443	3
Future Volume (veh/h)	8	0	8	17	0	63	14	903	26	75	443	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1586	1723	1723	1723	1723	1654	1723
Adj Flow Rate, veh/h	9	0	9	20	0	72	16	1038	30	86	509	3
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	12	2	2	2	2	7	2
Cap, veh/h	83	17	41	204	0	124	686	1211	35	309	1245	7
Arrive On Green	0.08	0.00	0.08	0.09	0.00	0.08	0.02	0.73	0.71	0.05	0.76	0.74
Sat Flow, veh/h	275	199	474	1394	0	1442	1641	1666	48	1641	1643	10
Grp Volume(v), veh/h	18	0	0	20	0	72	16	0	1068	86	0	512
Grp Sat Flow(s),veh/h/ln	948	0	0	1394	0	1442	1641	0	1714	1641	0	1653
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	4.4	0.2	0.0	40.8	1.1	0.0	9.8
Cycle Q Clear(g_c), s	4.4	0.0	0.0	1.1	0.0	4.4	0.2	0.0	40.8	1.1	0.0	9.8
Prop In Lane	0.50		0.50	1.00		1.00	1.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	136	0	0	204	0	124	686	0	1246	309	0	1252
V/C Ratio(X)	0.13	0.00	0.00	0.10	0.00	0.58	0.02	0.00	0.86	0.28	0.00	0.41
Avail Cap(c_a), veh/h	414	0	0	486	0	415	1028	0	1253	601	0	1252
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.4	0.0	0.0	38.2	0.0	40.0	3.3	0.0	9.0	13.7	0.0	3.8
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.0	3.2	0.0	0.0	6.3	0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.4	0.0	1.7	0.1	0.0	12.8	0.9	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.8	0.0	0.0	38.4	0.0	43.2	3.4	0.0	15.3	14.1	0.0	4.2
LnGrp LOS	D	A	A	D	A	D	A	A	B	B	A	A
Approach Vol, veh/h		18			92			1084				598
Approach Delay, s/veh		38.8			42.1			15.1				5.6
Approach LOS		D			D			B				A
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	72.4		11.7	8.9	69.6		11.7				
Change Period (Y+Rc), s	4.5	* 5.4		4.5	4.5	* 5.4		4.5				
Max Green Setting (Gmax), s	20.5	* 65		25.5	20.5	* 65		25.5				
Max Q Clear Time (g_c+I1), s	2.2	11.8		6.4	3.1	42.8		6.4				
Green Ext Time (p_c), s	0.0	29.7		0.4	0.3	21.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
2: SE Ferry Slip Road & SE 35th Street

02/09/2024

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↕	↗		↕	↗	
Traffic Vol, veh/h	33	14	22	1	33	0	14	5	0	0	4	8
Future Vol, veh/h	33	14	22	1	33	0	14	5	0	0	4	8
Conflicting Peds, #/hr	0	0	1	1	0	0	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	160	-	-	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	2	2	5	2	2	2	36	20	2	2	25	25
Mvmt Flow	47	20	31	1	47	0	20	7	0	0	6	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	47	0	-	21	0	0	175	164	21	167	164	49
Stage 1	-	-	-	-	-	-	115	115	-	49	49	-
Stage 2	-	-	-	-	-	-	60	49	-	118	115	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.46	6.7	6.22	7.12	6.75	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	6.46	5.7	-	6.12	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.46	5.7	-	6.12	5.75	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.824	4.18	3.318	3.518	4.225	3.525
Pot Cap-1 Maneuver	1560	-	0	1595	-	-	718	697	1056	797	689	958
Stage 1	-	-	0	-	-	-	814	767	-	964	811	-
Stage 2	-	-	0	-	-	-	873	820	-	887	758	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1560	-	-	1593	-	-	686	675	1055	772	667	956
Mov Cap-2 Maneuver	-	-	-	-	-	-	686	675	-	772	667	-
Stage 1	-	-	-	-	-	-	789	743	-	935	810	-
Stage 2	-	-	-	-	-	-	854	819	-	852	735	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	5.2			0.2			10.4			9.4		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	686	675	1560	-	1593	-	-	-	835
HCM Lane V/C Ratio	0.029	0.011	0.03	-	0.001	-	-	-	0.021
HCM Control Delay (s)	10.4	10.4	7.4	0	7.3	0	-	0	9.4
HCM Lane LOS	B	B	A	A	A	A	-	A	A
HCM 95th %tile Q(veh)	0.1	0	0.1	-	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	5	30	900	38	60	401
Future Vol, veh/h	5	30	900	38	60	401
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	135	0	-	270	270	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	4	2	4
Mvmt Flow	6	34	1023	43	68	456

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1615	1023	0	0	1066	0
Stage 1	1023	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	114	286	-	-	654	-
Stage 1	347	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	102	286	-	-	654	-
Mov Cap-2 Maneuver	102	-	-	-	-	-
Stage 1	347	-	-	-	-	-
Stage 2	495	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.6	0	1.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	102	286	654	-
HCM Lane V/C Ratio	-	-	0.056	0.119	0.104	-
HCM Control Delay (s)	-	-	42.4	19.3	11.1	-
HCM Lane LOS	-	-	E	C	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.4	0.3	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	11	49	19	7	4	1
Future Vol, veh/h	11	49	19	7	4	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, %	46	2	11	2	2	2
Mvmt Flow	13	58	22	8	5	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	30	0	-	0	110 26
Stage 1	-	-	-	-	26 -
Stage 2	-	-	-	-	84 -
Critical Hdwy	4.56	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.614	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1340	-	-	-	887 1050
Stage 1	-	-	-	-	997 -
Stage 2	-	-	-	-	939 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1340	-	-	-	878 1050
Mov Cap-2 Maneuver	-	-	-	-	878 -
Stage 1	-	-	-	-	987 -
Stage 2	-	-	-	-	939 -

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1340	-	-	-	908
HCM Lane V/C Ratio	0.01	-	-	-	0.006
HCM Control Delay (s)	7.7	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
 5: SE Harborton Street/SE 40th Street & SE 43rd Street

02/08/2024

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	8	0	0	0	0	0	0	20	0	0	52	1
Future Vol, veh/h	8	0	0	0	0	0	0	20	0	0	52	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	0	0	0	0	0	23	0	0	59	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	83	83	60	83	83	23	60	0	0	23	0	0
Stage 1	60	60	-	23	23	-	-	-	-	-	-	-
Stage 2	23	23	-	60	60	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	904	807	1005	904	807	1054	1544	-	-	1592	-	-
Stage 1	951	845	-	995	876	-	-	-	-	-	-	-
Stage 2	995	876	-	951	845	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	904	807	1005	904	807	1054	1544	-	-	1592	-	-
Mov Cap-2 Maneuver	904	807	-	904	807	-	-	-	-	-	-	-
Stage 1	951	845	-	995	876	-	-	-	-	-	-	-
Stage 2	995	876	-	951	845	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1544	-	-	904	-	1592	-	-
HCM Lane V/C Ratio	-	-	-	0.01	-	-	-	-
HCM Control Delay (s)	0	-	-	9	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	0	0	0	0	0	0	0	0	0	49	2
Future Vol, veh/h	12	0	0	0	0	0	0	0	0	0	49	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	0	0	0	0	0	0	0	0	0	56	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	57	57	57	57	58	0	58	0	0	0	0	0
Stage 1	57	57	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	57	58	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	940	834	1009	940	833	-	1546	-	-	-	-	-
Stage 1	955	847	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	955	847	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	834	1009	940	833	-	1546	-	-	-	-	-
Mov Cap-2 Maneuver	-	834	-	940	833	-	-	-	-	-	-	-
Stage 1	955	847	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	955	847	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WB Ln1	SBL	SBT	SBR
Capacity (veh/h)	1546	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0	0	-	-
HCM Lane LOS	A	-	-	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

HCM 6th TWSC
7: SE Harborton Street & S Site Access

02/08/2024

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	49	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	49	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	56	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	56	56	56	56	56	0	56	0	0	0	0	0
Stage 1	56	56	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	56	56	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	941	835	1011	941	835	-	1549	-	-	-	-	-
Stage 1	956	848	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	956	848	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	835	1011	941	835	-	1549	-	-	-	-	-
Mov Cap-2 Maneuver	-	835	-	941	835	-	-	-	-	-	-	-
Stage 1	956	848	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	956	848	-	-	-	-	-	-	-




















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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1549	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-

HCM Signalized Intersection Capacity Analysis

1: US Highway 101 & SE 35th Street

02/08/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	2	18	50	3	60	2	624	17	108	974	11
Future Volume (vph)	23	2	18	50	3	60	2	624	17	108	974	11
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		3.5		3.5	3.5		3.5	2.6		3.5	2.6	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes		0.99		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.94		1.00	0.86		1.00	1.00		1.00	1.00	
Flt Protected		0.97		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1560		1624	1470		1630	1658		1630	1713	
Flt Permitted		0.80		0.82	1.00		0.15	1.00		0.24	1.00	
Satd. Flow (perm)		1278		1395	1470		259	1658		413	1713	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	24	2	19	53	3	63	2	657	18	114	1025	12
RTOR Reduction (vph)	0	17	0	0	56	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	28	0	53	10	0	2	674	0	114	1037	0
Confl. Peds. (#/hr)			3	3								
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	5%	9%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		4.4		4.4	4.4		26.9	26.0		33.5	29.3	
Effective Green, g (s)		4.9		4.9	4.9		27.9	27.4		34.5	30.7	
Actuated g/C Ratio		0.11		0.11	0.11		0.60	0.59		0.74	0.66	
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)		134		146	154		196	974		428	1128	
v/s Ratio Prot					0.01		0.00	0.41		c0.03	c0.61	
v/s Ratio Perm		0.02		c0.04			0.01			0.17		
v/c Ratio		0.21		0.36	0.06		0.01	0.69		0.27	0.92	
Uniform Delay, d1		19.1		19.4	18.8		6.4	6.7		3.6	6.9	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.6		1.1	0.1		0.0	2.0		0.2	11.7	
Delay (s)		19.6		20.5	18.9		6.4	8.6		3.8	18.6	
Level of Service		B		C	B		A	A		A	B	
Approach Delay (s)		19.6			19.6			8.6			17.1	
Approach LOS		B			B			A			B	
Intersection Summary												
HCM 2000 Control Delay			14.5				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			46.6				Sum of lost time (s)				9.6	
Intersection Capacity Utilization			79.7%				ICU Level of Service				D	
Analysis Period (min)			15									

c Critical Lane Group

HCM 6th Signalized Intersection Summary

1: US Highway 101 & SE 35th Street

02/08/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔		↔	↔	
Traffic Volume (veh/h)	23	2	18	50	3	60	2	624	17	108	974	11
Future Volume (veh/h)	23	2	18	50	3	60	2	624	17	108	974	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1723	1682	1627	1723	1723	1723
Adj Flow Rate, veh/h	24	2	19	53	3	63	2	657	18	114	1025	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	5	9	2	2	2
Cap, veh/h	205	22	53	375	8	162	227	856	23	485	1018	12
Arrive On Green	0.10	0.12	0.10	0.12	0.12	0.10	0.02	0.53	0.49	0.09	0.60	0.56
Sat Flow, veh/h	434	186	453	1378	66	1385	1641	1629	45	1641	1699	20
Grp Volume(v), veh/h	45	0	0	53	0	66	2	0	675	114	0	1037
Grp Sat Flow(s),veh/h/ln	1074	0	0	1378	0	1451	1641	0	1674	1641	0	1719
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	1.5	0.0	0.0	11.5	1.0	0.0	21.5
Cycle Q Clear(g_c), s	1.9	0.0	0.0	1.1	0.0	1.5	0.0	0.0	11.5	1.0	0.0	21.5
Prop In Lane	0.53		0.42	1.00		0.95	1.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	265	0	0	375	0	170	227	0	879	485	0	1030
V/C Ratio(X)	0.17	0.00	0.00	0.14	0.00	0.39	0.01	0.00	0.77	0.24	0.00	1.01
Avail Cap(c_a), veh/h	817	0	0	925	0	749	636	0	906	773	0	1030
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	0.0	14.4	0.0	14.9	8.7	0.0	6.8	5.4	0.0	7.2
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	1.1	0.0	0.0	3.7	0.2	0.0	29.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.3	0.0	0.5	0.0	0.0	2.8	0.1	0.0	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.1	0.0	0.0	14.6	0.0	15.9	8.7	0.0	10.5	5.6	0.0	37.0
LnGrp LOS	B	A	A	B	A	B	A	A	B	A	A	F
Approach Vol, veh/h		45			119			677			1151	
Approach Delay, s/veh		15.1			15.3			10.5			33.9	
Approach LOS		B			B			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	24.1		7.7	6.7	21.4		7.7				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	9.0	18.0		18.0	9.0	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.0	23.5		3.5	3.0	13.5		3.9				
Green Ext Time (p_c), s	0.0	0.0		0.4	0.2	3.9		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				24.4								
HCM 6th LOS				C								

HCM 6th TWSC
2: SE Ferry Slip Road & SE 35th Street

02/09/2024

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕		↕	↕		↕	↕	
Traffic Vol, veh/h	28	36	17	4	20	1	27	6	4	9	12	25
Future Vol, veh/h	28	36	17	4	20	1	27	6	4	9	12	25
Conflicting Peds, #/hr	0	0	1	1	0	0	4	0	1	1	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	160	-	-	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	64	64	64	64	64	64	64	64	64	64	64
Heavy Vehicles, %	2	2	6	2	2	2	4	2	2	2	2	2
Mvmt Flow	44	56	27	6	31	2	42	9	6	14	19	39

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	33	0	-	57	0	0	222	190	58	197	189	36
Stage 1	-	-	-	-	-	-	145	145	-	44	44	-
Stage 2	-	-	-	-	-	-	77	45	-	153	145	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.14	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.536	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1579	-	0	1547	-	-	730	705	1008	762	706	1037
Stage 1	-	-	0	-	-	-	853	777	-	970	858	-
Stage 2	-	-	0	-	-	-	927	857	-	849	777	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1579	-	-	1546	-	-	667	681	1006	730	682	1033
Mov Cap-2 Maneuver	-	-	-	-	-	-	667	681	-	730	682	-
Stage 1	-	-	-	-	-	-	827	754	-	942	855	-
Stage 2	-	-	-	-	-	-	866	854	-	808	754	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	3.2		1.2		10.5		9.5	
HCM LOS					B		A	

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	667	782	1579	-	1546	-	-	730	885
HCM Lane V/C Ratio	0.063	0.02	0.028	-	0.004	-	-	0.019	0.065
HCM Control Delay (s)	10.8	9.7	7.3	0	7.3	0	-	10	9.4
HCM Lane LOS	B	A	A	A	A	A	-	B	A
HCM 95th %tile Q(veh)	0.2	0.1	0.1	-	0	-	-	0.1	0.2

HCM 6th TWSC
3: US 101 & SE 40th Street

02/08/2024

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	23	51	557	21	80	941
Future Vol, veh/h	23	51	557	21	80	941
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	135	0	-	270	270	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	7	3	4	7	2	2
Mvmt Flow	25	55	599	23	86	1012

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1783	599	0	0	622	0
Stage 1	599	-	-	-	-	-
Stage 2	1184	-	-	-	-	-
Critical Hdwy	6.47	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	87	500	-	-	959	-
Stage 1	539	-	-	-	-	-
Stage 2	284	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	79	500	-	-	959	-
Mov Cap-2 Maneuver	79	-	-	-	-	-
Stage 1	539	-	-	-	-	-
Stage 2	258	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.8	0	0.7
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	79	500	959
HCM Lane V/C Ratio	-	-	0.313	0.11	0.09
HCM Control Delay (s)	-	-	70.1	13.1	9.1
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	1.2	0.4	0.3

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	8	53	32	8	8	16
Future Vol, veh/h	8	53	32	8	8	16
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	84	84	84	84	84	84
Heavy Vehicles, %	25	2	3	2	13	6
Mvmt Flow	10	63	38	10	10	19

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	48	0	-	0	126 43
Stage 1	-	-	-	-	43 -
Stage 2	-	-	-	-	83 -
Critical Hdwy	4.35	-	-	-	6.53 6.26
Critical Hdwy Stg 1	-	-	-	-	5.53 -
Critical Hdwy Stg 2	-	-	-	-	5.53 -
Follow-up Hdwy	2.425	-	-	-	3.617 3.354
Pot Cap-1 Maneuver	1424	-	-	-	843 1016
Stage 1	-	-	-	-	952 -
Stage 2	-	-	-	-	913 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1424	-	-	-	837 1016
Mov Cap-2 Maneuver	-	-	-	-	837 -
Stage 1	-	-	-	-	945 -
Stage 2	-	-	-	-	913 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1424	-	-	-	948
HCM Lane V/C Ratio	0.007	-	-	-	0.03
HCM Control Delay (s)	7.5	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	0	0	0	0	0	37	0	0	57	3
Future Vol, veh/h	3	0	0	0	0	0	0	37	0	0	57	3
Conflicting Peds, #/hr	1	0	0	0	0	1	4	0	0	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	0	0	0	0	0	42	0	0	64	3

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	113	112	70	108	113	43	71	0	0	42	0	0
Stage 1	70	70	-	42	42	-	-	-	-	-	-	-
Stage 2	43	42	-	66	71	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	864	778	993	871	777	1027	1529	-	-	1567	-	-
Stage 1	940	837	-	972	860	-	-	-	-	-	-	-
Stage 2	971	860	-	945	836	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	860	775	989	871	774	1026	1523	-	-	1567	-	-
Mov Cap-2 Maneuver	860	775	-	871	774	-	-	-	-	-	-	-
Stage 1	936	834	-	972	860	-	-	-	-	-	-	-
Stage 2	970	860	-	945	833	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1523	-	-	860	-	1567	-
HCM Lane V/C Ratio	-	-	-	0.004	-	-	-
HCM Control Delay (s)	0	-	-	9.2	0	0	-
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	0	0	0	0	0	29	0	0	49	5
Future Vol, veh/h	5	0	0	0	0	0	0	29	0	0	49	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	0	0	0	0	0	33	0	0	55	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	91	91	58	91	94	33	61	0	0	33	0	0
Stage 1	58	58	-	33	33	-	-	-	-	-	-	-
Stage 2	33	33	-	58	61	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	893	799	1008	893	796	1041	1542	-	-	1579	-	-
Stage 1	954	847	-	983	868	-	-	-	-	-	-	-
Stage 2	983	868	-	954	844	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	893	799	1008	893	796	1041	1542	-	-	1579	-	-
Mov Cap-2 Maneuver	893	799	-	893	796	-	-	-	-	-	-	-
Stage 1	954	847	-	983	868	-	-	-	-	-	-	-
Stage 2	983	868	-	954	844	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1542	-	-	893	-	1579	-
HCM Lane V/C Ratio	-	-	-	0.006	-	-	-
HCM Control Delay (s)	0	-	-	9.1	0	0	-
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-

HCM 6th TWSC
7: SE Harborton Street & S Site Access

02/08/2024

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	29	0	0	49	0
Future Vol, veh/h	0	0	0	0	0	0	0	29	0	0	49	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	33	0	0	55	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	88	88	55	88	88	33	55	0	0	33	0	0
Stage 1	55	55	-	33	33	-	-	-	-	-	-	-
Stage 2	33	33	-	55	55	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	897	802	1012	897	802	1041	1550	-	-	1579	-	-
Stage 1	957	849	-	983	868	-	-	-	-	-	-	-
Stage 2	983	868	-	957	849	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	897	802	1012	897	802	1041	1550	-	-	1579	-	-
Mov Cap-2 Maneuver	897	802	-	897	802	-	-	-	-	-	-	-
Stage 1	957	849	-	983	868	-	-	-	-	-	-	-
Stage 2	983	868	-	957	849	-	-	-	-	-	-	-




















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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1550	-	-	-	1579	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	-	-
HCM Lane LOS	A	-	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	-	-

HCM Signalized Intersection Capacity Analysis

1: US Highway 101 & SE 35th Street

02/08/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	0	8	18	0	84	14	945	27	95	475	3
Future Volume (vph)	8	0	8	18	0	84	14	945	27	95	475	3
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes		0.99		1.00	0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.93		1.00	0.85		1.00	1.00		1.00	1.00	
Flt Protected		0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1541		1624	1299		1630	1709		1630	1635	
Flt Permitted		0.85		0.75	1.00		0.46	1.00		0.08	1.00	
Satd. Flow (perm)		1338		1274	1299		787	1709		135	1635	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	9	0	9	21	0	97	16	1086	31	109	546	3
RTOR Reduction (vph)	0	16	0	0	88	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	2	0	21	9	0	16	1116	0	109	549	0
Confl. Peds. (#/hr)	1		2	2		1						
Heavy Vehicles (%)	2%	2%	2%	2%	2%	12%	2%	2%	2%	2%	7%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		9.7		9.7	9.7		73.0	70.9		85.4	78.8	
Effective Green, g (s)		10.2		10.2	10.2		74.0	72.3		85.9	80.2	
Actuated g/C Ratio		0.10		0.10	0.10		0.70	0.69		0.82	0.76	
Clearance Time (s)		4.5		4.5	4.5		4.5	5.4		4.5	5.4	
Vehicle Extension (s)		2.5		2.5	2.5		2.5	4.2		2.5	4.2	
Lane Grp Cap (vph)		129		123	126		575	1176		259	1248	
v/s Ratio Prot					0.01		0.00	c0.65		c0.04	0.34	
v/s Ratio Perm		0.00		c0.02			0.02			0.30		
v/c Ratio		0.01		0.17	0.07		0.03	0.95		0.42	0.44	
Uniform Delay, d1		42.9		43.5	43.1		4.6	14.7		19.7	4.4	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0		0.5	0.2		0.0	15.7		0.8	0.4	
Delay (s)		42.9		44.0	43.3		4.6	30.4		20.5	4.8	
Level of Service		D		D	D		A	C		C	A	
Approach Delay (s)		42.9			43.4			30.0			7.4	
Approach LOS		D			D			C			A	
Intersection Summary												
HCM 2000 Control Delay			23.2				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			105.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			80.2%			ICU Level of Service			D			
Analysis Period (min)			15									

c Critical Lane Group

HCM 6th Signalized Intersection Summary

1: US Highway 101 & SE 35th Street

02/08/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	8	0	8	18	0	84	14	945	27	95	475	3
Future Volume (veh/h)	8	0	8	18	0	84	14	945	27	95	475	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1586	1723	1723	1723	1723	1654	1723
Adj Flow Rate, veh/h	9	0	9	21	0	97	16	1086	31	109	546	3
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	12	2	2	2	2	7	2
Cap, veh/h	82	17	41	212	0	150	636	1185	34	250	1222	7
Arrive On Green	0.10	0.00	0.10	0.10	0.00	0.10	0.02	0.71	0.70	0.06	0.74	0.73
Sat Flow, veh/h	233	165	398	1397	0	1445	1641	1667	48	1641	1644	9
Grp Volume(v), veh/h	18	0	0	21	0	97	16	0	1117	109	0	549
Grp Sat Flow(s),veh/h/ln	797	0	0	1397	0	1445	1641	0	1714	1641	0	1653
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	6.0	0.3	0.0	50.2	1.5	0.0	11.8
Cycle Q Clear(g_c), s	6.0	0.0	0.0	1.4	0.0	6.0	0.3	0.0	50.2	1.5	0.0	11.8
Prop In Lane	0.50		0.50	1.00		1.00	1.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	136	0	0	212	0	150	636	0	1219	250	0	1229
V/C Ratio(X)	0.13	0.00	0.00	0.10	0.00	0.65	0.03	0.00	0.92	0.44	0.00	0.45
Avail Cap(c_a), veh/h	378	0	0	459	0	405	881	0	1220	530	0	1229
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.0	0.0	0.0	37.9	0.0	40.2	4.0	0.0	11.1	20.7	0.0	4.6
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	3.5	0.0	0.0	11.1	0.9	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.4	0.0	2.3	0.1	0.0	17.8	1.6	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.3	0.0	0.0	38.0	0.0	43.6	4.0	0.0	22.3	21.6	0.0	5.0
LnGrp LOS	D	A	A	D	A	D	A	A	C	C	A	A
Approach Vol, veh/h		18			118			1133			658	
Approach Delay, s/veh		38.3			42.6			22.0			7.7	
Approach LOS		D			D			C			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	72.9		13.6	9.2	69.9		13.6				
Change Period (Y+Rc), s	4.5	* 5.4		4.5	4.5	* 5.4		4.5				
Max Green Setting (Gmax), s	15.5	* 65		25.5	20.5	* 65		25.5				
Max Q Clear Time (g_c+I1), s	2.3	13.8		8.0	3.5	52.2		8.0				
Green Ext Time (p_c), s	0.0	31.1		0.5	0.4	12.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
2: SE Ferry Slip Road & SE 35th Street

02/09/2024

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↘		↗	↘	
Traffic Vol, veh/h	35	15	40	1	35	0	34	8	0	0	9	8
Future Vol, veh/h	35	15	40	1	35	0	34	8	0	0	9	8
Conflicting Peds, #/hr	0	0	1	1	0	0	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	160	-	-	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	2	2	5	2	2	2	36	20	2	2	25	25
Mvmt Flow	50	21	57	1	50	0	49	11	0	0	13	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	50	0	-	22	0	0	188	174	22	179	174	52
Stage 1	-	-	-	-	-	-	122	122	-	52	52	-
Stage 2	-	-	-	-	-	-	66	52	-	127	122	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.46	6.7	6.22	7.12	6.75	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	6.46	5.7	-	6.12	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.46	5.7	-	6.12	5.75	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.824	4.18	3.318	3.518	4.225	3.525
Pot Cap-1 Maneuver	1557	-	0	1593	-	-	703	688	1055	783	680	954
Stage 1	-	-	0	-	-	-	806	761	-	961	808	-
Stage 2	-	-	0	-	-	-	866	817	-	877	753	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1557	-	-	1591	-	-	665	665	1054	753	657	952
Mov Cap-2 Maneuver	-	-	-	-	-	-	665	665	-	753	657	-
Stage 1	-	-	-	-	-	-	779	736	-	930	807	-
Stage 2	-	-	-	-	-	-	840	816	-	836	728	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	5.2			0.2			10.7			9.8		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	665	665	1557	-	1591	-	-	-	769
HCM Lane V/C Ratio	0.073	0.017	0.032	-	0.001	-	-	-	0.032
HCM Control Delay (s)	10.8	10.5	7.4	0	7.3	0	-	0	9.8
HCM Lane LOS	B	B	A	A	A	A	-	A	A
HCM 95th %tile Q(veh)	0.2	0.1	0.1	-	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	18	43	930	56	79	414
Future Vol, veh/h	18	43	930	56	79	414
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	135	0	-	270	270	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	4	2	4
Mvmt Flow	20	49	1057	64	90	470

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1707	1057	0	0	1121	0
Stage 1	1057	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	100	273	-	-	623	-
Stage 1	334	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	86	273	-	-	623	-
Mov Cap-2 Maneuver	86	-	-	-	-	-
Stage 1	334	-	-	-	-	-
Stage 2	445	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.4	0	1.9
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	86	273	623	-
HCM Lane V/C Ratio	-	-	0.238	0.179	0.144	-
HCM Control Delay (s)	-	-	59.5	21	11.7	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	0.8	0.6	0.5	-

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	33	64	36	28	23	10
Future Vol, veh/h	33	64	36	28	23	10
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, %	46	2	11	2	2	2
Mvmt Flow	39	75	42	33	27	12

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	75	0	-	0	212 59
Stage 1	-	-	-	-	59 -
Stage 2	-	-	-	-	153 -
Critical Hdwy	4.56	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.614	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1287	-	-	-	776 1007
Stage 1	-	-	-	-	964 -
Stage 2	-	-	-	-	875 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1287	-	-	-	751 1007
Mov Cap-2 Maneuver	-	-	-	-	751 -
Stage 1	-	-	-	-	933 -
Stage 2	-	-	-	-	875 -

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1287	-	-	-	814
HCM Lane V/C Ratio	0.03	-	-	-	0.048
HCM Control Delay (s)	7.9	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	0	0	0	0	0	21	0	0	52	2
Future Vol, veh/h	10	0	0	0	0	0	0	21	0	0	52	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	0	0	0	0	0	24	0	0	59	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	84	84	60	84	85	24	61	0	0	24	0	0
Stage 1	60	60	-	24	24	-	-	-	-	-	-	-
Stage 2	24	24	-	60	61	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	903	806	1005	903	805	1052	1542	-	-	1591	-	-
Stage 1	951	845	-	994	875	-	-	-	-	-	-	-
Stage 2	994	875	-	951	844	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	903	806	1005	903	805	1052	1542	-	-	1591	-	-
Mov Cap-2 Maneuver	903	806	-	903	805	-	-	-	-	-	-	-
Stage 1	951	845	-	994	875	-	-	-	-	-	-	-
Stage 2	994	875	-	951	844	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1542	-	-	903	-	1591	-
HCM Lane V/C Ratio	-	-	-	0.013	-	-	-
HCM Control Delay (s)	0	-	-	9	0	0	-
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	0	0	0	0	0	0	0	0	0	49	2
Future Vol, veh/h	13	0	0	0	0	0	0	0	0	0	49	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	0	0	0	0	0	0	0	0	56	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	57	57	57	57	58	0	58	0	0	0	0	0
Stage 1	57	57	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	57	58	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	940	834	1009	940	833	-	1546	-	-	-	-	-
Stage 1	955	847	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	955	847	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	834	1009	940	833	-	1546	-	-	-	-	-
Mov Cap-2 Maneuver	-	834	-	940	833	-	-	-	-	-	-	-
Stage 1	955	847	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	955	847	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WB Ln1	SBL	SBT	SBR
Capacity (veh/h)	1546	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0	0	-	-
HCM Lane LOS	A	-	-	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

HCM 6th TWSC
7: SE Harborton Street & S Site Access

02/08/2024

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	49	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	49	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	56	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	56	56	56	56	56	0	56	0	0	0	0	0
Stage 1	56	56	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	56	56	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	941	835	1011	941	835	-	1549	-	-	-	-	-
Stage 1	956	848	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	956	848	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	835	1011	941	835	-	1549	-	-	-	-	-
Mov Cap-2 Maneuver	-	835	-	941	835	-	-	-	-	-	-	-
Stage 1	956	848	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	956	848	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1549	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-

HCM Signalized Intersection Capacity Analysis

1: US Highway 101 & SE 35th Street

02/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Volume (vph)	24	2	19	52	3	74	2	655	18	125	1051	11
Future Volume (vph)	24	2	19	52	3	74	2	655	18	125	1051	11
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes		0.99		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.94		1.00	0.86		1.00	1.00		1.00	1.00	
Flt Protected		0.97		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1558		1622	1468		1630	1658		1630	1713	
Flt Permitted		0.81		0.81	1.00		0.15	1.00		0.28	1.00	
Satd. Flow (perm)		1298		1381	1468		264	1658		485	1713	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	25	2	20	55	3	78	2	689	19	132	1106	12
RTOR Reduction (vph)	0	18	0	0	70	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	29	0	55	11	0	2	707	0	132	1118	0
Confl. Peds. (#/hr)			3	3								
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	5%	9%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		9.9		9.9	9.9		65.6	64.8		77.0	71.7	
Effective Green, g (s)		10.4		10.4	10.4		66.6	66.2		77.5	73.1	
Actuated g/C Ratio		0.11		0.11	0.11		0.69	0.68		0.80	0.76	
Clearance Time (s)		4.5		4.5	4.5		4.5	5.4		4.5	5.4	
Vehicle Extension (s)		2.5		2.5	2.5		2.5	4.2		2.5	4.2	
Lane Grp Cap (vph)		139		148	157		199	1133		485	1293	
v/s Ratio Prot					0.01		0.00	0.43		c0.02	c0.65	
v/s Ratio Perm		0.02		c0.04			0.01			0.19		
v/c Ratio		0.21		0.37	0.07		0.01	0.62		0.27	0.86	
Uniform Delay, d1		39.4		40.2	38.9		8.8	8.4		4.6	8.4	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.5		1.1	0.1		0.0	1.3		0.2	6.5	
Delay (s)		40.0		41.3	39.0		8.8	9.7		4.8	14.9	
Level of Service		D		D	D		A	A		A	B	
Approach Delay (s)		40.0			39.9			9.7			13.8	
Approach LOS		D			D			A			B	
Intersection Summary												
HCM 2000 Control Delay			14.7				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			96.8				Sum of lost time (s)				12.0	
Intersection Capacity Utilization			85.8%				ICU Level of Service				E	
Analysis Period (min)			15									

c Critical Lane Group

HCM 6th Signalized Intersection Summary

1: US Highway 101 & SE 35th Street

02/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔		↔	↔	
Traffic Volume (veh/h)	24	2	19	52	3	74	2	655	18	125	1051	11
Future Volume (veh/h)	24	2	19	52	3	74	2	655	18	125	1051	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1723	1682	1627	1723	1723	1723
Adj Flow Rate, veh/h	25	2	20	55	3	78	2	689	19	132	1106	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	5	9	2	2	2
Cap, veh/h	100	22	44	225	6	149	231	1134	31	523	1272	14
Arrive On Green	0.10	0.11	0.10	0.11	0.11	0.10	0.01	0.70	0.68	0.06	0.75	0.73
Sat Flow, veh/h	348	202	408	1376	54	1394	1641	1629	45	1641	1701	18
Grp Volume(v), veh/h	47	0	0	55	0	81	2	0	708	132	0	1118
Grp Sat Flow(s),veh/h/ln	958	0	0	1376	0	1447	1641	0	1674	1641	0	1719
Q Serve(g_s), s	0.9	0.0	0.0	0.0	0.0	4.7	0.0	0.0	19.6	1.8	0.0	41.2
Cycle Q Clear(g_c), s	5.6	0.0	0.0	3.4	0.0	4.7	0.0	0.0	19.6	1.8	0.0	41.2
Prop In Lane	0.53		0.43	1.00		0.96	1.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	160	0	0	225	0	155	231	0	1165	523	0	1286
V/C Ratio(X)	0.29	0.00	0.00	0.24	0.00	0.52	0.01	0.00	0.61	0.25	0.00	0.87
Avail Cap(c_a), veh/h	419	0	0	485	0	428	609	0	1256	816	0	1291
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.2	0.0	0.0	36.6	0.0	37.4	11.8	0.0	7.1	5.8	0.0	8.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.4	0.0	2.0	0.0	0.0	1.0	0.2	0.0	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	1.1	0.0	1.7	0.0	0.0	5.6	0.5	0.0	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.0	0.0	0.0	37.0	0.0	39.4	11.8	0.0	8.0	6.0	0.0	14.8
LnGrp LOS	D	A	A	D	A	D	B	A	A	A	A	B
Approach Vol, veh/h		47			136			710				1250
Approach Delay, s/veh		38.0			38.4			8.1				13.9
Approach LOS		D			D			A				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	69.8		13.4	9.3	65.2		13.4				
Change Period (Y+Rc), s	4.5	* 5.4		4.5	4.5	* 5.4		4.5				
Max Green Setting (Gmax), s	20.5	* 65		25.5	20.5	* 65		25.5				
Max Q Clear Time (g_c+I1), s	2.0	43.2		6.7	3.8	21.6		7.6				
Green Ext Time (p_c), s	0.0	21.1		0.6	0.5	34.4		0.1				

Intersection Summary

HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
2: SE Ferry Slip Road & SE 35th Street

02/09/2024

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↕	↗		↕	↗	
Traffic Vol, veh/h	29	38	31	4	21	1	40	19	4	9	25	26
Future Vol, veh/h	29	38	31	4	21	1	40	19	4	9	25	26
Conflicting Peds, #/hr	0	0	1	1	0	0	4	0	1	1	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	160	-	-	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	64	64	64	64	64	64	64	64	64	64	64
Heavy Vehicles, %	2	2	6	2	2	2	4	2	2	2	2	2
Mvmt Flow	45	59	48	6	33	2	63	30	6	14	39	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	35	0	-	60	0	0	240	197	61	214	196	38
Stage 1	-	-	-	-	-	-	150	150	-	46	46	-
Stage 2	-	-	-	-	-	-	90	47	-	168	150	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.14	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.536	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1576	-	0	1544	-	-	710	699	1004	743	699	1034
Stage 1	-	-	0	-	-	-	848	773	-	968	857	-
Stage 2	-	-	0	-	-	-	912	856	-	834	773	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1576	-	-	1543	-	-	632	675	1002	695	675	1030
Mov Cap-2 Maneuver	-	-	-	-	-	-	632	675	-	695	675	-
Stage 1	-	-	-	-	-	-	822	749	-	939	854	-
Stage 2	-	-	-	-	-	-	829	853	-	771	749	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.2			1.1			10.9			10		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	632	716	1576	-	1543	-	-	695	819
HCM Lane V/C Ratio	0.099	0.05	0.029	-	0.004	-	-	0.02	0.097
HCM Control Delay (s)	11.3	10.3	7.4	0	7.3	0	-	10.3	9.9
HCM Lane LOS	B	B	A	A	A	A	-	B	A
HCM 95th %tile Q(veh)	0.3	0.2	0.1	-	0	-	-	0.1	0.3

HCM 6th TWSC
3: US 101 & SE 40th Street

02/08/2024

Intersection						
Int Delay, s/veh	7.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	53	96	576	52	128	972
Future Vol, veh/h	53	96	576	52	128	972
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	135	0	-	270	270	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	7	3	4	7	2	2
Mvmt Flow	57	103	619	56	138	1045

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1940	619	0	0	675	0
Stage 1	619	-	-	-	-	-
Stage 2	1321	-	-	-	-	-
Critical Hdwy	6.47	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	70	487	-	-	916	-
Stage 1	528	-	-	-	-	-
Stage 2	243	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	59	487	-	-	916	-
Mov Cap-2 Maneuver	59	-	-	-	-	-
Stage 1	528	-	-	-	-	-
Stage 2	206	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	88	0	1.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	59	487	916
HCM Lane V/C Ratio	-	-	0.966	0.212	0.15
HCM Control Delay (s)	-	-	221.4	14.4	9.6
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	4.5	0.8	0.5

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	70	69	44	25	25	79
Future Vol, veh/h	70	69	44	25	25	79
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	84	84	84	84	84	84
Heavy Vehicles, %	25	2	3	2	13	6
Mvmt Flow	83	82	52	30	30	94

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	82	0	-	0	315 67
Stage 1	-	-	-	-	67 -
Stage 2	-	-	-	-	248 -
Critical Hdwy	4.35	-	-	-	6.53 6.26
Critical Hdwy Stg 1	-	-	-	-	5.53 -
Critical Hdwy Stg 2	-	-	-	-	5.53 -
Follow-up Hdwy	2.425	-	-	-	3.617 3.354
Pot Cap-1 Maneuver	1382	-	-	-	656 985
Stage 1	-	-	-	-	929 -
Stage 2	-	-	-	-	768 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1382	-	-	-	615 985
Mov Cap-2 Maneuver	-	-	-	-	615 -
Stage 1	-	-	-	-	870 -
Stage 2	-	-	-	-	768 -

Approach	EB	WB	SB
HCM Control Delay, s	3.9	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1382	-	-	-	861
HCM Lane V/C Ratio	0.06	-	-	-	0.144
HCM Control Delay (s)	7.8	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	0	0	0	0	0	39	0	0	59	5
Future Vol, veh/h	5	0	0	0	0	0	0	39	0	0	59	5
Conflicting Peds, #/hr	1	0	0	0	0	1	4	0	0	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	0	0	0	0	0	44	0	0	66	6

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	118	117	73	113	120	45	76	0	0	44	0	0
Stage 1	73	73	-	44	44	-	-	-	-	-	-	-
Stage 2	45	44	-	69	76	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	858	773	989	864	770	1025	1523	-	-	1564	-	-
Stage 1	937	834	-	970	858	-	-	-	-	-	-	-
Stage 2	969	858	-	941	832	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	854	770	985	864	767	1024	1517	-	-	1564	-	-
Mov Cap-2 Maneuver	854	770	-	864	767	-	-	-	-	-	-	-
Stage 1	933	831	-	970	858	-	-	-	-	-	-	-
Stage 2	968	858	-	941	829	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1517	-	-	854	-	1564	-
HCM Lane V/C Ratio	-	-	-	0.007	-	-	-
HCM Control Delay (s)	0	-	-	9.2	0	0	-
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-

HCM 6th TWSC
6: SE Harborton Street & SE 46th Street/Hillside Street

02/08/2024

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	7	0	0	0	0	0	0	29	0	0	49	7
Future Vol, veh/h	7	0	0	0	0	0	0	29	0	0	49	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	0	0	0	0	0	33	0	0	55	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	92	92	59	92	96	33	63	0	0	33	0	0
Stage 1	59	59	-	33	33	-	-	-	-	-	-	-
Stage 2	33	33	-	59	63	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	892	798	1007	892	794	1041	1540	-	-	1579	-	-
Stage 1	953	846	-	983	868	-	-	-	-	-	-	-
Stage 2	983	868	-	953	842	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	892	798	1007	892	794	1041	1540	-	-	1579	-	-
Mov Cap-2 Maneuver	892	798	-	892	794	-	-	-	-	-	-	-
Stage 1	953	846	-	983	868	-	-	-	-	-	-	-
Stage 2	983	868	-	953	842	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1540	-	-	892	-	1579	-
HCM Lane V/C Ratio	-	-	-	0.009	-	-	-
HCM Control Delay (s)	0	-	-	9.1	0	0	-
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-

HCM 6th TWSC
7: SE Harborton Street & S Site Access

02/08/2024

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	29	0	0	49	0
Future Vol, veh/h	0	0	0	0	0	0	0	29	0	0	49	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	33	0	0	55	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	88	88	55	88	88	33	55	0	0	33	0	0
Stage 1	55	55	-	33	33	-	-	-	-	-	-	-
Stage 2	33	33	-	55	55	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	897	802	1012	897	802	1041	1550	-	-	1579	-	-
Stage 1	957	849	-	983	868	-	-	-	-	-	-	-
Stage 2	983	868	-	957	849	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	897	802	1012	897	802	1041	1550	-	-	1579	-	-
Mov Cap-2 Maneuver	897	802	-	897	802	-	-	-	-	-	-	-
Stage 1	957	849	-	983	868	-	-	-	-	-	-	-
Stage 2	983	868	-	957	849	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1550	-	-	-	1579	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	-	-

HCM Signalized Intersection Capacity Analysis

1: US Highway 101 & SE 35th Street

02/08/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Volume (vph)	8	0	8	18	0	84	14	972	27	97	482	3
Future Volume (vph)	8	0	8	18	0	84	14	972	27	97	482	3
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes		0.99		1.00	0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.93		1.00	0.85		1.00	1.00		1.00	1.00	
Flt Protected		0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1541		1624	1299		1630	1709		1630	1635	
Flt Permitted		0.85		0.75	1.00		0.46	1.00		0.06	1.00	
Satd. Flow (perm)		1339		1274	1299		782	1709		105	1635	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	9	0	9	21	0	97	16	1117	31	111	554	3
RTOR Reduction (vph)	0	16	0	0	87	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	2	0	21	10	0	16	1147	0	111	557	0
Confl. Peds. (#/hr)	1		2	2		1						
Heavy Vehicles (%)	2%	2%	2%	2%	2%	12%	2%	2%	2%	2%	7%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		9.8		9.8	9.8		73.0	70.9		85.4	78.8	
Effective Green, g (s)		10.3		10.3	10.3		74.0	72.3		85.9	80.2	
Actuated g/C Ratio		0.10		0.10	0.10		0.70	0.69		0.82	0.76	
Clearance Time (s)		4.5		4.5	4.5		4.5	5.4		4.5	5.4	
Vehicle Extension (s)		2.5		2.5	2.5		2.5	4.2		2.5	4.2	
Lane Grp Cap (vph)		131		124	127		571	1175		238	1247	
v/s Ratio Prot					0.01		0.00	c0.67		c0.05	0.34	
v/s Ratio Perm		0.00		c0.02			0.02			0.33		
v/c Ratio		0.01		0.17	0.07		0.03	0.98		0.47	0.45	
Uniform Delay, d1		42.8		43.5	43.1		4.6	15.6		23.7	4.5	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0		0.5	0.2		0.0	20.7		1.1	0.4	
Delay (s)		42.8		43.9	43.3		4.7	36.3		24.8	4.9	
Level of Service		D		D	D		A	D		C	A	
Approach Delay (s)		42.8			43.4			35.8			8.2	
Approach LOS		D			D			D			A	

Intersection Summary

HCM 2000 Control Delay	27.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	105.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
 1: US Highway 101 & SE 35th Street

02/08/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	8	0	8	18	0	84	14	972	27	97	482	3
Future Volume (veh/h)	8	0	8	18	0	84	14	972	27	97	482	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1586	1723	1723	1723	1723	1654	1723
Adj Flow Rate, veh/h	9	0	9	21	0	97	16	1117	31	111	554	3
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	12	2	2	2	2	7	2
Cap, veh/h	82	17	41	212	0	150	630	1186	33	226	1222	7
Arrive On Green	0.10	0.00	0.10	0.10	0.00	0.10	0.02	0.71	0.70	0.06	0.74	0.73
Sat Flow, veh/h	233	165	398	1397	0	1445	1641	1668	46	1641	1644	9
Grp Volume(v), veh/h	18	0	0	21	0	97	16	0	1148	111	0	557
Grp Sat Flow(s),veh/h/ln	796	0	0	1397	0	1445	1641	0	1714	1641	0	1653
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	6.0	0.3	0.0	54.4	1.6	0.0	12.1
Cycle Q Clear(g_c), s	6.1	0.0	0.0	1.4	0.0	6.0	0.3	0.0	54.4	1.6	0.0	12.1
Prop In Lane	0.50		0.50	1.00		1.00	1.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	136	0	0	212	0	150	630	0	1219	226	0	1229
V/C Ratio(X)	0.13	0.00	0.00	0.10	0.00	0.65	0.03	0.00	0.94	0.49	0.00	0.45
Avail Cap(c_a), veh/h	377	0	0	459	0	405	963	0	1219	505	0	1229
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.0	0.0	0.0	37.9	0.0	40.2	4.0	0.0	11.8	23.5	0.0	4.6
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	3.5	0.0	0.0	14.3	1.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.4	0.0	2.3	0.1	0.0	20.0	1.8	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.4	0.0	0.0	38.1	0.0	43.7	4.0	0.0	26.0	24.7	0.0	5.0
LnGrp LOS	D	A	A	D	A	D	A	A	C	C	A	A
Approach Vol, veh/h		18			118			1164			668	
Approach Delay, s/veh		38.4			42.7			25.7			8.3	
Approach LOS		D			D			C			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	73.0		13.6	9.2	70.0		13.6				
Change Period (Y+Rc), s	4.5	* 5.4		4.5	4.5	* 5.4		4.5				
Max Green Setting (Gmax), s	20.5	* 65		25.5	20.5	* 65		25.5				
Max Q Clear Time (g_c+I1), s	2.3	14.1		8.0	3.6	56.4		8.1				
Green Ext Time (p_c), s	0.0	31.5		0.5	0.4	8.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
2: SE Ferry Slip Road & SE 35th Street

02/09/2024

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↕	↗		↕	↗	
Traffic Vol, veh/h	35	15	42	1	35	0	34	10	0	0	10	8
Future Vol, veh/h	35	15	42	1	35	0	34	10	0	0	10	8
Conflicting Peds, #/hr	0	0	1	1	0	0	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	160	-	-	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	2	2	5	2	2	2	36	20	2	2	25	25
Mvmt Flow	50	21	60	1	50	0	49	14	0	0	14	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	50	0	-	22	0	0	189	174	22	180	174	52
Stage 1	-	-	-	-	-	-	122	122	-	52	52	-
Stage 2	-	-	-	-	-	-	67	52	-	128	122	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.46	6.7	6.22	7.12	6.75	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	6.46	5.7	-	6.12	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.46	5.7	-	6.12	5.75	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.824	4.18	3.318	3.518	4.225	3.525
Pot Cap-1 Maneuver	1557	-	0	1593	-	-	702	688	1055	782	680	954
Stage 1	-	-	0	-	-	-	806	761	-	961	808	-
Stage 2	-	-	0	-	-	-	865	817	-	876	753	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1557	-	-	1591	-	-	663	665	1054	750	657	952
Mov Cap-2 Maneuver	-	-	-	-	-	-	663	665	-	750	657	-
Stage 1	-	-	-	-	-	-	779	736	-	930	807	-
Stage 2	-	-	-	-	-	-	837	816	-	832	728	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	5.2			0.2			10.8			9.9		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	663	665	1557	-	1591	-	-	-	762
HCM Lane V/C Ratio	0.073	0.021	0.032	-	0.001	-	-	-	0.034
HCM Control Delay (s)	10.9	10.5	7.4	0	7.3	0	-	0	9.9
HCM Lane LOS	B	B	A	A	A	A	-	A	A
HCM 95th %tile Q(veh)	0.2	0.1	0.1	-	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	30	70	930	60	86	414
Future Vol, veh/h	30	70	930	60	86	414
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	135	0	-	270	270	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	4	2	4
Mvmt Flow	34	80	1057	68	98	470

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1723	1057	0	0	1125
Stage 1	1057	-	-	-	-
Stage 2	666	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	98	273	-	-	621
Stage 1	334	-	-	-	-
Stage 2	511	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	83	273	-	-	621
Mov Cap-2 Maneuver	83	-	-	-	-
Stage 1	334	-	-	-	-
Stage 2	430	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	39.2	0	2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	83	273	621
HCM Lane V/C Ratio	-	-	0.411	0.291	0.157
HCM Control Delay (s)	-	-	75.8	23.5	11.9
HCM Lane LOS	-	-	F	C	B
HCM 95th %tile Q(veh)	-	-	1.6	1.2	0.6

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	33	75	75	30	26	10
Future Vol, veh/h	33	75	75	30	26	10
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, %	46	2	11	2	2	2
Mvmt Flow	39	88	88	35	31	12

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	123	0	-	0	272
Stage 1	-	-	-	-	106
Stage 2	-	-	-	-	166
Critical Hdwy	4.56	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.614	-	-	-	3.518
Pot Cap-1 Maneuver	1232	-	-	-	717
Stage 1	-	-	-	-	918
Stage 2	-	-	-	-	863
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1232	-	-	-	693
Mov Cap-2 Maneuver	-	-	-	-	693
Stage 1	-	-	-	-	888
Stage 2	-	-	-	-	863

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1232	-	-	-	749
HCM Lane V/C Ratio	0.032	-	-	-	0.057
HCM Control Delay (s)	8	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

HCM 6th TWSC
 5: SE Harborton Street/SE 40th Street & SE 43rd Street

02/08/2024

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	10	0	0	0	0	24	0	38	0	8	58	2
Future Vol, veh/h	10	0	0	0	0	24	0	38	0	8	58	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	0	0	0	27	0	43	0	9	66	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	142	128	67	128	129	43	68	0	0	43	0	0
Stage 1	85	85	-	43	43	-	-	-	-	-	-	-
Stage 2	57	43	-	85	86	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	828	763	997	845	762	1027	1533	-	-	1566	-	-
Stage 1	923	824	-	971	859	-	-	-	-	-	-	-
Stage 2	955	859	-	923	824	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	802	758	997	841	757	1027	1533	-	-	1566	-	-
Mov Cap-2 Maneuver	802	758	-	841	757	-	-	-	-	-	-	-
Stage 1	923	819	-	971	859	-	-	-	-	-	-	-
Stage 2	930	859	-	917	819	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.6		8.6		0		0.9	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1533	-	-	802 1027	1566	-	-
HCM Lane V/C Ratio	-	-	-	0.014 0.027	0.006	-	-
HCM Control Delay (s)	0	-	-	9.6 8.6	7.3	0	-
HCM Lane LOS	A	-	-	A A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0 0.1	0	-	-

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	0	0	0	0	8	0	9	0	3	52	2
Future Vol, veh/h	13	0	0	0	0	8	0	9	0	3	52	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	0	0	0	9	0	10	0	3	59	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	81	76	60	76	77	10	61	0	0	10	0	0
Stage 1	66	66	-	10	10	-	-	-	-	-	-	-
Stage 2	15	10	-	66	67	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	907	814	1005	914	813	1071	1542	-	-	1610	-	-
Stage 1	945	840	-	1011	887	-	-	-	-	-	-	-
Stage 2	1005	887	-	945	839	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	898	812	1005	912	811	1071	1542	-	-	1610	-	-
Mov Cap-2 Maneuver	898	812	-	912	811	-	-	-	-	-	-	-
Stage 1	945	838	-	1011	887	-	-	-	-	-	-	-
Stage 2	996	887	-	943	837	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.1		8.4		0		0.4	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1542	-	-	898	1071	1610	-
HCM Lane V/C Ratio	-	-	-	0.016	0.008	0.002	-
HCM Control Delay (s)	0	-	-	9.1	8.4	7.2	0
HCM Lane LOS	A	-	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-

HCM 6th TWSC
7: SE Harborton Street & S Site Access

02/08/2024

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	9	0	0	0	3	49	0
Future Vol, veh/h	0	0	0	0	0	9	0	0	0	3	49	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	10	0	0	0	3	56	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	67	62	56	62	62	0	56	0	0	0	0	0
Stage 1	62	62	-	0	0	-	-	-	-	-	-	-
Stage 2	5	0	-	62	62	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	926	829	1011	933	829	-	1549	-	-	-	-	-
Stage 1	949	843	-	-	-	-	-	-	-	-	-	-
Stage 2	1017	-	-	949	843	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	829	1011	933	829	-	1549	-	-	-	-	-
Mov Cap-2 Maneuver	-	829	-	933	829	-	-	-	-	-	-	-
Stage 1	949	843	-	-	-	-	-	-	-	-	-	-
Stage 2	1017	-	-	949	843	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1549	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-	-	-
HCM Lane LOS	A	-	-	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-

HCM Signalized Intersection Capacity Analysis

1: US Highway 101 & SE 35th Street

02/08/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Volume (vph)	24	2	19	52	3	74	2	673	18	132	1074	11
Future Volume (vph)	24	2	19	52	3	74	2	673	18	132	1074	11
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes		0.99		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.94		1.00	0.86		1.00	1.00		1.00	1.00	
Flt Protected		0.97		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1558		1622	1468		1630	1658		1630	1713	
Flt Permitted		0.81		0.81	1.00		0.14	1.00		0.27	1.00	
Satd. Flow (perm)		1298		1379	1468		244	1658		467	1713	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	25	2	20	55	3	78	2	708	19	139	1131	12
RTOR Reduction (vph)	0	18	0	0	70	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	29	0	55	11	0	2	726	0	139	1143	0
Confl. Peds. (#/hr)			3	3								
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	5%	9%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		9.9		9.9	9.9		65.9	65.1		77.5	72.2	
Effective Green, g (s)		10.4		10.4	10.4		66.9	66.5		78.0	73.6	
Actuated g/C Ratio		0.11		0.11	0.11		0.69	0.68		0.80	0.76	
Clearance Time (s)		4.5		4.5	4.5		4.5	5.4		4.5	5.4	
Vehicle Extension (s)		2.5		2.5	2.5		2.5	4.2		2.5	4.2	
Lane Grp Cap (vph)		138		147	156		186	1133		474	1295	
v/s Ratio Prot					0.01		0.00	0.44		c0.03	c0.67	
v/s Ratio Perm		0.02		c0.04			0.01			0.21		
v/c Ratio		0.21		0.37	0.07		0.01	0.64		0.29	0.88	
Uniform Delay, d1		39.7		40.4	39.1		9.4	8.7		4.9	8.7	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.6		1.2	0.1		0.0	1.5		0.3	7.7	
Delay (s)		40.3		41.6	39.3		9.5	10.1		5.2	16.3	
Level of Service		D		D	D		A	B		A	B	
Approach Delay (s)		40.3			40.2			10.1			15.1	
Approach LOS		D			D			B			B	
Intersection Summary												
HCM 2000 Control Delay			15.6				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			97.3			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			87.1%			ICU Level of Service				E		
Analysis Period (min)			15									

c Critical Lane Group

HCM 6th Signalized Intersection Summary

1: US Highway 101 & SE 35th Street

02/08/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	24	2	19	52	3	74	2	673	18	132	1074	11
Future Volume (veh/h)	24	2	19	52	3	74	2	673	18	132	1074	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1723	1682	1627	1723	1723	1723
Adj Flow Rate, veh/h	25	2	20	55	3	78	2	708	19	139	1131	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	5	9	2	2	2
Cap, veh/h	100	22	44	225	6	149	213	1134	30	510	1273	14
Arrive On Green	0.10	0.11	0.10	0.11	0.11	0.10	0.01	0.70	0.68	0.06	0.75	0.73
Sat Flow, veh/h	348	202	407	1376	54	1394	1641	1630	44	1641	1701	18
Grp Volume(v), veh/h	47	0	0	55	0	81	2	0	727	139	0	1143
Grp Sat Flow(s),veh/h/ln	957	0	0	1376	0	1447	1641	0	1674	1641	0	1719
Q Serve(g_s), s	0.9	0.0	0.0	0.0	0.0	4.7	0.0	0.0	20.6	1.9	0.0	44.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	3.4	0.0	4.7	0.0	0.0	20.6	1.9	0.0	44.0
Prop In Lane	0.53		0.43	1.00		0.96	1.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	160	0	0	225	0	155	213	0	1165	510	0	1286
V/C Ratio(X)	0.29	0.00	0.00	0.24	0.00	0.52	0.01	0.00	0.62	0.27	0.00	0.89
Avail Cap(c_a), veh/h	418	0	0	484	0	428	590	0	1255	802	0	1289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.3	0.0	0.0	36.6	0.0	37.4	13.0	0.0	7.2	6.1	0.0	8.3
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.4	0.0	2.0	0.0	0.0	1.1	0.2	0.0	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	1.1	0.0	1.7	0.0	0.0	5.9	0.6	0.0	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.0	0.0	0.0	37.0	0.0	39.4	13.0	0.0	8.3	6.4	0.0	16.5
LnGrp LOS	D	A	A	D	A	D	B	A	A	A	A	B
Approach Vol, veh/h		47			136			729			1282	
Approach Delay, s/veh		38.0			38.4			8.3			15.4	
Approach LOS		D			D			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	69.8		13.4	9.3	65.2		13.4				
Change Period (Y+Rc), s	4.5	* 5.4		4.5	4.5	* 5.4		4.5				
Max Green Setting (Gmax), s	20.5	* 65		25.5	20.5	* 65		25.5				
Max Q Clear Time (g_c+I1), s	2.0	46.0		6.7	3.9	22.6		7.6				
Green Ext Time (p_c), s	0.0	18.5		0.6	0.5	34.4		0.1				

Intersection Summary

HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
2: SE Ferry Slip Road & SE 35th Street

02/09/2024

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕		↕	↕		↕	↕	
Traffic Vol, veh/h	29	38	38	4	21	1	40	20	4	9	27	26
Future Vol, veh/h	29	38	38	4	21	1	40	20	4	9	27	26
Conflicting Peds, #/hr	0	0	1	1	0	0	4	0	1	1	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	160	-	-	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	64	64	64	64	64	64	64	64	64	64	64
Heavy Vehicles, %	2	2	6	2	2	2	4	2	2	2	2	2
Mvmt Flow	45	59	59	6	33	2	63	31	6	14	42	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	35	0	-	60	0	0	242	197	61	215	196	38
Stage 1	-	-	-	-	-	-	150	150	-	46	46	-
Stage 2	-	-	-	-	-	-	92	47	-	169	150	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.14	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.536	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1576	-	0	1544	-	-	708	699	1004	742	699	1034
Stage 1	-	-	0	-	-	-	848	773	-	968	857	-
Stage 2	-	-	0	-	-	-	910	856	-	833	773	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1576	-	-	1543	-	-	628	675	1002	692	675	1030
Mov Cap-2 Maneuver	-	-	-	-	-	-	628	675	-	692	675	-
Stage 1	-	-	-	-	-	-	822	749	-	939	854	-
Stage 2	-	-	-	-	-	-	824	853	-	769	749	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.2			1.1			11			10		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	628	714	1576	-	1543	-	-	692	812
HCM Lane V/C Ratio	0.1	0.053	0.029	-	0.004	-	-	0.02	0.102
HCM Control Delay (s)	11.4	10.3	7.4	0	7.3	0	-	10.3	9.9
HCM Lane LOS	B	B	A	A	A	A	-	B	A
HCM 95th %tile Q(veh)	0.3	0.2	0.1	-	0	-	-	0.1	0.3

Intersection						
Int Delay, s/veh	11.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	61	114	576	66	151	972
Future Vol, veh/h	61	114	576	66	151	972
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	135	0	-	270	270	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	7	3	4	7	2	2
Mvmt Flow	66	123	619	71	162	1045

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1988	619	0	0	690
Stage 1	619	-	-	-	-
Stage 2	1369	-	-	-	-
Critical Hdwy	6.47	6.23	-	-	4.12
Critical Hdwy Stg 1	5.47	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-
Follow-up Hdwy	3.563	3.327	-	-	2.218
Pot Cap-1 Maneuver	~ 65	487	-	-	905
Stage 1	528	-	-	-	-
Stage 2	230	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	~ 53	487	-	-	905
Mov Cap-2 Maneuver	~ 53	-	-	-	-
Stage 1	528	-	-	-	-
Stage 2	189	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	124.1	0	1.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	53	487	905
HCM Lane V/C Ratio	-	-	1.238	0.252	0.179
HCM Control Delay (s)	-	-	\$ 328.1	14.9	9.8
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	5.8	1	0.7

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

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	70	105	70	26	34	79
Future Vol, veh/h	70	105	70	26	34	79
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	84	84	84	84	84	84
Heavy Vehicles, %	25	2	3	2	13	6
Mvmt Flow	83	125	83	31	40	94

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	114	0	-	0	390 99
Stage 1	-	-	-	-	99 -
Stage 2	-	-	-	-	291 -
Critical Hdwy	4.35	-	-	-	6.53 6.26
Critical Hdwy Stg 1	-	-	-	-	5.53 -
Critical Hdwy Stg 2	-	-	-	-	5.53 -
Follow-up Hdwy	2.425	-	-	-	3.617 3.354
Pot Cap-1 Maneuver	1344	-	-	-	593 946
Stage 1	-	-	-	-	898 -
Stage 2	-	-	-	-	734 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1344	-	-	-	554 946
Mov Cap-2 Maneuver	-	-	-	-	554 -
Stage 1	-	-	-	-	839 -
Stage 2	-	-	-	-	734 -

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1344	-	-	-	780
HCM Lane V/C Ratio	0.062	-	-	-	0.172
HCM Control Delay (s)	7.9	0	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

HCM 6th TWSC
 5: SE Harborton Street/SE 40th Street & SE 43rd Street

02/08/2024

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	0	0	0	16	0	50	0	27	77	5
Future Vol, veh/h	5	0	0	0	0	16	0	50	0	27	77	5
Conflicting Peds, #/hr	1	0	0	0	0	1	4	0	0	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	0	0	0	18	0	56	0	30	87	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	220	210	94	206	213	57	97	0	0	56	0	0
Stage 1	154	154	-	56	56	-	-	-	-	-	-	-
Stage 2	66	56	-	150	157	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	736	687	963	752	684	1009	1496	-	-	1549	-	-
Stage 1	848	770	-	956	848	-	-	-	-	-	-	-
Stage 2	945	848	-	853	768	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	709	671	959	741	668	1008	1490	-	-	1549	-	-
Mov Cap-2 Maneuver	709	671	-	741	668	-	-	-	-	-	-	-
Stage 1	845	752	-	956	848	-	-	-	-	-	-	-
Stage 2	927	848	-	836	750	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.1		8.6		0		1.8	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1490	-	-	709 1008	1549	-	-
HCM Lane V/C Ratio	-	-	-	0.008 0.018	0.02	-	-
HCM Control Delay (s)	0	-	-	10.1 8.6	7.4	0	-
HCM Lane LOS	A	-	-	B A	A A	A	-
HCM 95th %tile Q(veh)	0	-	-	0 0.1	0.1	-	-

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	0	0	0	0	5	0	35	0	9	58	7
Future Vol, veh/h	7	0	0	0	0	5	0	35	0	9	58	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	0	0	0	6	0	39	0	10	65	8

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	131	128	69	128	132	39	73	0	0	39	0	0
Stage 1	89	89	-	39	39	-	-	-	-	-	-	-
Stage 2	42	39	-	89	93	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	841	763	994	845	759	1033	1527	-	-	1571	-	-
Stage 1	918	821	-	976	862	-	-	-	-	-	-	-
Stage 2	972	862	-	918	818	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	832	758	994	841	754	1033	1527	-	-	1571	-	-
Mov Cap-2 Maneuver	832	758	-	841	754	-	-	-	-	-	-	-
Stage 1	918	815	-	976	862	-	-	-	-	-	-	-
Stage 2	967	862	-	912	812	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.4		8.5		0		0.9	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1527	-	-	832	1033	1571	-	-
HCM Lane V/C Ratio	-	-	-	0.009	0.005	0.006	-	-
HCM Control Delay (s)	0	-	-	9.4	8.5	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 6th TWSC
7: SE Harborton Street & S Site Access

02/08/2024

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	6	0	29	0	9	49	0
Future Vol, veh/h	0	0	0	0	0	6	0	29	0	9	49	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	7	0	33	0	10	55	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	112	108	55	108	108	33	55	0	0	33	0	0
Stage 1	75	75	-	33	33	-	-	-	-	-	-	-
Stage 2	37	33	-	75	75	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	866	782	1012	871	782	1041	1550	-	-	1579	-	-
Stage 1	934	833	-	983	868	-	-	-	-	-	-	-
Stage 2	978	868	-	934	833	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	856	777	1012	867	777	1041	1550	-	-	1579	-	-
Mov Cap-2 Maneuver	856	777	-	867	777	-	-	-	-	-	-	-
Stage 1	934	827	-	983	868	-	-	-	-	-	-	-
Stage 2	972	868	-	927	827	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		8.5		0		1.1	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1550	-	-	-	1041	1579	-
HCM Lane V/C Ratio	-	-	-	-	0.006	0.006	-
HCM Control Delay (s)	0	-	-	0	8.5	7.3	0
HCM Lane LOS	A	-	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-

HCM Signalized Intersection Capacity Analysis

3: US 101 & SE 40th Street

02/14/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	30	70	930	60	86	414
Future Volume (vph)	30	70	930	60	86	414
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1630	1458	1716	1430	1630	1683
Flt Permitted	0.95	1.00	1.00	1.00	0.12	1.00
Satd. Flow (perm)	1630	1458	1716	1430	203	1683
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	34	80	1057	68	98	470
RTOR Reduction (vph)	0	74	0	21	0	0
Lane Group Flow (vph)	34	6	1057	47	98	470
Heavy Vehicles (%)	2%	2%	2%	4%	2%	4%
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6	2	
Actuated Green, G (s)	5.6	5.6	55.0	55.0	65.7	65.7
Effective Green, g (s)	5.6	5.6	55.0	55.0	65.7	65.7
Actuated g/C Ratio	0.07	0.07	0.69	0.69	0.83	0.83
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	115	102	1190	991	288	1394
v/s Ratio Prot	c0.02		c0.62		0.03	c0.28
v/s Ratio Perm		0.00		0.03	0.25	
v/c Ratio	0.30	0.06	0.89	0.05	0.34	0.34
Uniform Delay, d1	35.0	34.4	9.7	3.9	10.7	1.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	0.2	8.3	0.0	0.5	0.1
Delay (s)	36.0	34.5	18.0	3.9	11.2	1.7
Level of Service	D	C	B	A	B	A
Approach Delay (s)	35.0		17.1			3.4
Approach LOS	C		B			A

Intersection Summary			
HCM 2000 Control Delay	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	79.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	71.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Signalized Intersection Summary

3: US 101 & SE 40th Street

02/14/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↷
Traffic Volume (veh/h)	30	70	930	60	86	414
Future Volume (veh/h)	30	70	930	60	86	414
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1723	1723	1723	1695	1723	1695
Adj Flow Rate, veh/h	34	80	1057	68	98	470
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	4	2	4
Cap, veh/h	127	113	1216	1014	300	1374
Arrive On Green	0.08	0.08	0.71	0.71	0.05	0.81
Sat Flow, veh/h	1641	1460	1723	1437	1641	1695
Grp Volume(v), veh/h	34	80	1057	68	98	470
Grp Sat Flow(s),veh/h/ln	1641	1460	1723	1437	1641	1695
Q Serve(g_s), s	1.4	3.8	33.3	1.0	1.0	5.2
Cycle Q Clear(g_c), s	1.4	3.8	33.3	1.0	1.0	5.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	127	113	1216	1014	300	1374
V/C Ratio(X)	0.27	0.71	0.87	0.07	0.33	0.34
Avail Cap(c_a), veh/h	414	369	1232	1028	428	1522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	32.1	8.0	3.2	12.6	1.8
Incr Delay (d2), s/veh	0.8	5.9	6.7	0.0	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.2	8.5	0.2	0.9	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.8	38.0	14.7	3.3	13.1	1.9
LnGrp LOS	C	D	B	A	B	A
Approach Vol, veh/h	114		1125			568
Approach Delay, s/veh	36.1		14.0			3.8
Approach LOS	D		B			A
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		61.8		9.5	7.4	54.3
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		64.0		18.0	9.0	51.0
Max Q Clear Time (g_c+I1), s		7.2		5.8	3.0	35.3
Green Ext Time (p_c), s		23.1		0.4	0.1	15.1

Intersection Summary

HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM Signalized Intersection Capacity Analysis

3: US 101 & SE 40th Street

02/14/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	61	114	576	66	151	972
Future Volume (vph)	61	114	576	66	151	972
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1554	1444	1683	1390	1630	1716
Flt Permitted	0.95	1.00	1.00	1.00	0.33	1.00
Satd. Flow (perm)	1554	1444	1683	1390	559	1716
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	66	123	619	71	162	1045
RTOR Reduction (vph)	0	110	0	24	0	0
Lane Group Flow (vph)	66	13	619	47	162	1045
Heavy Vehicles (%)	7%	3%	4%	7%	2%	2%
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6	2	
Actuated Green, G (s)	8.5	8.5	55.7	55.7	66.8	66.8
Effective Green, g (s)	8.5	8.5	55.7	55.7	66.8	66.8
Actuated g/C Ratio	0.10	0.10	0.67	0.67	0.80	0.80
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	158	147	1125	929	539	1376
v/s Ratio Prot	c0.04		0.37		0.03	c0.61
v/s Ratio Perm		0.01		0.03	0.22	
v/c Ratio	0.42	0.09	0.55	0.05	0.30	0.76
Uniform Delay, d1	35.1	33.9	7.2	4.7	3.4	4.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.3	0.2	0.5	0.0	0.2	2.3
Delay (s)	36.4	34.1	7.7	4.8	3.7	6.5
Level of Service	D	C	A	A	A	A
Approach Delay (s)	34.9		7.4			6.1
Approach LOS	C		A			A

Intersection Summary

HCM 2000 Control Delay	9.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	83.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Signalized Intersection Summary

3: US 101 & SE 40th Street

02/14/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	61	114	576	66	151	972
Future Volume (veh/h)	61	114	576	66	151	972
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1654	1709	1695	1654	1723	1723
Adj Flow Rate, veh/h	66	123	619	71	162	1045
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	3	4	7	2	2
Cap, veh/h	176	162	1177	973	560	1366
Arrive On Green	0.11	0.11	0.69	0.69	0.05	0.79
Sat Flow, veh/h	1576	1448	1695	1402	1641	1723
Grp Volume(v), veh/h	66	123	619	71	162	1045
Grp Sat Flow(s),veh/h/ln	1576	1448	1695	1402	1641	1723
Q Serve(g_s), s	3.3	6.9	14.8	1.4	2.1	26.8
Cycle Q Clear(g_c), s	3.3	6.9	14.8	1.4	2.1	26.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	176	162	1177	973	560	1366
V/C Ratio(X)	0.37	0.76	0.53	0.07	0.29	0.77
Avail Cap(c_a), veh/h	338	310	1177	973	652	1415
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	36.2	6.2	4.1	4.6	4.6
Incr Delay (d2), s/veh	1.0	5.4	0.3	0.0	0.2	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.7	3.6	0.3	0.4	5.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.6	41.6	6.5	4.2	4.8	6.9
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	189		690			1207
Approach Delay, s/veh	39.5		6.3			6.6
Approach LOS	D		A			A
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		70.6		13.4	8.3	62.3
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		69.0		18.0	9.0	56.0
Max Q Clear Time (g_c+I1), s		28.8		8.9	4.1	16.8
Green Ext Time (p_c), s		37.8		0.6	0.3	23.0
Intersection Summary						
HCM 6th Ctrl Delay			9.5			
HCM 6th LOS			A			

APPENDIX J.
QUEUING ANALYSIS

Queuing and Blocking Report
2024 Seasonally Adjusted

02/08/2024

Intersection: 1: US Highway 101 & SE 35th Street

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR	L	TR
Maximum Queue (ft)	48	57	97	29	504	99	214
Average Queue (ft)	14	14	38	6	186	36	64
95th Queue (ft)	41	42	78	23	397	72	159
Link Distance (ft)	456	231	231		686		655
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)				300		220	
Storage Blk Time (%)					3		0
Queuing Penalty (veh)					0		0

Intersection: 2: SE Ferry Slip Road & SE 35th Street

Movement	EB	EB	WB	NB	NB	SB
Directions Served	LT	R	LTR	L	TR	TR
Maximum Queue (ft)	54	31	48	57	43	38
Average Queue (ft)	22	1	19	12	4	6
95th Queue (ft)	43	13	40	40	22	25
Link Distance (ft)	231	231	278		432	607
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				160		
Storage Blk Time (%)						
Queuing Penalty (veh)						

AWSC
results
not
used

Intersection: 3: US 101 & SE 40th Street

Movement	WB	WB	NB	SB
Directions Served	L	R	R	L
Maximum Queue (ft)	39	58	16	73
Average Queue (ft)	4	23	0	28
95th Queue (ft)	22	50	8	60
Link Distance (ft)		445		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	135		270	270
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
 2024 Seasonally Adjusted

02/14/2024

Intersection: 2: SE Ferry Slip Road & SE 35th Street

TWSC
 results

Movement	EB	NB	NB	SB
Directions Served	LT	L	TR	TR
Maximum Queue (ft)	26	54	44	45
Average Queue (ft)	2	11	5	9
95th Queue (ft)	14	40	25	30
Link Distance (ft)	231		432	607
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		160		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
2024 Seasonally Adjusted

02/08/2024

Intersection: 4: SE 40th Street & SE Ash Street

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	34	31
Average Queue (ft)	2	8
95th Queue (ft)	18	30
Link Distance (ft)	445	441
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: SE Harborton Street/SE 40th Street & SE 43rd Street

Movement	EB
Directions Served	LTR
Maximum Queue (ft)	35
Average Queue (ft)	8
95th Queue (ft)	30
Link Distance (ft)	161
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: SE Harborton Street & SE 46th Street/Hillside Street

Movement	EB
Directions Served	LTR
Maximum Queue (ft)	31
Average Queue (ft)	8
95th Queue (ft)	30
Link Distance (ft)	174
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: SE Harborton Street & S Site Access

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 250:

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 1

Queuing and Blocking Report
2024 Seasonally Adjusted

02/08/2024

Intersection: 1: US Highway 101 & SE 35th Street

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR	L	TR
Maximum Queue (ft)	62	74	68	14	301	286	582
Average Queue (ft)	23	27	31	0	135	63	218
95th Queue (ft)	53	55	61	6	255	206	509
Link Distance (ft)	456	231	231		686		655
Upstream Blk Time (%)							3
Queuing Penalty (veh)							0
Storage Bay Dist (ft)				300		220	
Storage Blk Time (%)					1		9
Queuing Penalty (veh)					0		10

Intersection: 2: SE Ferry Slip Road & SE 35th Street

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	TR	L	TR
Maximum Queue (ft)	50	10	39	41	21	21	35
Average Queue (ft)	26	1	14	18	8	5	11
95th Queue (ft)	46	10	37	41	25	20	27
Link Distance (ft)	231	231	278		432		607
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)				160		160	
Storage Blk Time (%)							
Queuing Penalty (veh)							

AWSC
results
not
used

Intersection: 3: US 101 & SE 40th Street

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	74	69	66
Average Queue (ft)	19	28	27
95th Queue (ft)	56	57	54
Link Distance (ft)		445	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	135		270
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Queuing and Blocking Report
 2024 Seasonally Adjusted

02/14/2024

TWSC
 results

Intersection: 2: SE Ferry Slip Road & SE 35th Street

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	TR	L	TR
Maximum Queue (ft)	20	9	9	61	21	21	32
Average Queue (ft)	1	0	1	16	5	5	10
95th Queue (ft)	9	7	6	42	19	19	24
Link Distance (ft)	231	231	278		432		607
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)				160		160	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Queuing and Blocking Report
 2024 Seasonally Adjusted

02/08/2024

Intersection: 4: SE 40th Street & SE Ash Street

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	6	58
Average Queue (ft)	0	19
95th Queue (ft)	5	48
Link Distance (ft)	445	441
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: SE Harborton Street/SE 40th Street & SE 43rd Street

Movement	EB
Directions Served	LTR
Maximum Queue (ft)	30
Average Queue (ft)	3
95th Queue (ft)	16
Link Distance (ft)	161
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: SE Harborton Street & SE 46th Street/Hillside Street

Movement	EB
Directions Served	LTR
Maximum Queue (ft)	31
Average Queue (ft)	5
95th Queue (ft)	24
Link Distance (ft)	174
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: SE Harborton Street & S Site Access

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 250:

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 10

Intersection: 1: US Highway 101 & SE 35th Street

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR	L	TR
Maximum Queue (ft)	56	54	130	178	695	109	203
Average Queue (ft)	13	16	54	16	290	47	68
95th Queue (ft)	41	44	106	112	643	90	152
Link Distance (ft)	456	231	231		686		655
Upstream Blk Time (%)					4		
Queuing Penalty (veh)					0		
Storage Bay Dist (ft)				300		220	
Storage Blk Time (%)					9		0
Queuing Penalty (veh)					1		0

~~Intersection: 2: SE Ferry Slip Road & SE 35th Street~~

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	R	LTR	L	TR	TR
Maximum Queue (ft)	51	53	54	66	43	58
Average Queue (ft)	24	6	18	28	6	11
95th Queue (ft)	44	33	42	60	26	38
Link Distance (ft)	231	231	278		432	607
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				160		
Storage Blk Time (%)						
Queuing Penalty (veh)						

AWSC
results
not
used

Intersection: 3: US 101 & SE 40th Street

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	R	L
Maximum Queue (ft)	56	80	4	28	129
Average Queue (ft)	14	27	0	1	43
95th Queue (ft)	44	60	3	9	89
Link Distance (ft)		445	756		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	135			270	270
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: SE Ferry Slip Road & SE 35th Street

TWSC
 results

Movement	EB	EB	NB	NB	SB
Directions Served	LT	R	L	TR	TR
Maximum Queue (ft)	26	9	66	36	44
Average Queue (ft)	1	0	26	5	11
95th Queue (ft)	11	7	60	23	33
Link Distance (ft)	231	231		432	607
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			160		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: SE 40th Street & SE Ash Street

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	60	39
Average Queue (ft)	5	22
95th Queue (ft)	31	46
Link Distance (ft)	445	441
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: SE Harborton Street/SE 40th Street & SE 43rd Street

Movement	EB
Directions Served	LTR
Maximum Queue (ft)	40
Average Queue (ft)	9
95th Queue (ft)	32
Link Distance (ft)	161
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: SE Harborton Street & SE 46th Street/Hillside Street

Movement	EB
Directions Served	LTR
Maximum Queue (ft)	31
Average Queue (ft)	9
95th Queue (ft)	33
Link Distance (ft)	174
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: SE Harborton Street & S Site Access

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 250:

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 1

Intersection: 1: US Highway 101 & SE 35th Street

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR	L	TR
Maximum Queue (ft)	73	76	68	19	386	319	690
Average Queue (ft)	26	25	33	1	164	90	303
95th Queue (ft)	60	55	63	8	324	273	654
Link Distance (ft)	456	231	231		686		655
Upstream Blk Time (%)							7
Queuing Penalty (veh)							0
Storage Bay Dist (ft)				300		220	
Storage Blk Time (%)					2		15
Queuing Penalty (veh)					0		18

Intersection: 2: SE Ferry Slip Road & SE 35th Street

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	TR	L	TR
Maximum Queue (ft)	55	42	34	54	33	21	44
Average Queue (ft)	26	3	15	21	10	4	13
95th Queue (ft)	49	23	36	42	28	17	28
Link Distance (ft)	231	231	278		432		607
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)				160		160	
Storage Blk Time (%)							
Queuing Penalty (veh)							

AWSC
results
not
used

Intersection: 3: US 101 & SE 40th Street

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	R	L
Maximum Queue (ft)	200	177	4	4	107
Average Queue (ft)	86	51	0	0	40
95th Queue (ft)	192	140	3	5	79
Link Distance (ft)		445	756		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	135			270	270
Storage Blk Time (%)	18	0			
Queuing Penalty (veh)	18	0			

Queuing and Blocking Report
 2026 Pre-Development

02/14/2024

TWSC
 results

Intersection: 2: SE Ferry Slip Road & SE 35th Street

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	TR	L	TR
Maximum Queue (ft)	25	10	14	46	34	21	46
Average Queue (ft)	1	1	1	20	12	4	13
95th Queue (ft)	11	10	6	42	30	18	32
Link Distance (ft)	231	231	278		432		607
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)				160		160	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 4: SE 40th Street & SE Ash Street

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	68	74
Average Queue (ft)	7	40
95th Queue (ft)	38	63
Link Distance (ft)	445	441
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: SE Harborton Street/SE 40th Street & SE 43rd Street

Movement	EB
Directions Served	LTR
Maximum Queue (ft)	30
Average Queue (ft)	4
95th Queue (ft)	21
Link Distance (ft)	161
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: SE Harborton Street & SE 46th Street/Hillside Street

Movement	EB
Directions Served	LTR
Maximum Queue (ft)	31
Average Queue (ft)	8
95th Queue (ft)	31
Link Distance (ft)	174
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: SE Harborton Street & S Site Access

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 250:

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 36

! "# \$ % & '("						
	!"	"	"	#"	#"	"
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AWSC
results
not
used

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Queuing and Blocking Report
 2026 Post-Development

02/14/2024

TWSC
 results

Intersection: 2: SE Ferry Slip Road & SE 35th Street

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	TR	L	TR
Maximum Queue (ft)	26	10	10	50	39	21	38
Average Queue (ft)	1	1	0	18	11	5	13
95th Queue (ft)	9	10	5	40	32	20	28
Link Distance (ft)	231	231	278		432		607
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)				160		160	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 4: SE 40th Street & SE Ash Street

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	70	88
Average Queue (ft)	11	43
95th Queue (ft)	44	73
Link Distance (ft)	445	441
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: SE Harborton Street/SE 40th Street & SE 43rd Street

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	30	33	27
Average Queue (ft)	4	14	1
95th Queue (ft)	20	37	12
Link Distance (ft)	161	143	2135
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: SE Harborton Street & SE 46th Street/Hillside Street

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	30	12
Average Queue (ft)	8	3	0
95th Queue (ft)	30	17	6
Link Distance (ft)	174	137	523
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: SE Harborton Street & S Site Access

Movement	WB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	26	6
Average Queue (ft)	5	0
95th Queue (ft)	21	4
Link Distance (ft)	113	212
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 250:

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 41



Earth
Engineers,
Inc.

2411 Southeast 8th Avenue • Camas • WA 98607

Phone: 360-567-1806

www.earth-engineers.com

March 12, 2024

Landwaves, Inc.
2712 Southeast 20th Avenue
Portland, Oregon 97202
Attn: Bonnie Serkin

Phone: (503) 221-0167
Email: bonnie@eenw.com

**Subject: Geotechnical Investigation and Geologic Hazard Report
Proposed Wilder Residential Subdivision
Map Taxlot: 11-11-20-00-00100-00
Southeast 40th Street & Southeast Harborton Street
Newport, Lincoln County, Oregon
EEI Report No. 24-010-1**

Dear Ms. Serkin,

Earth Engineers, Inc. (EEI) is pleased to transmit our Geotechnical Investigation and Geologic Hazard Report for the project referenced above. This report includes the results of our field investigation, an evaluation of geotechnical factors that may influence the proposed construction, general recommendations for foundation design, and comments regarding general site development and site drainage.

We appreciate the opportunity to perform this geotechnical study and look forward to continued participation during the design and construction phases of this project. If you have any questions pertaining to this report, or if we may be of further service, please contact our office at 360-567-1806.

Sincerely,
Earth Engineers, Inc.

Nicholas G. Kam, P.E.
Principal Geotechnical Engineer

Adam Reese, R.G., C.E.G.
Principal Engineering Geologist

Yonggui Xie, P.E.
Geotechnical Engineer

Attachment: Geotechnical Investigation Report

Distribution (electronic copy only): Addressee

**GEOTECHNICAL INVESTIGATION AND GEOLOGIC
HAZARD REPORT**

for the

**Proposed Wilder Residential Subdivision
Map Taxlot: 11-11-20-00-00100-00
Southeast 40th Street & Southeast Harborton Street
Newport, Lincoln County, Oregon**

Prepared for

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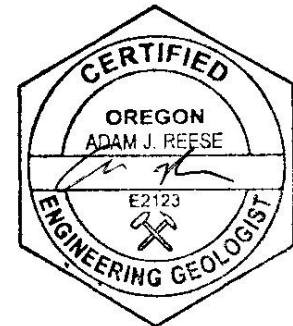
EEl Report No. 24-010-1

March 12, 2024



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- Appendix A – Site Location Plan
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- Appendix C – Exploration Logs
- Appendix D – Soil Classification Legend
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- Appendix F – Nearby Historic Well Logs
- Appendix G – Liquefy Pro Output

1.0 PROJECT INFORMATION

1.1 Project Authorization

Earth Engineers, Inc. (EEI) has completed a geotechnical investigation for the proposed Wilder Residential Subdivision to be located in Newport, Lincoln County, Oregon. Our services were authorized by Bonnie Serkin with Landwaves, Inc on January 10, 2024 by signing EEI Proposal No. 24-P004, dated January 9, 2024.

1.2 Project Description

Our current limited understanding of the project is based on information provided to EEI Principal Engineering Geologist Adam Reese through email correspondence starting December 27, 2023, and a visual site reconnaissance of the subject property on January 5, 2024 (reference EEI Proposal No. 24-P003). Briefly, we understand you are developing the approximately 28-acre area into a residential subdivision with dwellings ranging from single-family residences to apartment structures (see Figure 1). We have received the following document:

- **A Concept Plan titled “Wilder Disc Golf Master Plan” prepared by DOWL on December 6, 2023.** Contains the concept plan for the proposed residential subdivisions on the subject property.
- **A Geotechnical Investigation for a property nearby prepared by GeoDesign Inc on April 22, 2009.** It includes 16 test pits to depths up to 13.5 feet bgs and related geotechnical recommendations.

This report is a subdivision-level (i.e. not lot-specific) geotechnical report to provide feasibility recommendations for conceptual homebuilding on the parcel and to address the preliminary grading (e.g., stripping and grubbing), roadway, and utilities in the proposed new subdivision.

At the time this report was prepared, structural loading information and grading plans were not available. Therefore, we assume typical maximum foundation loads of 4 kips per linear foot for wall footings, 40 kips for column footings, and 150 psf for floor slabs. We also assume that cuts and fills will be minimized (less than 10 feet) to limit the potential for triggering landslides or other slope destabilization. Finally, we assume the construction will be in accordance with the 2021 Oregon Residential Structural Code (ORSC) and ASCE 7-16.

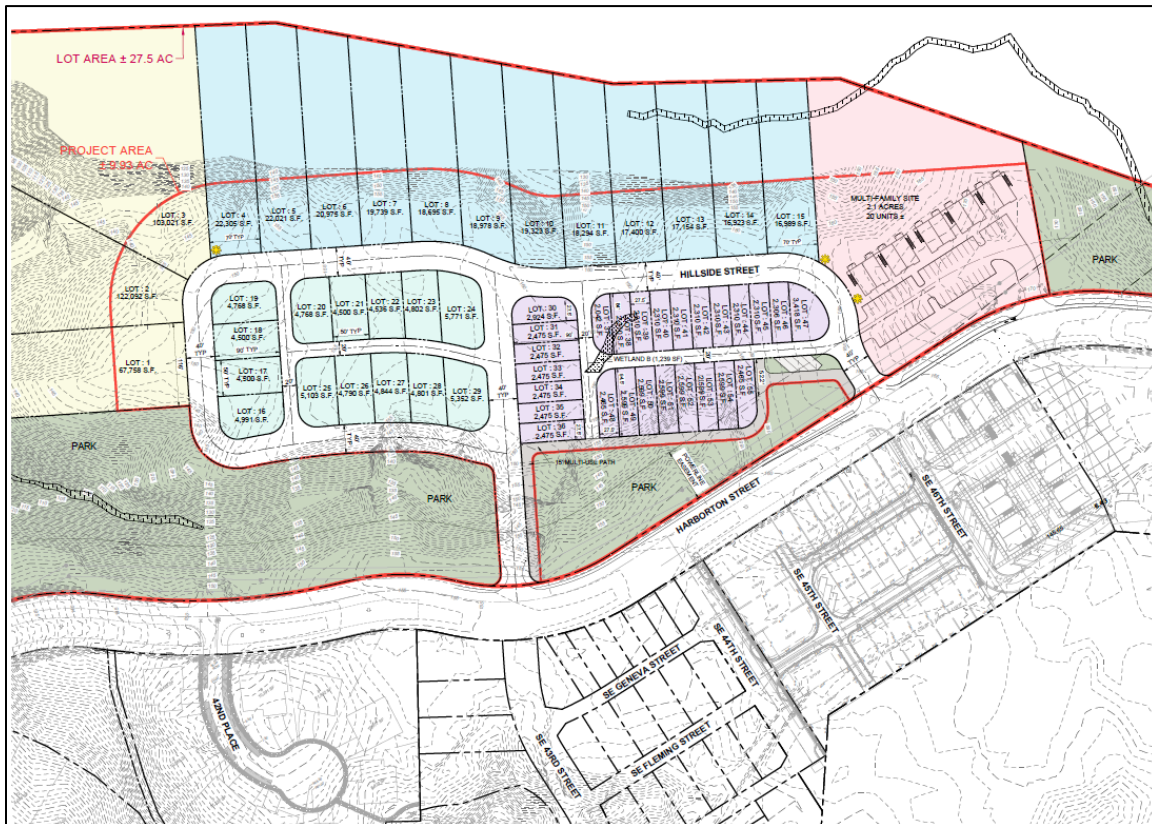


Figure 1: Wilder subdivision concept plan (Base map referenced above).

As a part of our due diligence for this proposal, we reviewed the Oregon Department of Geology and Mineral Industries (DOGAMI) Statewide Geohazards Viewer (HazVu; <https://gis.dogami.oregon.gov/maps/hazvu/>) for additional information on the mapped geologic hazards in the project vicinity. The database maps the property within a severe Cascadia earthquake shaking zone, a violent expected earthquake shaking hazard zone, and a low liquefaction hazard zone. It should be noted that the property is not mapped within the tsunami inundation zone or the FEMA 100-year flood zone.

We also reviewed the DOGAMI Statewide Landslide Information Layer for Oregon (SLIDO; <https://gis.dogami.oregon.gov/slido/>) for additional information on mapped landslides in the project area. SLIDO does not map the subject property within any historic landslides. It does, however, map the subject property within an area of moderately high susceptibility to landslides. The closest mapped landslides to the proposed subdivision are approximately 0.3 miles to the east of the property on the banks of Yaquina Bay.

1.3 Purpose and Scope of Services

The purpose of our services was to preliminarily explore the subsurface conditions at the site to define the subsurface soil, rock, and groundwater properties in order to provide preliminary,

subdivision-level geotechnical related recommendations for the proposed development. Our site investigation consisted of 14 drilled Standard Penetration Test (SPT) borings advanced to depths between approximately 21.5 and 41.5 feet below the existing ground surface (bgs). Soil samples were collected at regular intervals and returned to our laboratory for testing. The locations of the explorations are shown in Appendix B.

This is a preliminary, subdivision-level investigation report. Additional explorations are anticipated to be needed at the specific building locations once they are known to complete our future design-level report(s) that would be submitted for building permits.

Laboratory testing was performed on select SPT samples (from the borings) and grab samples (from the test pits) and accomplished in general accordance with ASTM procedures; the testing performed included "Moisture Content" (ASTM D2216), "Soil Particle Size" (ASTM D1140), and classification of soils "Unified Soil Classification System" (ASTM D2488).

This report briefly outlines the testing procedures, presents available project information, describes the site and subsurface conditions, and presents recommendations regarding the following:

- Summary of background documents reviewed, including geologic and soil maps, historical aerial photos, and past geologic and geotechnical engineering reports for the local area.
- A discussion of subsurface conditions encountered including pertinent soil and groundwater conditions.
- Seismic design parameters in accordance with ASCE 7-16.
- A quantitative liquefaction analysis.
- Qualitative slope stability analysis.
- Subdivision-level geotechnical recommendations for utilities, roadways, and earthwork, including subgrade and structural fill recommendations including an evaluation of whether the in-situ soils can be used as structural fill.
- Generalized geotechnical-related recommendations for foundations, including allowable bearing capacity, minimum footing dimensions, estimated settlements.
- Structural fill recommendations, including an evaluation of whether the in-situ soils can be used as structural fill.
- Generalized geotechnical-related recommendations for retaining walls.
- A Geologic Hazard Report prepared in accordance with Lincoln County and City of Newport requirements.
- Other discussions on geotechnical issues that may impact the project.

2.0 SITE AND SUBSURFACE CONDITIONS

2.1 Site Location and Description

The subject property is located between Yaquina Bay (to the east) and the Pacific Ocean (to the west), southeast of the town of Newport, Lincoln County, Oregon. More specifically, the subject property is approximately 86 acres in size and situated east of the junction of Southeast 40th Street and Southeast Harborton Street. It is bordered to the west by the intersection of Southeast 40th Street and Southeast Harborton Street and to the north, east, and south by undeveloped forest land. The existing property consists of undeveloped forest land that is partially occupied by a public disc golf course and public park. There are three unimproved dirt roads that lead east into the subject property from Southeast 40th Street and Southeast Harborton Street. At the time of our investigation, several paths through the forest vegetation had been cleared in order to access the exploration locations with a drill rig.



Figure 2: Aerial image of existing property with approximate project boundary (yellow dashed line).

In terms of topography, the parcel is generally undulating with small, insignificant slopes along the western property boundary (utility right-of-way/roads) and steep, significant slopes along the northern and eastern property boundary. The steepest slopes are situated along the eastern property boundary where a drainage ravine trends north towards Yaquina Bay. Slopes in this area were measured to be up to 45°, or approximately 1 Horizontal to 1 Vertical (1H:1V).

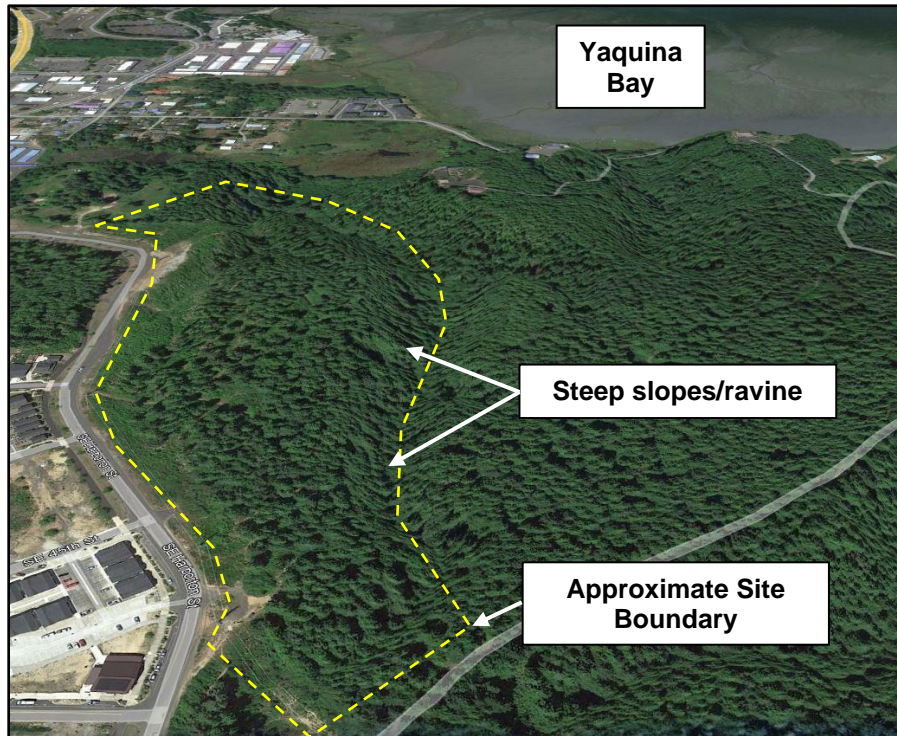


Figure 3: Isometric aerial image looking north at project site. Note the steep slopes and drainage ravine located along the eastern boundary of the project site. (Image source: Google Earth; accessed on March 1, 2024).



Photo 1: Drill rig setup at exploration location B-1, looking east toward the central access road. A portion of the short, shallow slopes can be seen to the left of the drill rig.



Photo 2: Drill rig setup at exploration location B-10, looking southwest.

2.2 Subsurface Materials

The site was explored with 14 drilled boring explorations (B-1 through B-14) distributed across the proposed development area. The drilled borings were advanced to depths ranging from approximately 16.5 to 41.5 feet below the ground surface (bgs) utilizing a Buck Rodgers 760 solid stem auger trailer-mounted drill rig subcontracted from Dan Fischer Excavation of Forest Grove, Oregon. For the approximate exploration locations, see Appendix B.

Soil samples were obtained from the SPT samples. The soil samples were tested in our laboratory to determine material properties for our evaluation. Laboratory testing was accomplished in general accordance with ASTM procedures which included moisture content tests (ASTM D2216), fines content determinations (ASTM D1140) and Particle Size Distribution Analysis (ASTM D422). The test results have been included on the Exploration Logs in Appendix C.

In general, we encountered a thin layer of soft topsoil, approximately 3 to 4 inches thick, over a range of silt-sand mixtures of various relative densities, approximately 3 to 8 feet thick, that extended from the topsoil down to the contact with the poorly-graded sand that was observed in the deeper portions of all 14 drilled borings.

In Boring B-1, we observed approximately 7.5 feet of silty material interpreted to be fill that was placed when constructing the access road. Other indications of fill material included the presence of wood debris and decomposed organic material. Below the silt fill was a loose silty sand (SM)

that extended from approximately 7.5 feet to 15 feet bgs before transitioning to a poorly-graded sand (SP) that extended to the terminal depth of about 31.5 feet bgs. The sand stratum was increasingly dense with depth and became very dense at around 25 feet bgs.

In Borings B-2 through B-9, we observed a thin layer of soft topsoil over loose to dense silt-sand mixtures (SM) that extended from the topsoil to depths up to approximately 9 feet bgs. Below the silty sand in Borings B-2 through B-9 was a poorly-graded, medium dense to very dense, light brown sand (SP) that extended to the terminal depths of approximately 16.5 to 36.5 feet bgs.

In Borings B-10 and B-11, we observed a thin layer of soft topsoil over a medium stiff to stiff, gray brown silt (ML) that extended down to about 3 feet bgs and 4 feet bgs, respectively. Below the silt was a poorly-graded, medium dense to dense, light brown sand (SP) that extended to the terminal depths of the borings of approximately 21.5 feet bgs and 26.5 feet bgs, respectively.

In Borings B-12 and B-13, we observed a thin layer of soft topsoil over a medium stiff, red brown silty sand (SM) that extended to a depth of about 4 feet bgs. Below the red brown silty sand was a poorly-graded, medium dense to dense, light brown sand (SP), that extended to the terminal depths of the borings of about 16.5 feet bgs and 41.5 feet bgs, respectively.

In Boring B-14, we observed a very thin layer of soft topsoil over a dense to very dense, poorly graded, light brown sand (SP) that extended to the maximum depth explored of about 21.5 feet bgs.

The classifications noted above were made in general accordance with the USCS as shown in Appendix D. The above subsurface description is of a generalized nature to highlight the major subsurface stratification features and material characteristics. The exploration logs included in the Appendix should be reviewed for specific information at specific locations. These records include soil descriptions, stratifications, and locations of the samples. The stratifications shown on the logs represent the conditions only at the actual exploration locations. Variations may occur and should be expected between locations. The stratifications represent the approximate boundary between subsurface materials and the actual transition may be gradual. Water level information obtained during field operations is also shown on these logs. The samples that were not altered by laboratory testing will be retained for 90 days from the date of this report and then will be discarded.

2.3 Groundwater Information

We encountered groundwater in most explorations throughout the site at various depths ranging from approximately 10 feet bgs to 30 feet bgs. Explorations B-3, B-8, and B-9 were the only locations where groundwater was not observed. It should be noted that the groundwater we encountered could be localized perched groundwater. We also reviewed publicly available well logs from the Oregon Water Resources Department website (https://apps.wrd.state.or.us/apps/gw/well_log/Default.aspx) for additional historic groundwater information, and found the depth to groundwater from a well located 0.3 miles away from the

subject property to be 26 feet bgs. See Appendix F attached for a copy of this historic well log. It should be noted that the groundwater elevations can fluctuate seasonally, especially during periods of extended wet or dry weather or from changes in land use. Additionally, some perched groundwater may be encountered within explorations during or just after the wet winter months.

3.0 GEOLOGIC HAZARD ASSESSMENT

3.1 Soil Survey

The United States Department of Agriculture (USDA) Soil Survey provides geographical information of the soils in Lincoln County as well as summarizing various properties of the soils. The USDA maps the native soils on the western portion of the site as 42C – Nelscott loam, 3 to 12 percent slopes. This soil is moderately well drained and formed on marine terraces from a parent material of loamy eolian deposits over stratified marine deposits derived from mixed sources. The eastern portion of the site is mapped as 42E – Nelscott loam, 12 to 50 percent slopes. This soil is also moderately well drained and formed on marine terraces from a parent material of loamy eolian deposits over stratified marine deposits derived from mixed sources.¹

3.2 Geology

The region is underlain by a framework of Miocene-aged (23 to 5 million years ago) volcanic rocks and Oligocene- (33 to 23 million years ago) to Miocene-aged marine sedimentary deposits that have been deposited over a basement rock of Eocene-aged (54 to 33 million years ago) volcanic arc deposits. Overlying this framework are Quaternary-aged (1.8 million years ago to present) marine terrace deposits, beach and dune deposits, and landslide deposits.

The project area was mapped by Snavely, MacLeod, Wagner, and Rau (1976) of the U.S. Geological Survey to include the units of Qtc – Coastal Terrace Deposits (Pleistocene)². The Coastal Terrace Deposits unit is described as thick- to thin-bedded; planar or cross-bedded, fine to medium grained marine and non-marine sand; locally contains cobble and pebble lenses, carbonaceous silt and devitrified ash beds, and wood-bearing zones; sands rich in heavy minerals commonly present at back edges of terraces; upper surfaces of terrace deposits covered locally by dune sands (older dune sands are iron stained and contain soil zones); marine terrace deposits at Newport locally grade downward into estuarine deposits of fossiliferous sandy mud and silt; C¹⁴ ages of fossil wood from terrace deposits at Newport are greater than 35,000 years.² See Figure 3 below for a geologic map of the area.

¹ Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Web Soil Survey. Available online at <http://websoilsurvey.nrcs.usda.gov/> accessed February 20, 2024.

² Snavely, Parke .D., MacLeod, Norman S., Wagner, Holly C., Rau, Weldon W., 1976, Geologic Map of the Yaquina and Toledo Quadrangles, Lincoln County, Oregon, U.S. Geological Survey.

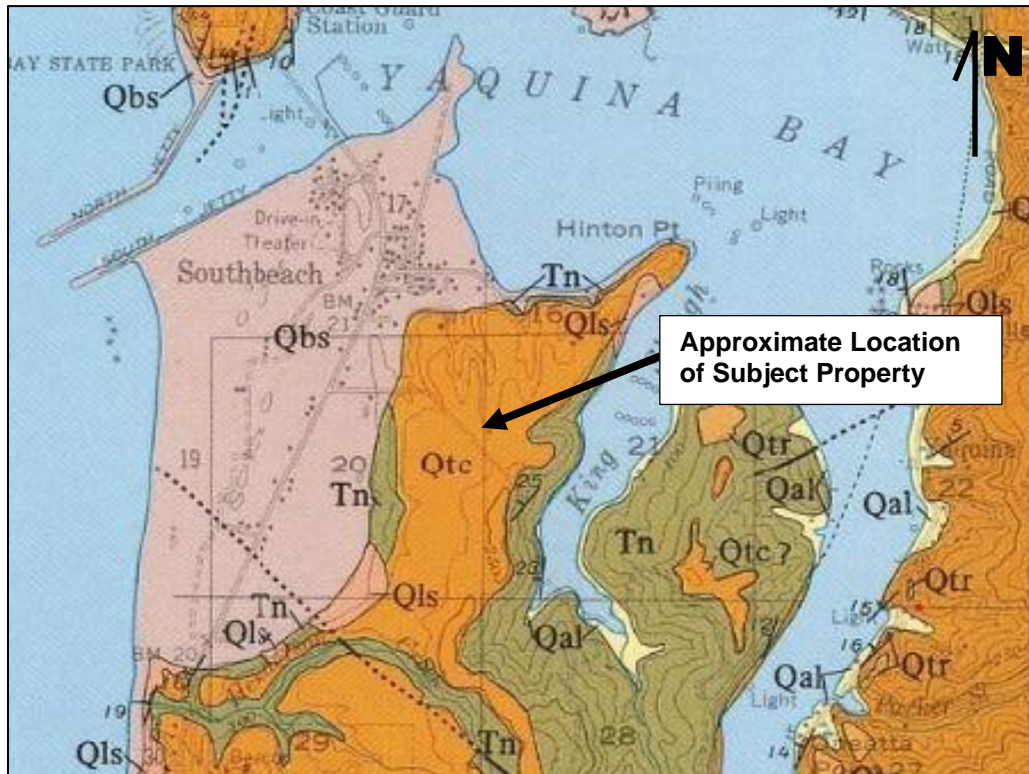


Figure 4: Geologic map of the area (base map source: Schlicker and others, 1972).

3.3 Site Reconnaissance

EEl Project Geologist Matt Enos, R.G. conducted a reconnaissance of the subject property and the local site vicinity making observations of the slopes, vegetation, surface drainage, exposed soils and bedrock, and general topography of the surrounding areas. We observed the slopes for evidence of instability and checked for on-site evidence of slope creep or recent landslide movement. We did not observe signs of soil creep, such as pistol-butted trees, within the proposed building area. While in the project area, we also observed the condition of existing streets, adjacent homes, slopes and graded areas, and other engineered structures in the local site vicinity. While we did consider the general effects potentially caused by a major earthquake, we did not analyze the site-specific effects of a major earthquake or conduct global slope stability analyses.

Based on our observations while on site, the majority of the site is gently sloping to the north towards Yaquina Bay. The majority of the proposed building area is mostly within level to gently sloping terrain. However, the eastern portion of the building area, specifically Lots 1 through 15 and the area east of the proposed Multi-Family Site, are adjacent to steep slopes and will need to be evaluated on a lot specific level. We did not observe evidence of distress in adjacent roads caused by slope movement. It should be noted that the site was heavily vegetated at the time of our investigation and therefore prevented full observation of the existing ground surface.

Based on the topography of the lot and the lithology of the subsurface materials, we assume that most of the surface moisture introduced to the site is infiltrated into the surface soils, or sheet flows downslope towards the drainage ravine.

3.4 Geologic Hazards

The Oregon Department of Geology and Mineral Resources (DOGAMI) maps various geologic hazards, such as 100-year flooding, earthquake ground shaking, tsunamis, and landslides.³ Based on this service, the geologic hazards associated with development of this property include the following:

- Violent expected shaking from a Cascadia earthquake (estimated magnitude 9.0+/-)
- Violent expected earthquake shaking
- Low to high susceptibility for landslide hazard
- Moderate liquefaction hazard

Figures 5 through 11 below show mapping of the geologic hazards presented by Oregon's HazVu.

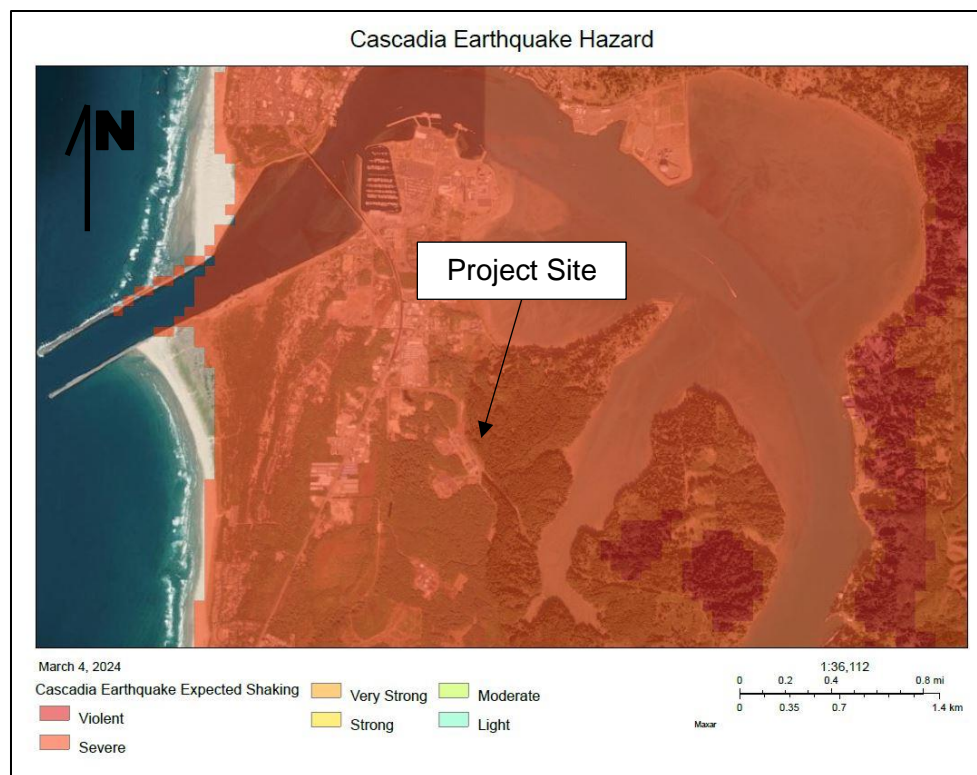


Figure 5: HazVu map showing extent and degree of Cascadia earthquake expected shaking.

³ Oregon HazVu: Statewide Geohazards Viewer, available online at: <http://www.oregongeology.org/sub/hazvu/> accessed 3/4/2024

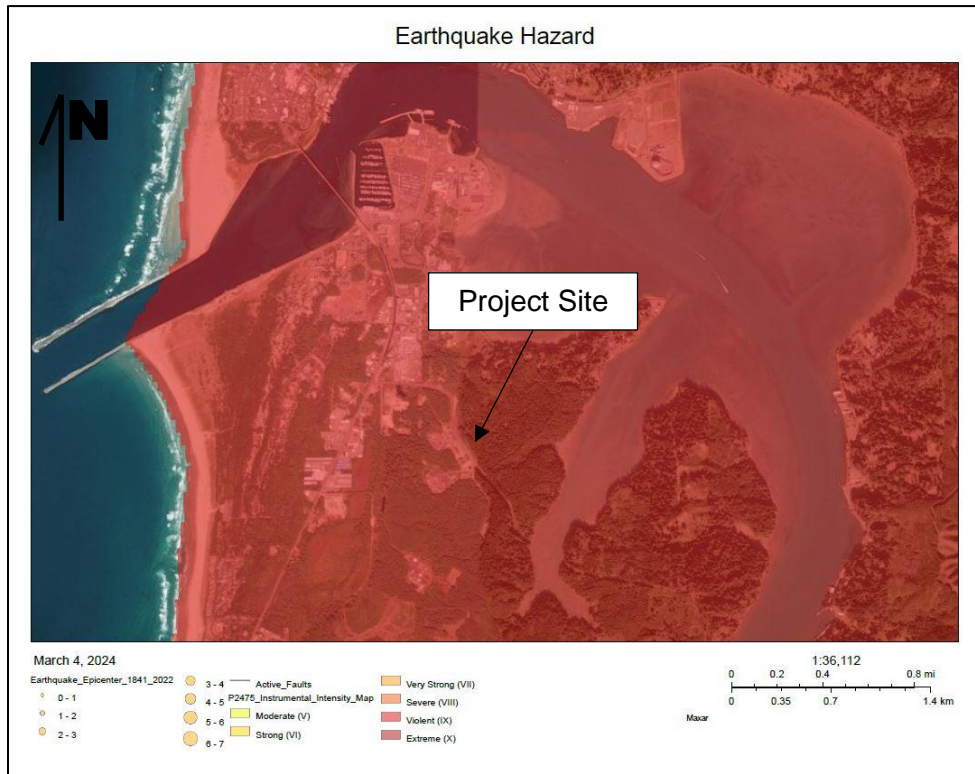


Figure 6: HazVu map showing extent and degree of expected earthquake hazards.

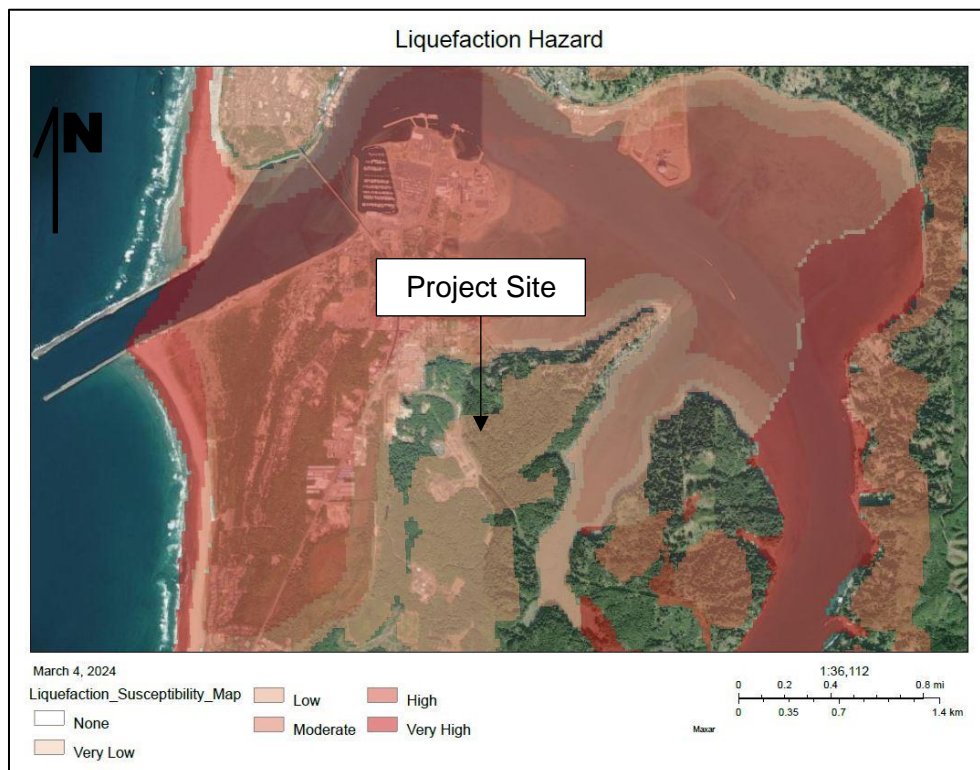


Figure 7: HazVu map showing extent and degree of liquefaction hazard.

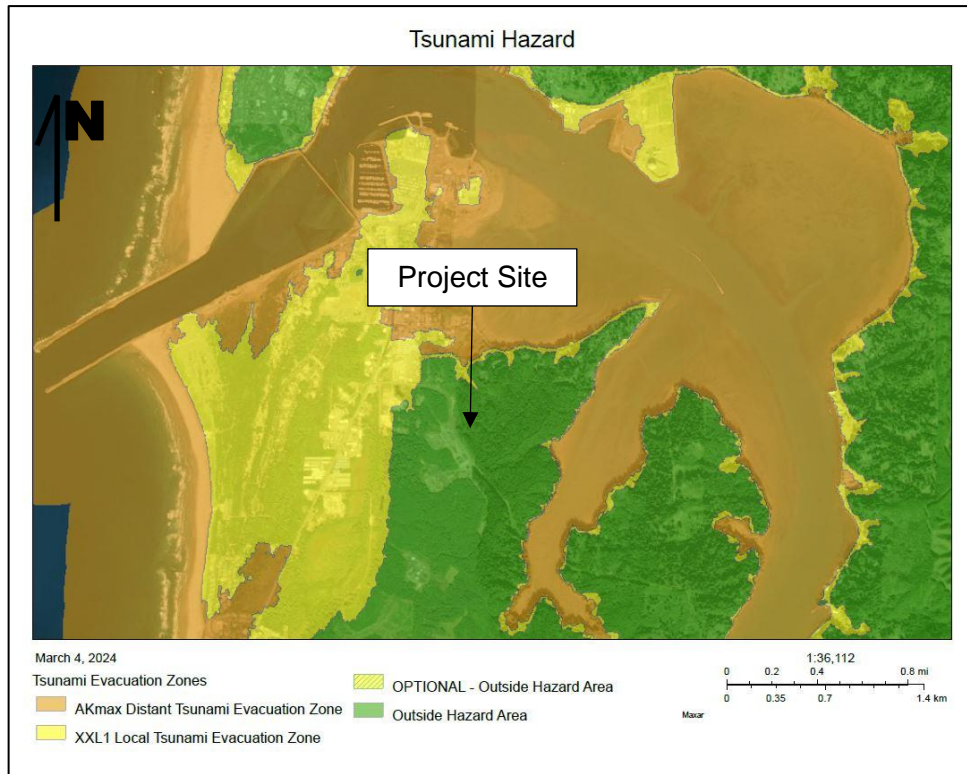


Figure 8: HazVu map showing extent and degree tsunami inundation hazards.

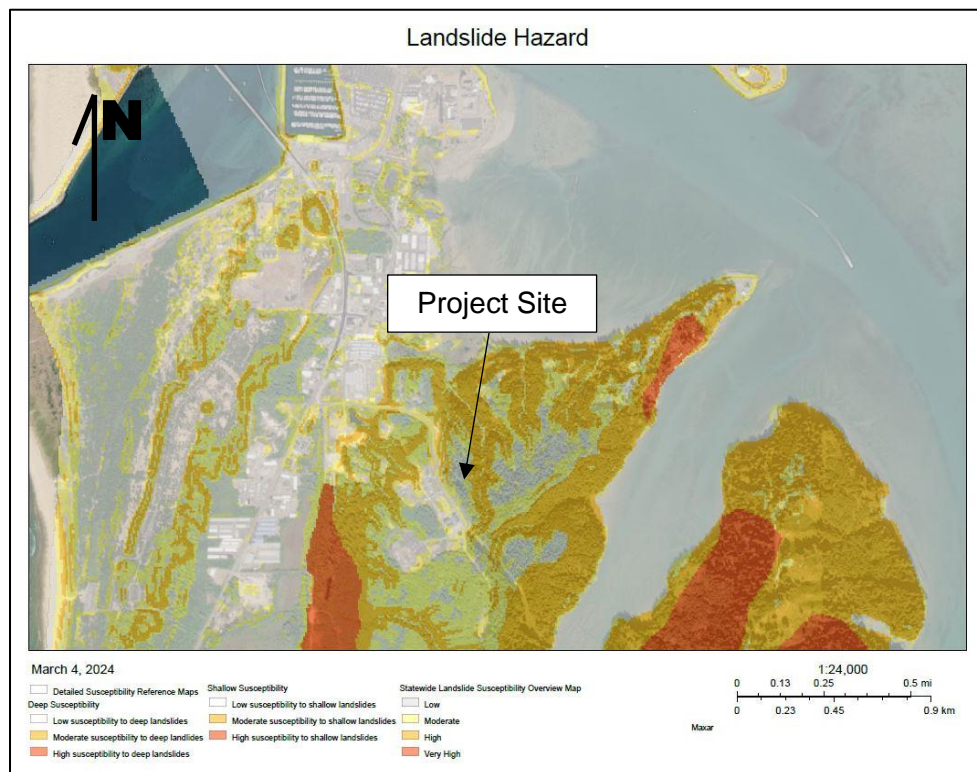


Figure 9: HazVu map showing extent and degree of landslide hazards.

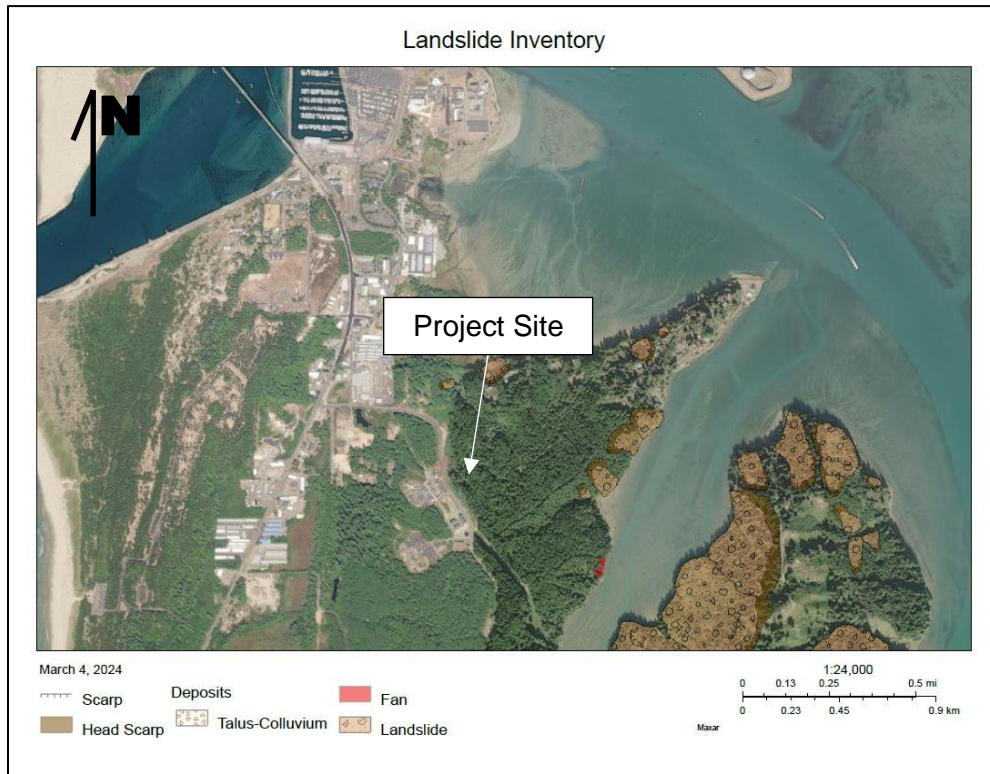


Figure 10: HazVu map showing extent of mapped landslides.

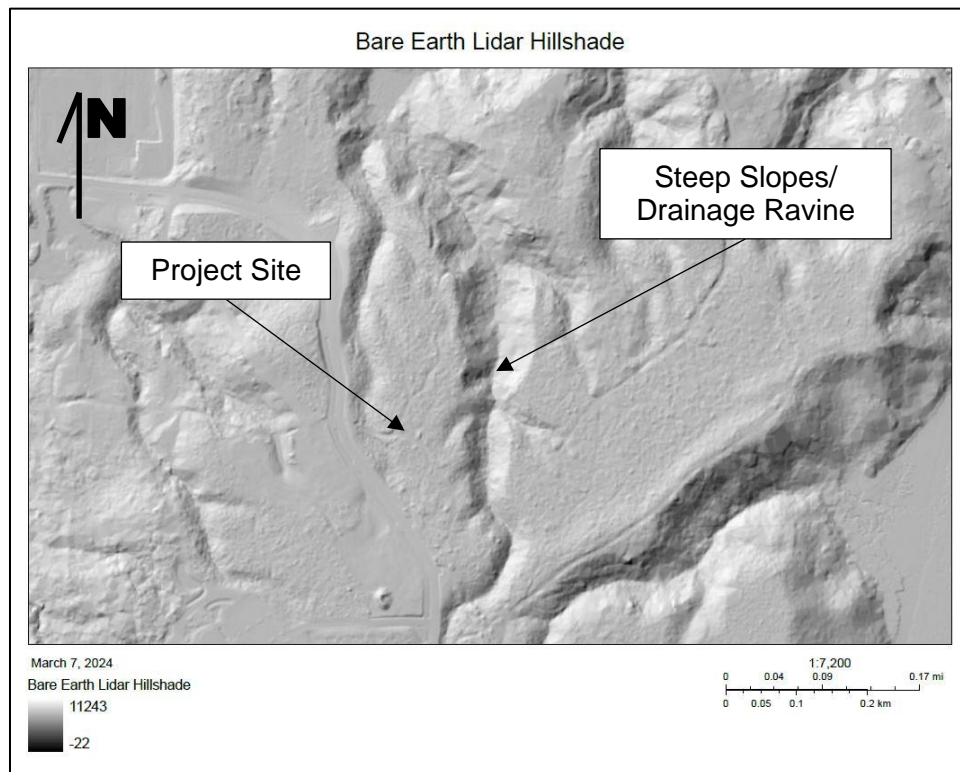


Figure 11: HazVu map showing Bare Earth Lidar Hillshade.

Based on our site reconnaissance and subsurface explorations, we consider the site to have the following geologic hazards:

- Potential local slope instability associated with loose, near-surface soils
- Possible slope instability concerns resulting from regional seismic activity
- Possible liquefaction concerns resulting from regional seismic activity

Although a major seismic event could cause increased slope erosion, to what degree is not known. We do not believe this property is at any greater risk from this hazard than other existing structures located on slopes in the area.

Given the presence of groundwater within 11 of the explorations at depths less than 50 feet below ground surface, the risk of earthquake-induced liquefaction is considered to be moderate for this site. Our quantitative liquefaction analysis is discussed in Section 3.6.1.

We do not consider the site to be in an area subject to tsunami inundation, flooding, or storm surges since the property is at an elevation of greater than 70 feet above mean sea level (msl).

It is our opinion that the proposed residential development on this property is feasible subject to consideration of the geologic hazard risks outlined above and the geotechnical engineering recommendations presented later in this report. Primary considerations to maintaining the existing static site slope stability include maintaining adequate site surface and subsurface drainage to prevent saturation of the slopes. These recommendations are discussed in more detail in Section 4.

Ultimately, developing a site in this area of Newport means there is an acceptance of risk by the land owner that the property is located adjacent to steep slopes that may be subject to a severe earthquake hazard and is partially mapped as a high landslide hazard.

3.5 Slope Stability

We qualitatively evaluated the slope stability of the site. As previously mentioned, the majority of the proposed building area is not on or adjacent to slopes. Proposed Lots 1 through 15 and the area east of the Multi-Family Unit are located on moderately steep slopes. It is our professional opinion that a geotechnical investigation report should be performed for each of these lots to address slope stability and provide adequate foundation recommendations (i.e. deep foundation recommendations where necessary) to protect the proposed residential structures and the life-safety of the occupants.

3.6 Seismicity

Oregon's position at the western margin of the North American Plate and its location relative to the Pacific and Juan de Fuca plates have had a major impact on the geologic development of the state. The interaction of the three plates has created a complex set of stress regimes that influence the tectonic activity of the state. The western part of Oregon is heavily impacted by the influence of the active subduction zone formed by the Juan de Fuca Oceanic Plate converging upon and subducting beneath the North American Continental Plate off the Oregon coastline.

The Cascadia Subduction Zone, located approximately 100 kilometers off of the Oregon and Washington coasts, is a potential source of earthquakes large enough to cause significant ground shaking at the subject site. Research over the last several years has shown that this offshore fault zone has repeatedly produced large earthquakes, on average, every 300 to 700 years. It is generally understood that the last great Cascadia Subduction Zone earthquake occurred about 300 years ago, in 1700 AD. Although researchers do not necessarily agree on the likely magnitude, it is widely believed that an earthquake moment magnitude (M_w) of 8.5 to 9.5 is possible. The duration of strong ground shaking is estimated to be greater than 1 minute, with minor shaking lasting on the order of several minutes.

Additionally, earthquakes resulting from movement in upper plate local faults are considered a possibility. Crustal earthquakes are relatively shallow, occurring within 10 to 20 kilometers of the surface. Oregon has experienced at least two significant crustal earthquakes in the past decade—the Scotts Mills (Mt. Angel) earthquake (M_w 5.6) on March 25, 1993 and the Klamath Falls earthquake (M_w 5.9) on September 20, 1993. Based on limited data available in Oregon, it would be reasonable to assume a M_w 6.0 to 6.5 crustal earthquake may occur in Oregon every 500 years (recurrence rate of 10 percent in 50 years). The USGS Quaternary Fault and Fold Database of the United States does not map any crustal faults in the immediate vicinity of the property; however, a mapped segment of the Cascadia fold and fault belt is located approximately 6 miles offshore to the northwest of the site.

3.6.1 Soil Liquefaction

Soil liquefaction occurs when a saturated sand or silt soil starts to behave like a liquid. Liquefaction occurs because of the increased pore pressure and reduced effective stress between solid particles generated by the presence of liquid. It is often caused by severe ground shaking, especially those associated with earthquakes. We performed a detailed liquefaction analysis using LiquefyPro, version 5.8n software distributed by CivilTech Software. The following input parameters were used:

- A Peak Ground Acceleration (PGA_M) of 0.945g.
- A moment magnitude earthquake of 7.79.
- Two groundwater levels were modeled based on the information from the nearby well log and our boring logs. Groundwater levels of 10 feet bgs in B-4 and 30 feet bgs in B-13 were evaluated for our analysis.

- C_e (SPT hammer energy correction) value of 1.
- C_b (borehole diameter correction) value of 1.
- C_s (sampler correction) value of 1.
- Ishihara/Yoshimine settlement calculation method.
- Stark/Olson fines correction method.
- We assumed an acceptable Factor of Safety (FOS) of 1.3 for liquefaction triggering.

As indicated above, a safety factor of 1.3 was used when evaluating whether a soil would liquefy or not (i.e. soil layers below a safety factor of 1.3 are considered potentially liquefiable). Based on the above parameters as well as the subsurface information from B-4 and B-13, we calculated that up to about 3.8 inches of potential total dynamic settlement due to liquefaction could occur during a design-level event. We estimate that differential dynamic settlement could be up to about 50 percent of total dynamic settlement, or about 1.9 inches. A summary presentation of our LiquefyPro analysis is presented in Appendix G.

3.6.2 Seismic Design Parameters

Based on our liquefaction analysis, the project site is underlain by potentially liquefiable soils and would need to be classified as Site Class F based on IBC 2021 and ASCE 7-16 Section 20.3.1, which may require a site-specific response analysis to determine the spectral accelerations due to the potentially liquefiable soils. However, based on the information provided, we envision that the fundamental period of the proposed structures will be less than 0.5 seconds. As such, in accordance with Section 20.3.1 of ASCE 7-16, a site-specific response analysis will not be required to determine spectral accelerations for liquefiable soils. Instead, the site class should be determined in accordance with Table 20.3-1 and Section 20.4.

Based on the subsurface materials encountered and the geologic setting of the area, we recommend a Site Class D (stiff soil profile with an average standard penetration resistance of between 15 and 50 blows per foot) based on the ASCE Standard ASCE/SEI 7-16 (Table No. 20.3-1).

Inputting our recommended Site Class as well as the site latitude and longitude into the Seismic Design Maps (SEAOC/OSHPD) website (<http://seismicmaps.org>), we obtained the seismic design parameters shown in Table 1 below. Note that the values for F_a and F_v in Table 1 were obtained from ASCE's Supplement 3 dated November 5, 2021 and issued for ASCE 7-16 to correct some seismic design issues in the original publication.

Table 1: Seismic Design Parameter Recommendations (ASCE 7-16 including Supplement 3 dated November 5, 2021,)

PARAMETER	RECOMMENDATION
Site Class	D
S_s	1.614g
S_1	0.763g
F_a	1.000
F_v	1.700
$S_{MS} (=S_s \times F_a)$	1.614g
$S_{M1} (=S_1 \times F_v)$	1.297g
$S_{DS} (=2/3 \times S_s \times F_a)$	1.076g
$S_{D1} (=2/3 \times S_1 \times F_v)$	0.865g
MCE_G PGA	0.788g
F_{PGA}	1.200
$PGA_M (=MCE_G \text{ PGA} * F_{PGA})$	0.946g
Design PGA (= 2/3 * PGA_M)	0.631g

Note: Site latitude = 44.60631752, longitude = -124.04411140

The return interval for the ground motions reported in the table above is 2 percent probability of exceedance in 50 years. Per Section 11.4.8 of ASCE 7-16 a site-specific ground motion hazard analysis shall be performed in accordance with Section 21.2 for the following conditions:

- Structures on Site Class D sites with S_1 greater than or equal to 0.2g.

Exception: ASCE 7-16 does not require a site-specific ground motion hazard analysis when the value of S_{M1} is elected to be increased by 50% for all applications of S_{M1} by the Structural Engineer. If S_{M1} is increased by 50% to avoid having to perform the seismic response analysis, then the resulting value of S_{D1} shall be equal to $2/3 * [1.5 * S_{M1}]$.

- Structures on Site Class E sites with values of S_s greater than or equal to 1.0, or values of S_1 greater than or equal to 0.2.

Exception: ASCE 7-16 does not require a site-specific ground motion hazard analysis when:

- The Structural Engineer uses the equivalent lateral force design procedure and the value of C_s is determined by Eq. 12.8-2 for all values of T , or
- Where (i) the value of S_{ai} is determined by Eq. 15.7-7 for all values of T_i , and (ii) the value of the parameter S_{D1} is replaced with $1.5 * S_{D1}$ in Eq. 15.7-10 and 15.7-11.

We classified this site as Site Class D. Because the S_s is greater than 1.0 and the S_1 value is greater than 0.2g as shown in Table 1 above, a ground motion hazard analysis is required unless: the Structural Engineer elects to use the equivalent lateral force design procedure and the value of C_s is determined by Eq. 12.8-2 for all values of T ; or where (i) the value of S_{ai} is determined by Eq. 15.7-7 for all values of T_i , and (ii) the value of the parameter S_{D1} is replaced with $1.5 * S_{D1}$ in Eq. 15.7-10 and 15.7-11.

4.0 EVALUATION AND FOUNDATION RECOMMENDATIONS

4.1 Geotechnical Discussion

The primary factors influencing the proposed construction include:

- 1. Moisture sensitive fine-grained soils** – The fine-grained portion of the soils encountered at the site are expected to be moisture sensitive. The increase in moisture content during periods of wet weather can cause significant reduction in the soil strength and support capabilities and will also be slow to dry. As such, water should not be allowed to collect in foundation excavations or on prepared subgrades, and care should be taken when operating construction equipment on the exposed subgrade. While not required, we recommend consideration be given to performing construction in the dry summer months to reduce the risk of damaging the site soils with the construction equipment.
- 2. Presence of undocumented fill soils** – As stated above, we encountered undocumented fill soils up to about 8 feet bgs in B-1 located within the temporary road on the western side of the subject property. We have not been provided any documentation for the existing fill and are not aware whether it was inspected and approved by a Geotechnical Engineer at the time of placement. As such, we consider the fill soil to be non-engineered and not appropriate for supporting the proposed road. We recommend the fill be completely removed and replaced with properly compacted structural fill (the excavated fill soil may be reused).
- 3. Presence of relatively loose soil conditions in the upper few feet for some of the property** – The loose sandy/silt soil thicknesses were approximately 4 to 8 feet deep for part of the property. This loose soil has some risk of static settlement if heavy loads are placed on top of it. Residential house loads will be relatively low. As such, the proposed residence may be supported on the existing sand soils with over-excavation and replacement with at least 1 foot of compacted crushed rock gravel beneath the footings. See more detailed recommendations for foundation recommendations in Section 4.4.
- 4. Presence of potentially liquefiable soils** – As stated above, there are potentially liquefiable soils located at the project site. Based on our analysis, up to 3.8 inches of total dynamic settlement due to liquefaction could occur with potential differential settlements up to about ½ of that (i.e. 1.9 inches) across the proposed building footprint. We recommend the Structural Engineer consider designing the foundations to be relatively rigid through the use of an integrated system of grade beams so that the building foundation moves as a unit in order to protect life-safety at a minimum.
- 5. Presence of steep slopes on the property.** As mentioned above, proposed Lots 1 through 15 and the area east of the Multi-Family Unit are located on steep slopes. It is our professional opinion that a geotechnical investigation report should be performed for each of these lots to address slope stability and provide adequate foundation recommendations (i.e. deep foundation recommendations where necessary) to protect the

proposed residential structures and the life-safety of the occupants.

6. **Lack of detailed design drawings** – We have not been provided with a design drawing set for the proposed development. We should be retained to review those drawings when they are complete to determine if the design complies with our recommendations or if our recommendations need to be modified.

In summary, provided the recommendations in this report are adhered to, we do not foresee any major issues that would preclude site development or the proposed construction. The above-mentioned factors are listed to draw the attention of the reader to the issues to address during design and construction of the proposed development. **It should be noted that this report is preliminary and only paints a general idea of the subsurface conditions. A more robust exploration program will be needed at the specific building areas to provide design-level recommendations for each lot.**

4.2 Site Preparation

The grading plan for the subdivision development has not been provided at this time. Nevertheless, achieving building pads across the subject property will necessitate variable depths of cut and fill according to the existing topographic survey plan. In the event of substantial fill thickness being required (greater than 10 feet fill), it is crucial to carefully moisture condition and compact the structural fill to mitigate the risk of excessive settlement. Moreover, it is advisable to remove any loose or soft existing soils before placing the fill. This precaution is necessary to prevent the heavy weight of the new fill from causing consolidation and settling of the native soils. Following the completion of mass grading, we recommend the installation of at least 4 to 5 settlement monitoring devices within the deepest sections of the new fill. The anticipated settlement monitoring period will be approximately 3 to 4 weeks with weekly readings by a surveyor. While we can't provide the surveying, we can assist with planning and evaluating the survey data.

Topsoil, vegetation, roots, and any other deleterious soils will need to be stripped from beneath the proposed construction areas to expose the native soils. The topsoil thickness was about 2 to 4 inches in our drilled borings. It is not unusual for topsoil thickness to vary across the project site. A representative of the Geotechnical Engineer should determine the depth of topsoil removal at the time of construction and verify that the subgrade material is consistent with our recommendations.

We recommend that once the subgrade is prepared, a proof roll should be performed with a fully loaded dump truck or water truck to evaluate the strength of the underlying native undisturbed soil subgrades. Soils that are observed to rut or deflect excessively under the moving load, or are otherwise judged to be unsuitable, should be undercut and replaced with properly compacted structural fill. Alternatively, the exposed subgrades can be visually evaluated by a representative of the Geotechnical Engineer using a ½-inch diameter steel soil probe. The proofrolling and

undercutting activities should be witnessed by a representative of the Geotechnical Engineer and should be performed during a period of dry weather.

Existing utilities will need to be located and rerouted as necessary and any abandoned pipes or utility conduits should be removed to inhibit the potential for subsurface soil erosion. Utility trench excavations should be backfilled with properly compacted structural fill that is constructed as outlined in Section 4.3 of this report.

4.3 Structural Fill

Any structural fill to be placed should be free of organics or other deleterious materials, have a maximum particle size less than 3 inches, be relatively well graded, and have a liquid limit less than 45 and plasticity index less than 25. In our professional opinion the onsite poorly graded sand material is appropriate for use as structural fill, however it will require adjusting the moisture content in order to properly compact.

It may be more practical to import granular, well graded, crushed rock structural fill. Structural fill should be moisture conditioned to within 3 percentage points below and 2 percentage points above optimum moisture as determined by ASTM D1557 (Modified Proctor).

Fill should be placed in relatively uniform horizontal lifts on the prepared subgrade which has been stripped of deleterious materials and approved by the Geotechnical Engineer or their representative. If loose soils exist on the prepared subgrades, they should be re-compacted. Each loose lift should be about 1-foot thick. The type of compaction equipment used will ultimately determine the maximum lift thickness. Structural fill should be compacted to at least 92 percent of modified proctor maximum dry density as determined by ASTM D1557. Each lift of compacted engineered fill should be tested by a representative of the Geotechnical Engineer prior to placement of subsequent lifts.

4.4 Foundation Recommendations

Once the site has been properly prepared as discussed above, we anticipate that most of the proposed residences can be supported on a conventional shallow foundation system. As previously discussed, the lots adjacent to the steep slopes on the northern and eastern portions of the project site may need to be supported on deep foundations. These lots should be evaluated on a case-by-case bases with site-specific geotechnical investigation reports.

In certain areas of the project site, the near-surface soils were observed to be loose. Supporting conventional shallow foundations directly on these loose soils could lead to excessive settlement. As such, we are recommending a partial overexcavation and replacement with crushed rock gravel beneath the footings. However, for some other areas, the near-surface soil consisted of medium dense to dense sand. Supporting conventional shallow foundations directly on these medium dense to dense sand should be sufficient. The foundation bearing material should be

evaluated by a representative of the Geotechnical Engineer to determine whether over-excavation and replacement with crushed rock gravel is necessary for each of the proposed buildings supported on shallow foundations.

Spread footings can be designed for an allowable soil bearing pressure of up to 2,000 psf, when supported on at least 12 inches of well-graded crushed rock structural fill overlying loose native sand layer (the exposed surface of the loose native sand should be heavily recomacted first), or directly on medium dense to dense sand. Our recommended allowable bearing capacity is based on dead load plus design live load, and can be increased by one-third when including short-term wind or seismic loads. Minimum footing dimensions should be 18 inches for continuous wall footings and 24 inches for isolated pad footings.

As previously stated, because of the presence of potentially liquefiable soils there is the potential for up to about 3.8 inches and 1.9 inches of total and differential dynamic settlement, respectively. As such, we recommend the project Structural Engineer consider designing the shallow foundations to be more rigid (i.e. additional concrete thickness and rebar) and tie all the footings together with grade beams.

Lateral frictional resistance between the base of footings and the subgrade can be expressed as the applied vertical load multiplied by a coefficient of friction of 0.40 for concrete foundations bearing directly on crushed rock gravel fill. In addition, lateral loads may be resisted by passive earth pressures based on an equivalent fluid pressure of 350 pounds per cubic foot (pcf) for footings poured “neat” against the native granular soils, or properly backfilled structural fill. These are ultimate values—we recommend a factor of safety of 1.5 be applied to the equivalent fluid pressure, which is appropriate due to the amount of movement required to develop full passive resistance. To be clear, no safety factor has been applied to the friction coefficient discussed above.

Exterior footings and foundations in unheated areas should be located at a depth of at least 12 inches below the final exterior grade to provide adequate frost protection. If the subdivision is to be constructed during the winter months or if the foundation soils will likely be subjected to freezing temperatures after foundation construction, then the foundation soils should be adequately protected from freezing. Otherwise, interior foundations can be located at nominal depths compatible with architectural and structural considerations.

The foundation excavations should be observed by a representative of the Geotechnical Engineer prior to steel or concrete placement to assess that the foundation materials are capable of supporting the design loads and are consistent with the materials discussed in this report. Unsuitable soil zones encountered at the bottom of the foundation excavations should be removed to the level of suitable soils or properly compacted structural fill as directed by the Geotechnical Engineer.

After opening, foundation excavations should be observed and concrete placed as quickly as possible to avoid exposure of the excavation bottoms to wetting and drying. Surface run-off water should be drained away from the excavations and not be allowed to pond. If possible, the

foundation concrete should be placed during the same day the excavation is made. If the soils will be exposed for more than 2 days, consideration should be given to placing a thin layer of rock atop the exposed subgrade to protect it from the elements.

Based on the known subsurface conditions, site geology, and past experience, we anticipate that properly designed and constructed foundations supported on the recommended materials may experience maximum total and differential static settlements on the order of 1-inch and ½-inch over a horizontal distance of 20 feet, respectively.

4.5 Floor Slab on Grade Recommendations

For the purposes of this report, we have assumed that maximum floor slab loads will not exceed 150 psf. Based on the existing soil conditions, the design of slabs-on-grade can be based on a subgrade modulus (k) of 100 pci. This subgrade modulus value represents an anticipated value which would be obtained in a standard in-situ plate test with a 1-foot square plate. Use of this subgrade modulus for design or other on-grade structural elements should include appropriate modification based on dimensions as necessary.

Concrete floor slabs-on-grade can be supported on at least 6 inches of properly compacted crushed rock gravel structural fill overlying the heavily recompacted native sandy soil surface. It is possible that there may be some isolated soft areas within proposed slab-on-grade areas that may require overexcavation and backfill with compacted structural fill. This will be determined by our geotechnical inspector during construction. The floor slabs should have an adequate number of joints to reduce cracking resulting from any differential movement and shrinkage.

Prior to placing the structural fill, the exposed subgrade surface should be prepared as discussed in Section 4.2. The subgrade will need to be visually evaluated by a representative of the Geotechnical Engineer by soil probing. If fill is required, the structural fill should be placed on the prepared subgrade after it has been approved by the Geotechnical Engineer.

The 6-inch-thick crushed rock structural fill should provide a capillary break to limit migration of moisture through the slab. If additional protection against moisture vapor is desired, a moisture vapor retarding membrane may also be incorporated into the design. Factors such as cost, special considerations for construction, and the floor coverings suggest that decisions on the use of vapor retarding membranes be made by the project design team, the contractor and the owner.

4.6 Retaining Walls

Information regarding the location and heights of proposed retaining walls were not available at the time this report was prepared. Therefore, we are providing general retaining wall recommendations for preliminary use. When additional retaining wall information becomes available, EEI should be provided this information to re-evaluate our recommendations (if necessary).

Retaining wall footings should be designed in general accordance with the recommendations contained in Section 4.4 above. Lateral earth pressures on walls, which are not restrained at the top, may be calculated on the basis of an “active” equivalent fluid pressure of 39 pcf for level backfill, and 57 pcf for sloping backfill with a maximum 2H:1V slope. Lateral earth pressures on walls that are restrained from yielding at the top may be calculated on the basis of an “at-rest” equivalent fluid pressure of 57 pcf for level backfill, and 75 pcf for sloping backfill with a maximum 2H:1V slope. The stated equivalent fluid pressures do not include surcharge loads, such as foundation, vehicle, equipment, etc., adjacent to walls, hydrostatic pressure buildup, or earthquake loading.

We recommend that retaining walls be designed for an earth pressure determined using the Mononobe-Okabe method to mitigate future seismic forces. Our calculations were based on one-half of the Design Peak Ground Acceleration (PGA) value of 0.631g, which was obtained from Table 1 above. For seismic loading on retaining walls with level backfill, new research indicates that the seismic load is to be applied at 1/3 H of the wall instead of 2/3 H, where H is the height of the wall⁴. We recommend that a Mononobe-Okabe earthquake thrust per linear foot of 15 psf * H² be applied at 1/3 H from the base of the wall, where H is the height of the wall measured in feet. Retaining walls with sloping backfill conditions should be analyzed on a case-by-case basis to determine the design dynamic lateral earth pressures. These values assumes a combination of soil and granular backfill retained by the walls within the active wedge.

All backfill for retaining walls should be select granular material, such as sand or crushed rock with a maximum particle size between ¾ and 1½ inches, having less than five percent material passing the No. 200 sieve. Silty sand soils can be used for the last 18 to 24 inches of backfill, thus acting as a seal to the granular backfill.

All backfill behind retaining walls should be moisture conditioned to within +/- 2 percent of optimum moisture content and compacted to a minimum of 90 percent of the material's maximum dry density as determined in accordance with ASTM D1557. This recommendation applies to all backfill located within a horizontal distance equal to 75 percent of the wall height, but should be no less than 4 feet.

An adequate subsurface drain system will need to be designed and installed behind retaining walls to prevent hydrostatic buildup. A waterproofing system should be designed to mitigate against moisture intrusion.

4.7 Pavement Recommendations

Before the placement of any imported granular fill base rock, the exposed pavement subgrade soil should be proof rolled with a fully loaded dual axle dump truck. Areas found to be soft or yielding under the weight of the dump truck should be over-excavated as recommended by an

⁴ Lew, M., et al (2010). “Seismic Earth Pressures on Deep Building Basements,” SEAOC 2010 Convention Proceedings, Indian Wells, CA.

EEI representative and replaced with properly compacted granular structural fill.

The recommended pavement section thicknesses presented below should be considered typical and minimum for the assumed traffic loading parameters and assumed California Bearing Ratio (CBR) value of 10. Using the ASSHTO method of flexible pavement design, the following design parameters have been assumed:

- Pavement design life of 20 years.
- Terminal serviceability (Pt) of 2 (i.e., poor condition).
- Reliability (R) of 90%.
- 18,000-pound equivalent single axle load (ESAL) of 5 ESALs per day for the roadway.

The project Civil Engineer should review our assumptions to confirm they are appropriate for the anticipated traffic loading. Using the above assumptions, we recommend the following typical “standard” pavement section for the proposed development of the property.

Table 2: Asphaltic Concrete Section Recommended Minimum Thicknesses

PAVEMENT MATERIAL	ROADWAY (inches)
Asphaltic Concrete (inches)	3
Crushed Aggregate Base Course (inches)	6

We recommend the placement of a non-woven geotextile fabric (i.e., Mirafi HP270 or equivalent) over the subgrade after it has been prepared to reduce the risk of contaminating the base course with the native soil. Asphalt pavement base course material should consist of a well-graded 1½-inch or ¾-inch-minus crushed rock having less than 5 percent material passing the No. 200 sieve. The base course and asphaltic concrete materials should conform to the requirements set forth in the latest edition of the State of Washington Standard Specifications for Construction. Base course material should be moisture conditioned to within ± 2 percent of optimum moisture content, and compacted to a minimum of 95 percent of the material's maximum dry density as determined in accordance with ASTM D1557 (Modified Proctor). Fill materials should be placed in layers that, when compacted, do not exceed about 8 inches. Asphaltic concrete material should be compacted to at least 91 percent of the material's theoretical maximum density as determined in accordance ASTM D2041 (Rice Specific Gravity).

A representative of the Geotechnical Engineer should approve any selected granular fill material before importing it to the site. Each lift of compacted engineered fill should be evaluated by a representative of the Geotechnical Engineer prior to placement of subsequent lifts. The base course fill should extend horizontally outward beyond the exterior perimeter at least three feet, prior to sloping.

In order to achieve the assumed 20-year design life, pavement does need regular maintenance to protect the underlying subgrade from being damaged. The primary concern is subgrade saturation which can cause it to weaken. Proper site drainage should be maintained to protect

pavement areas. In addition, cracks that develop in the pavement should be sealed on a regular basis.

5.0 CONSTRUCTION CONSIDERATIONS

5.1 Moisture Sensitive Soils/Weather Related Concerns

The soils encountered at this site are expected to be sensitive to disturbances caused by construction traffic and to changes in moisture content. During wet weather periods, increases in the moisture content of the soil can cause significant reduction in the soil strength and support capabilities. In addition, soils that become wet may be slow to dry and thus significantly retard the progress of grading and compaction activities. It will, therefore, be advantageous to perform earthwork and foundation construction activities during dry weather.

5.2 Drainage and Groundwater Considerations

Water should not be allowed to collect in the foundation excavations or on prepared subgrades for the slabs during construction. Positive site drainage should be maintained throughout construction activities. Undercut or excavated areas should be sloped toward one corner to facilitate removal of any collected rainwater, groundwater, or surface runoff.

The site grading plan should be developed to provide rapid drainage of surface water away from the building areas and to inhibit infiltration of surface water around the perimeter of the proposed structure. The grades should be sloped away from the construction area to prevent saturation of the foundation/slab subgrades which could lead to softening of the soils and excessive settlement.

5.3 Excavations

In Federal Register, Volume 54, No. 209 (October 1989), the United States Department of Labor, Occupational Safety and Health Administration (OSHA) amended its "Construction Standards for Excavations, 29 CFR, part 1926, Subpart P". This document and subsequent updates were issued to better ensure the safety of workmen entering trenches or excavations. It is mandated by this federal regulation that excavations, whether they be utility trenches, basement excavations or footing excavations, be constructed in accordance with the new OSHA guidelines. It is our understanding that these regulations are being strictly enforced and if they are not closely followed, the owner and the contractor could be liable for substantial penalties.

The contractor is solely responsible for designing and constructing stable, temporary excavations and should shore, slope, or bench the sides of the excavations as required to maintain stability of both the excavation sides and bottom. The contractor's "responsible person", as defined in 29 CFR Part 1926, should evaluate the soil exposed in the excavations as part of the contractor's safety procedures. In no case should slope height, slope inclination, or excavation depth, including utility trench excavation depth, exceed those specified in local, state, and federal safety regulations.

We are providing this information solely as a service to our client. EEI does not assume responsibility for construction site safety or the contractor's compliance with local, state, and federal safety or other regulations.

5.4 Geotechnical Construction Inspections

EEI should be retained to perform geotechnical construction inspections to verify construction complies with the geotechnical engineering recommendations contained in this report. EEI cannot accept responsibility for any conditions that deviate from those described in this report, if not engaged to also provide construction observation for this project.

A representative of the Geotechnical Engineer should perform the following "Special Inspections".

- Site stripping of organics and topsoil (periodic).
- Proofroll of stripped subgrade beneath footings, floor slabs-on-grade, and pavement (periodic).
- Structural fill placement and compaction (periodic).
- Footings, floor slab-on-grade, and pavement bearing surfaces (periodic).
- Proofroll of base rock for building pad and pavement areas (periodic).
- Utility trench backfill compaction (periodic).
- Retaining wall drainage and backfill placement (periodic).

6.0 REPORT LIMITATIONS

As is standard practice in the geotechnical industry, the conclusions contained in our report are considered preliminary because they are based on assumptions made about the soil, rock, and groundwater conditions exposed at the site during our subsurface investigation. A more complete extent of the actual subsurface conditions can only be identified when they are exposed during construction. Therefore, EEI should be retained as your consultant during construction to observe the actual conditions and to provide our final conclusions. If a different geotechnical consultant is retained to perform geotechnical inspection during construction, then they should be relied upon to provide final design conclusions and recommendations, and should assume the role of geotechnical engineer of record.

The preliminary geotechnical recommendations presented in this report are based on the available project information, and the subsurface materials described in this report. If any of the noted information is incorrect, please inform EEI in writing so that we may amend the recommendations presented in this report if appropriate and if desired by the client. EEI will not be responsible for the implementation of its recommendations when it is not notified of changes in the project.

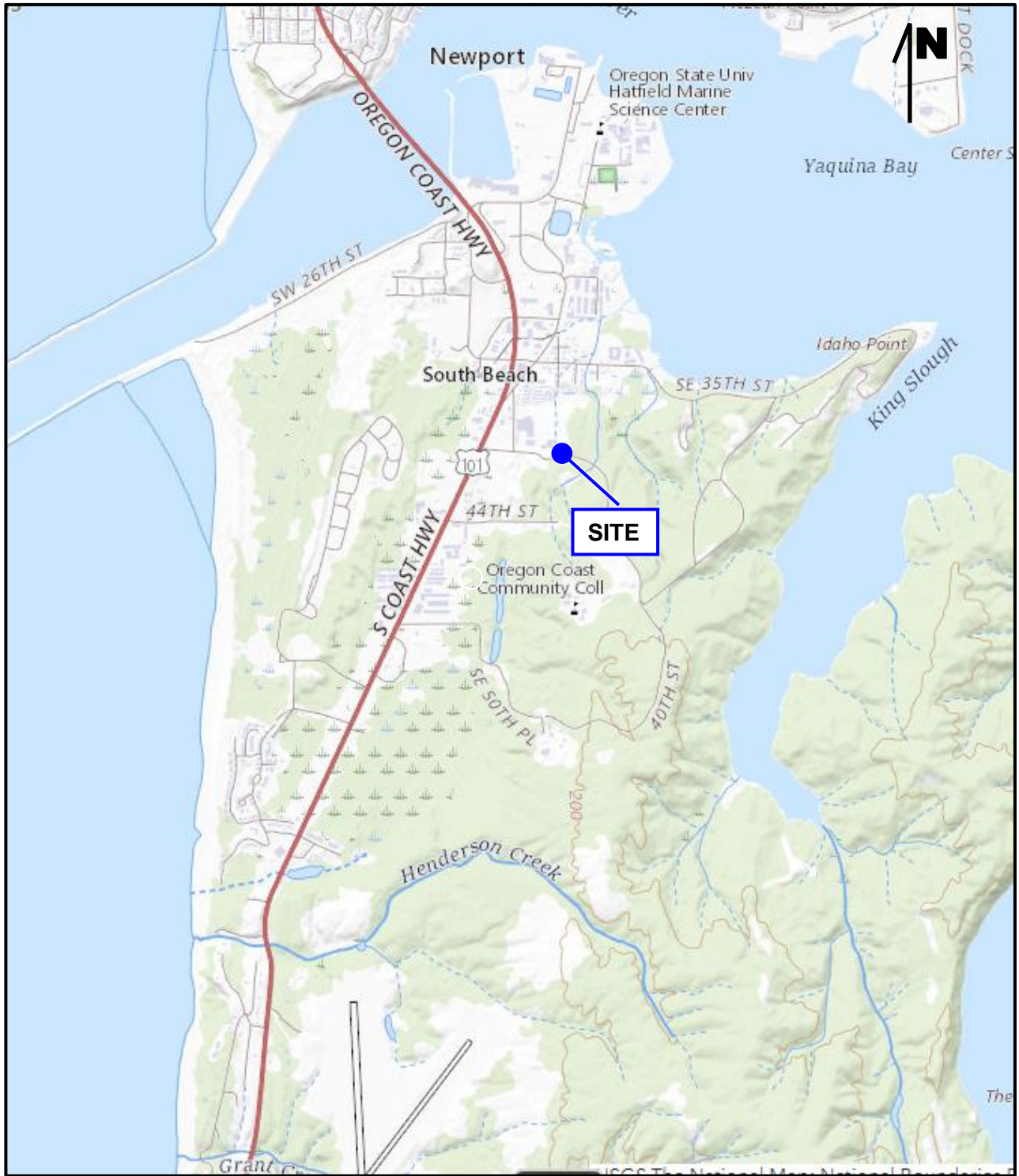
Once construction plans are finalized and a grading plan has been prepared, EEI should be retained to review those plans, and modify our existing recommendations related to the proposed construction, if determined to be necessary.

The Geotechnical Engineer warrants that the findings, recommendations, specifications, or professional advice contained herein have been made in accordance with generally accepted professional geotechnical engineering practices in the local area. No other warranties are implied or expressed.

This report has been prepared for the exclusive use of Landwaves, Inc. for the specific use for the proposed Wilder Subdivision Development, which will be sited at east of Southeast 40th Street & Southeast Harborton Street in Newport, Lincoln County, Oregon. EEI does not authorize the use of the advice herein nor the reliance upon the report by third parties without prior written authorization by EEI.

APPENDICES

APPENDIX A – SITE LOCATION PLAN



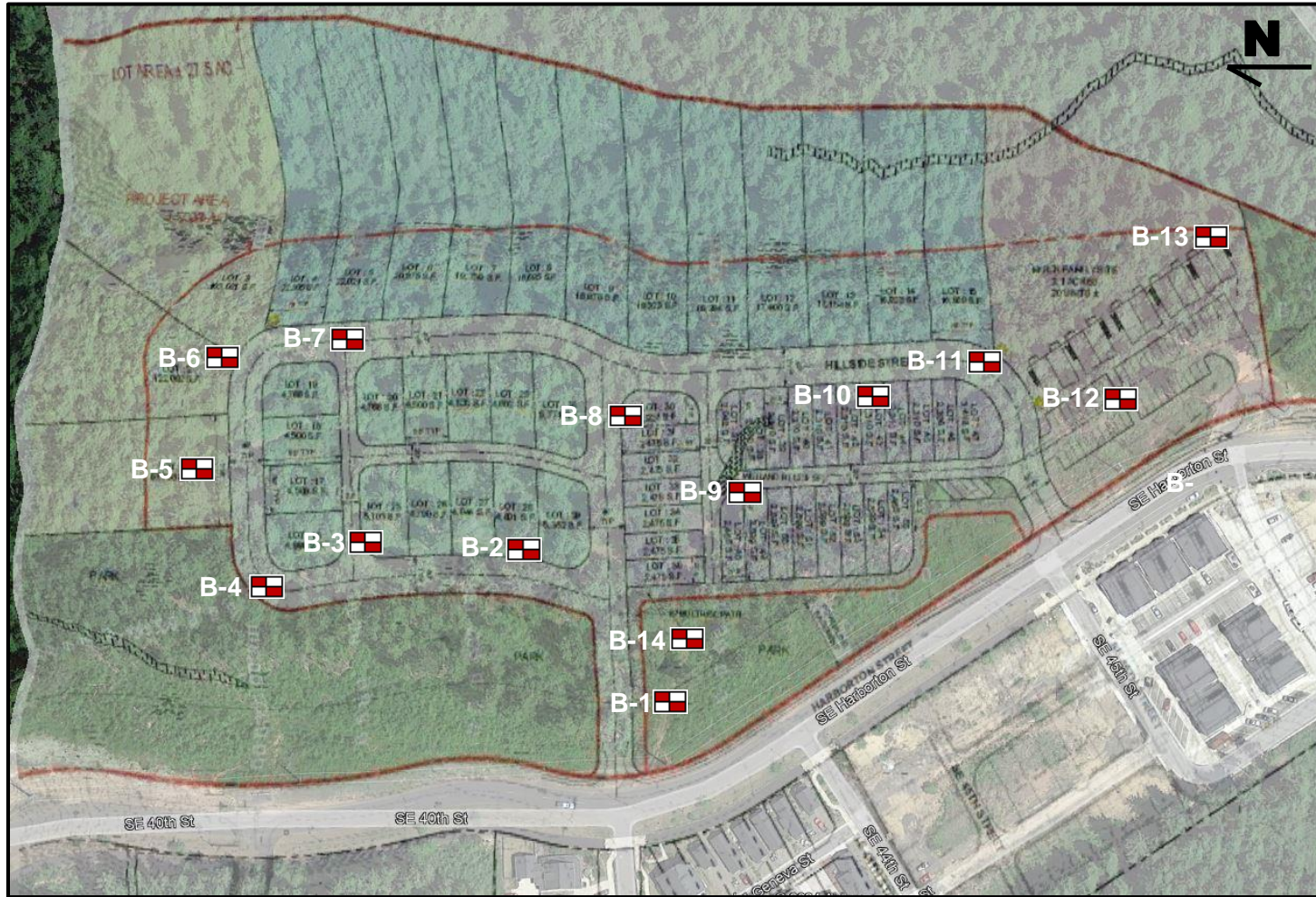
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Proposed Wilder Subdivision
Southeast 40th Street & Southeast Harborton Street
Newport, Lincoln County, Oregon

Report No.
24-010-1

March 12, 2024

APPENDIX B – EXPLORATION LOCATION PLAN



 = Approximate Exploration Location

Base image source: Google Earth, accessed 2/29/24



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Inc.**

**Proposed Wilder Subdivision
Southeast 40th Street & Southeast Harbor Street
Newport, Lincoln County, Oregon**

**Report No.
24-010-1**

March 12, 2024



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Inc.**

Appendix C: Boring B-1

Sheet 1 of 1

Client: Landwaves, Inc
 Project: Proposed Wilder Subdivision
 Site Address: SE 40th Street & SE Harborton Street
 Newport, Lincoln County, Oregon
 Location of Exploration: See Appendix B
 Logged By: Matt Enos, R.G.

Report Number: 24-010-1
 Drilling Contractor: Dan Fischer Excavation
 Drilling Method: Solid stem auger w/ SPT
 Drilling Equipment: Buck Rogers 760
 Approximate Ground Surface Elevation (ft msl): 146
 Date of Exploration: 2/12/2024

Depth (ft)	Water Level	Lithology		Sampling Data							Remarks			
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Blows per 6 Inches	N value	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit	Plastic Limit		Pocket Pen (tsf)		
0		[Cross-hatched symbol]	Silt (ML); dark brown; soft; moist; low plasticity; wood debris/decomposed organics (FILL)											
2	SPT-1			2	2	49								
4														
6	SPT-2			1	2	65								
8		[Dotted symbol]	Silty SAND (SM); light brown; very loose; moist (ALLUVIUM/AEOLIAN)											
10	SPT-3			1	2	44								
12														
14	SPT-4			1	2	43								
16		[Dotted symbol]	Poorly graded SAND (SP); light brown; loose; wet (ALLUVIUM/AEOLIAN)											
18	SPT-5			4	9	26								
20														
22	SPT-6			5	31	26								
24		[Dotted symbol]	becomes dense											
26	SPT-7			19	72	19								
28														
30	SPT-8			42	82	11								
32			becomes very dense, poorly cemented sand										bore hole cave-in	

Notes : Boring terminated at a depth of approximately 31.5 feet below ground surface (bgs). Groundwater was encountered at approximately 15 feet bgs at the time of our exploration. Boring backfilled with bentonite chips on 2/12/2024. Approximate elevation from Google Earth.



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Inc.**

Appendix C: Boring B-2

Sheet 1 of 2

Client: Landwaves, Inc
 Project: Proposed Wilder Subdivision
 Site Address: SE 40th Street & SE Harborton Street
 Newport, Lincoln County, Oregon
 Location of Exploration: See Appendix B
 Logged By: Matt Enos, R.G.

Report Number: 24-010-1
 Drilling Contractor: Dan Fischer Excavation
 Drilling Method: Solid stem auger w/ SPT
 Drilling Equipment: Buck Rogers 760
 Approximate Ground Surface Elevation (ft msl): 157
 Date of Exploration: 2/12/2024

Depth (ft)	Water Level	Lithology		Sampling Data							Remarks		
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Blows per 6 Inches	N value	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit	Plastic Limit		Pocket Pen (tsf)	
0			Sandy SILT (ML) with organic debris; dark brown; moist; approximately 4-inches thick (TOPSOIL)										
2			Silty SAND (SM); light brown; moist (ALLUVIUM/AEOLIAN)										
4			Poorly graded SAND (SP); light brown; medium dense to dense; moist to wet (ALLUVIUM/AEOLIAN)	SPT-1	4 9 26	35	33						
6			poorly cemented sand, iron staining at 2.5 feet bgs	SPT-2	11 7 8	15	18						
8				SPT-3	10 16 17	33	11						
10				SPT-4	12 15 22	37	9	3					
14													
15			becomes wet	SPT-5	9 6 6	12	22						
18													
20				SPT-6	8 9 10	19	18						
22													
24													
26				SPT-7	16 13 13	26	17						
28													
30				SPT-8	18 24 31	55	23						
32			becomes very dense										

Notes : Boring terminated at a depth of approximately 36.5 feet below ground surface (bgs). Groundwater was encountered at approximately 15 feet bgs at the time of our exploration. Boring backfilled with bentonite chips on 2/12/2024. Approximate elevation from Google Earth.



**Earth
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Inc.**

Appendix C: Boring B-2

Sheet 2 of 2

Client: Landwaves, Inc
 Project: Proposed Wilder Subdivision
 Site Address: SE 40th Street & SE Harborton Street
 Newport, Lincoln County, Oregon
 Location of Exploration: See Appendix B
 Logged By: Matt Enos, R.G.

Report Number: 24-010-1
 Drilling Contractor: Dan Fischer Excavation
 Drilling Method: Solid stem auger w/ SPT
 Drilling Equipment: Buck Rogers 760
 Approximate Ground Surface Elevation (ft msl): 157
 Date of Exploration: 2/12/2024

Depth (ft)	Water Level	Lithology		Sampling Data								Remarks		
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Blows per 6 Inches	N value	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit	Plastic Limit	Pocket Pen (tsf)			
32			becomes dense											
34														
36			SPT-9		12 18 22	40	35							bore hole cave-in
38														
40														
42														
44														
46														
48														
50														
52														
54														
56														
58														
60														
62														
64														

Notes : Boring terminated at a depth of approximately 36.5 feet below ground surface (bgs). Groundwater was encountered at approximately 15 feet bgs at the time of our exploration. Boring backfilled with bentonite chips on 2/12/2024. Approximate elevation from Google Earth.



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Inc.**

Appendix C: Boring B-3

Sheet 1 of 2

Client: Landwaves, Inc
 Project: Proposed Wilder Subdivision
 Site Address: SE 40th Street & SE Harborton Street
 Newport, Lincoln County, Oregon
 Location of Exploration: See Appendix B
 Logged By: Matt Enos, R.G.

Report Number: 24-010-1
 Drilling Contractor: Dan Fischer Excavation
 Drilling Method: Solid stem auger w/ SPT
 Drilling Equipment: Buck Rogers 760
 Approximate Ground Surface Elevation (ft msl): 156
 Date of Exploration: 2/12/2024

Depth (ft)	Water Level	Lithology		Sampling Data							Remarks		
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Blows per 6 Inches	N value	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit	Plastic Limit		Pocket Pen (tsf)	
0			Sandy SILT (ML) with organic debris; dark brown; moist; approximately 3-inches thick (TOPSOIL)										
2			Silty SAND (SM); light brown; loose; moist (ALLUVIUM/AEOLIAN)										
3				SPT-1	2	8	52						
4					3								
5					5								
6				SPT-2	4	8	56						
7					3								
8			Poorly graded SAND (SP); light brown; medium dense to very dense; moist (ALLUVIUM/AEOLIAN)										
9				SPT-3	15	53	15						
10					24								
11					29								
12				SPT-4	18	27	18						
13					14								
14					13								
15			6-inch lens of silty sand										
16				SPT-5	7	20	23						
17					5								
18					15								
19			becomes dense, poorly cemented sand										
20				SPT-6	10	39	23						
21					10								
22					29								
23													
24			becomes medium dense										
25				SPT-7	5	25	23						
26					11								
27					16								
28													
29													
30				SPT-8	10	22	25						
31					12								
32					10								

Notes : Boring terminated at a depth of approximately 36.5 feet below ground surface (bgs). Groundwater was not encountered at the time of our exploration. Boring backfilled with bentonite chips on 2/12/2024. Approximate elevation from Google Earth.



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Appendix C: Boring B-4

Sheet 1 of 1

Client: Landwaves, Inc
 Project: Proposed Wilder Subdivision
 Site Address: SE 40th Street & SE Harborton Street
 Newport, Lincoln County, Oregon
 Location of Exploration: See Appendix B
 Logged By: Matt Enos, R.G.

Report Number: 24-010-1
 Drilling Contractor: Dan Fischer Excavation
 Drilling Method: Solid stem auger w/ SPT
 Drilling Equipment: Buck Rogers 760
 Approximate Ground Surface Elevation (ft msl): 149
 Date of Exploration: 2/12/2024

Depth (ft)	Water Level	Lithology		Sampling Data							Remarks		
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Blows per 6 Inches	N value	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit	Plastic Limit		Pocket Pen (tsf)	
0			Sandy SILT (ML) with organic debris; dark brown; moist; approximately 4-inches thick (TOPSOIL)										
2			Silty SAND (SM); gray brown; medium dense; moist (ALUVIUM/AEOLIAN)	SPT-1	9 8 10	18	44						
4			Poorly graded SAND (SP); light brown; medium dense to dense; moist to wet (ALUVIUM/AEOLIAN)	SPT-2	14 15 17	32	14						
8				SPT-3	9 18 26	44	18						
10	▼		becomes wet	SPT-4	13 19 25	44	20						
16			becomes medium dense	SPT-5	5 7 7	14	27						bore hole cave-in
18													
20													
22													
24													
26													
28													
30													
32													

Notes : Boring terminated at a depth of approximately 16.5 feet below ground surface (bgs). Groundwater was encountered at approximately 10 feet bgs at the time of our exploration. Boring backfilled with bentonite chips on 2/12/2024. Approximate elevation from Google Earth.



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Inc.**

Appendix C: Boring B-5

Sheet 1 of 1

Client: Landwaves, Inc
 Project: Proposed Wilder Subdivision
 Site Address: SE 40th Street & SE Harborton Street
 Newport, Lincoln County, Oregon
 Location of Exploration: See Appendix B
 Logged By: Matt Enos, R.G.

Report Number: 24-010-1
 Drilling Contractor: Dan Fischer Excavation
 Drilling Method: Solid stem auger w/ SPT
 Drilling Equipment: Buck Rogers 760
 Approximate Ground Surface Elevation (ft msl): 150
 Date of Exploration: 2/12/2024

Depth (ft)	Water Level	Lithology		Sampling Data							Remarks		
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Blows per 6 Inches	N value	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit	Plastic Limit		Pocket Pen (tsf)	
0			Sandy SILT (ML) with organic debris; dark brown; moist; approximately 4-inches thick (TOPSOIL)										
2			Silty SAND (SM); gray brown; moist (ALUVIUM/AEOLIAN)										
4			Poorly graded SAND (SP); light brown; dense to very dense; moist to wet (ALUVIUM/AEOLIAN)	SPT-1	9 27 32	59	31						
6				SPT-2	12 20 23	43	14						
8				SPT-3	13 18 22	40	17						
10	▼		becomes wet	SPT-4	16 28 28	56	20						
12													
14			becomes medium dense	SPT-5	5 13 14	27	22						bore hole cave-in
16													
18													
20				SPT-6	7 8 14	22	24	19					
22													
24													
26													
28													
30													
32													

Notes : Boring terminated at a depth of approximately 21.5 feet below ground surface (bgs). Groundwater was encountered at approximately 10 feet bgs at the time of our exploration. Boring backfilled with bentonite chips on 2/12/2024. Approximate elevation from Google Earth.



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Appendix C: Boring B-6

Sheet 1 of 1

Client: Landwaves, Inc
 Project: Proposed Wilder Subdivision
 Site Address: SE 40th Street & SE Harborton Street
 Newport, Lincoln County, Oregon
 Location of Exploration: See Appendix B
 Logged By: Matt Enos, R.G.

Report Number: 24-010-1
 Drilling Contractor: Dan Fischer Excavation
 Drilling Method: Solid stem auger w/ SPT
 Drilling Equipment: Buck Rogers 760
 Approximate Ground Surface Elevation (ft msl): 144
 Date of Exploration: 2/12/2024

Depth (ft)	Water Level	Lithology		Sampling Data							Remarks		
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Blows per 6 Inches	N value	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit	Plastic Limit		Pocket Pen (tsf)	
0			Sandy SILT (ML) with organic debris; dark brown; moist; approximately 4-inches thick (TOPSOIL)										
2			Silty SAND (SM); gray brown; very loose; moist (ALLUVIUM/AEOLIAN)	SPT-1	2 2 1	3	34						
4													
6				SPT-2	1 1 1	2	29						
8													
8				SPT-3	1 1 1	2	36						
10			Poorly graded SAND (SP); light brown; medium dense; moist to wet (ALLUVIUM/AEOLIAN)	SPT-4	5 7 13	20	25						
12													
14													
15	Water Level		becomes wet	SPT-5	7 7 13	20	16						
16													
18													
20				SPT-6	6 9 14	23	24						
22													
24													
26			becomes very dense locally	SPT-7	15 26 36	62	22						
28													
30				SPT-8	6 7 18	25	32	27					bore hole cave-in
32													

Notes : Boring terminated at a depth of approximately 31.5 feet below ground surface (bgs). Groundwater was encountered at approximately 15 feet bgs at the time of our exploration. Boring backfilled with bentonite chips on 2/12/2024. Approximate elevation from Google Earth.



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Appendix C: Boring B-7

Sheet 1 of 1

Client: Landwaves, Inc
 Project: Proposed Wilder Subdivision
 Site Address: SE 40th Street & SE Harborton Street
 Newport, Lincoln County, Oregon
 Location of Exploration: See Appendix B
 Logged By: Matt Enos, R.G.

Report Number: 24-010-1
 Drilling Contractor: Dan Fischer Excavation
 Drilling Method: Solid stem auger w/ SPT
 Drilling Equipment: Buck Rogers 760
 Approximate Ground Surface Elevation (ft msl): 156
 Date of Exploration: 2/12/2024

Depth (ft)	Water Level	Lithology		Sampling Data							Remarks		
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Blows per 6 Inches	N value	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit	Plastic Limit		Pocket Pen (tsf)	
0			Sandy SILT (ML) with organic debris; dark brown; moist; approximately 2-inches thick (TOPSOIL)										
2			Silty SAND (SM); orange brown; loose; moist (ALLUVIUM/AEOLIAN)										
3				SPT-1	2 3 3	6	33						
4			Poorly graded SAND (SP); light brown; medium dense; moist to wet										
5				SPT-2	5 6 8	14	19						
6													
8				SPT-3	9 12 17	29	11						
9			becomes dense										
10				SPT-4	9 18 25	43	9						
12													
14			becomes medium dense										
16				SPT-5	5 8 11	19	24						
18													
20				SPT-6	8 8 12	20	20						
22													
24													
26				SPT-7	10 10 14	24	15						
28													
30			becomes dense, wet										
31				SPT-8	8 15 23	38	22						bore hole cave-in
32													

Notes : Boring terminated at a depth of approximately 31.5 feet below ground surface (bgs). Groundwater was encountered at approximately 30 feet bgs at the time of our exploration. Boring backfilled with bentonite chips on 2/12/2024. Approximate elevation from Google Earth.



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Appendix C: Boring B-8

Sheet 1 of 1

Client: Landwaves, Inc
 Project: Proposed Wilder Subdivision
 Site Address: SE 40th Street & SE Harborton Street
 Newport, Lincoln County, Oregon
 Location of Exploration: See Appendix B
 Logged By: Matt Enos, R.G.

Report Number: 24-010-1
 Drilling Contractor: Dan Fischer Excavation
 Drilling Method: Solid stem auger w/ SPT
 Drilling Equipment: Buck Rogers 760
 Approximate Ground Surface Elevation (ft msl): 158
 Date of Exploration: 2/13/2024

Depth (ft)	Water Level	Lithology		Sampling Data							Remarks		
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Blows per 6 Inches	N value	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit	Plastic Limit		Pocket Pen (tsf)	
0			Sandy SILT (ML) with organic debris; dark brown; moist; approximately 2-inches thick (TOPSOIL)										
2			Silty SAND (SM); brown; loose; moist (ALLUVIUM/AEOLIAN)	SPT-1	2 1 4	5	39						
4			Poorly graded SAND (SP); light brown; dense to very dense; moist to wet (ALLUVIUM/AEOLIAN)	SPT-2	21 39 48	87	20						
6			poorly cemented sand, iron staining	SPT-3	14 23 21	44	19						
8			becomes wet (perched lens)	SPT-4	13 20 24	44	12						
10			becomes moist	SPT-5	45 38 48	86	11						
12				SPT-6	9 14 31	45	23						
14													
16													
18													
20													
22													
24													
26													
28													
30													
32													

Notes : Boring terminated at a depth of approximately 21.5 feet below ground surface (bgs). Groundwater was not encountered at the time of our exploration. Boring backfilled with bentonite chips on 2/13/2024. Approximate elevation from Google Earth.



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Appendix C: Boring B-9

Sheet 1 of 1

Client: Landwaves, Inc
 Project: Proposed Wilder Subdivision
 Site Address: SE 40th Street & SE Harborton Street
 Newport, Lincoln County, Oregon
 Location of Exploration: See Appendix B
 Logged By: Matt Enos, R.G.

Report Number: 24-010-1
 Drilling Contractor: Dan Fischer Excavation
 Drilling Method: Solid stem auger w/ SPT
 Drilling Equipment: Buck Rogers 760
 Approximate Ground Surface Elevation (ft msl): 160
 Date of Exploration: 2/13/2024

Depth (ft)	Water Level	Lithology		Sampling Data							Remarks		
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Blows per 6 Inches	N value	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit	Plastic Limit		Pocket Pen (tsf)	
0			Sandy SILT (ML) with organic debris; dark brown; moist; approximately 4-inches thick (TOPSOIL)										
2			Silty SAND (SM); gray to red brown; medium dense; moist (ALLUVIUM/AEOLIAN)	SPT-1	11 5 23	28	34						
4			Poorly graded SAND (SP); light brown; very dense; moist to wet (ALLUVIUM/AEOLIAN)	SPT-2	36 31 34	65	16						
8				SPT-3	20 46 50	100	13					50/5"	
10				SPT-4	34 40 50	90	13					50/6"	
16				SPT-5	41 43 43	86	10						
20			lens of fine sand with organics (charcoal), becomes medium dense	SPT-6	10 9 12	21	26						
26				SPT-7	11 10 16	26	20						

Notes : Boring terminated at a depth of approximately 26.5 feet below ground surface (bgs). Groundwater was not encountered at the time of our exploration. Boring backfilled with bentonite chips on 2/13/2024. Approximate elevation from Google Earth.



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Appendix C: Boring B-10

Sheet 1 of 1

Client: Landwaves, Inc
 Project: Proposed Wilder Subdivision
 Site Address: SE 40th Street & SE Harborton Street
 Newport, Lincoln County, Oregon
 Location of Exploration: See Appendix B
 Logged By: Matt Enos, R.G.

Report Number: 24-010-1
 Drilling Contractor: Dan Fischer Excavation
 Drilling Method: Solid stem auger w/ SPT
 Drilling Equipment: Buck Rogers 760
 Approximate Ground Surface Elevation (ft msl): 161
 Date of Exploration: 2/13/2024

Depth (ft)	Water Level	Lithology		Sampling Data							Remarks		
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Blows per 6 Inches	N value	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit	Plastic Limit		Pocket Pen (tsf)	
0			Sandy SILT (ML) with organic debris; dark brown; moist; approximately 4-inches thick (TOPSOIL)										
2			SILT (ML); gray brown; medium stiff; moist (ALLUVIUM/AEOLIAN)										
2.5				SPT-1	2 2 7	9	49						
4			Poorly graded SAND (SP); light brown; very dense; moist to wet (ALLUVIUM/AEOLIAN) poorly cemented sand, iron staining										
5.5				SPT-2	27 29 31	60	24						
8				SPT-3	22 34 40	74	20						
10				SPT-4	21 46 50	96	9						
16				SPT-5	29 45 50	95	16	2					
20	▼		becomes wet, medium dense										
20.5				SPT-6	9 9 13	22	24						

Notes : Boring terminated at a depth of approximately 21.5 feet below ground surface (bgs). Groundwater was encountered at approximately 20 feet bgs at the time of our exploration. Boring backfilled with bentonite chips on 2/13/2024. Approximate elevation from Google Earth.



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Appendix C: Boring B-11

Sheet 1 of 1

Client: Landwaves, Inc
 Project: Proposed Wilder Subdivision
 Site Address: SE 40th Street & SE Harborton Street
 Newport, Lincoln County, Oregon
 Location of Exploration: See Appendix B
 Logged By: Matt Enos, R.G.

Report Number: 24-010-1
 Drilling Contractor: Dan Fischer Excavation
 Drilling Method: Solid stem auger w/ SPT
 Drilling Equipment: Buck Rogers 760
 Approximate Ground Surface Elevation (ft msl): 164
 Date of Exploration: 2/13/2024

Depth (ft)	Water Level	Lithology		Sampling Data							Remarks		
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Blows per 6 Inches	N value	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit	Plastic Limit		Pocket Pen (tsf)	
0			Sandy SILT (ML) with organic debris; dark brown; moist; approximately 4-inches thick (TOPSOIL)										
2			SILT (ML); gray brown; moist (ALLUVIUM/AEOLIAN)										
3				SPT-1	11 27 33	60	22						
4			Poorly graded SAND (SP); light brown; dense to very dense; moist to wet (ALLUVIUM/AEOLIAN)										
5				SPT-2	15 18 19	37	24						
6													
7				SPT-3	21 25 36	61	20						
8													
9				SPT-4	15 16 23	39	11						
10													
11													
12													
13													
14													
15			becomes wet	SPT-5	17 28 36	64	14						
16													
17													
18													
19													
20			poorly cemented sand	SPT-6	15 29 30	59	20						
21													
22													
23													
24													
25													
26				SPT-7	10 10 40	50	19						
27													
28													
29													
30													
31													
32													

Notes : Boring terminated at a depth of approximately 31.5 feet below ground surface (bgs). Groundwater was encountered at approximately 15 feet bgs at the time of our exploration. Boring backfilled with bentonite chips on 2/13/2024. Approximate elevation from Google Earth.



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Appendix C: Boring B-12

Sheet 1 of 1

Client: Landwaves, Inc
 Project: Proposed Wilder Subdivision
 Site Address: SE 40th Street & SE Harborton Street
 Newport, Lincoln County, Oregon
 Location of Exploration: See Appendix B
 Logged By: Matt Enos, R.G.

Report Number: 24-010-1
 Drilling Contractor: Dan Fischer Excavation
 Drilling Method: Solid stem auger w/ SPT
 Drilling Equipment: Buck Rogers 760
 Approximate Ground Surface Elevation (ft msl): 171
 Date of Exploration: 2/13/2024

Depth (ft)	Water Level	Lithology		Sampling Data							Remarks		
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Blows per 6 Inches	N value	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit	Plastic Limit		Pocket Pen (tsf)	
0			Sandy SILT (ML) with organic debris; dark brown; moist; approximately 4-inches thick (TOPSOIL)										
2			Silty SAND (SM); red brown; medium stiff; moist (ALLUVIUM/AEOLIAN)	SPT-1	3 2 4	6	34						
4			Poorly graded SAND (SP); light brown; medium dense; moist to wet (ALLUVIUM/AEOLIAN)	SPT-2	7 9 13	22	25						
8				SPT-3	8 12 12	24	25						
10	▼		becomes dense, wet	SPT-4	7 16 22	38	26						
16				SPT-5	8 17 22	39	21						bore hole cave-in
18													
20													
22													
24													
26													
28													
30													
32													

Notes : Boring terminated at a depth of approximately 21.5 feet below ground surface (bgs). Groundwater was encountered at approximately 10 feet bgs at the time of our exploration. Boring backfilled with bentonite chips on 2/13/2024. Approximate elevation from Google Earth.



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Appendix C: Boring B-13

Sheet 1 of 2

Client: Landwaves, Inc
 Project: Proposed Wilder Subdivision
 Site Address: SE 40th Street & SE Harborton Street
 Newport, Lincoln County, Oregon
 Location of Exploration: See Appendix B
 Logged By: Matt Enos, R.G.

Report Number: 24-010-1
 Drilling Contractor: Dan Fischer Excavation
 Drilling Method: Solid stem auger w/ SPT
 Drilling Equipment: Buck Rogers 760
 Approximate Ground Surface Elevation (ft msl): 161
 Date of Exploration: 2/13/2024

Depth (ft)	Water Level	Lithology		Sampling Data							Remarks		
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Blows per 6 Inches	N value	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit	Plastic Limit		Pocket Pen (tsf)	
0			Sandy SILT (ML) with organic debris; dark brown; moist; approximately 2-inches thick (TOPSOIL)										
2			Silty SAND (SM); red brown; medium stiff to stiff; moist (ALLUVIUM/AEOLIAN)	SPT-1	2 2 6	8	40						
4			Poorly graded SAND (SP); light brown; medium dense to dense; moist to wet (ALLUVIUM/AEOLIAN)	SPT-2	8 11 13	24	23						
6				SPT-3	9 13 17	30	24						
8			becomes loose, wet (perched lens)	SPT-4	5 3 4	7	28						
10				SPT-5	16 20 24	44	15						
12			becomes dense	SPT-6	12 27 50	77	18					50/6"	
14				SPT-7	33 39 42	81	11						
16			iron staining	SPT-8	50 50 50	100	16					50/3" hard drilling	
18													
20													
22													
24													
26													
28													
30													
32													

Notes : Boring terminated at a depth of approximately 41.5 feet below ground surface (bgs). Groundwater was encountered at approximately 30 feet bgs at the time of our exploration. Boring backfilled with bentonite chips on 2/13/2024. Approximate elevation from Google Earth.



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Appendix C: Boring B-13

Sheet 2 of 2

Client: Landwaves, Inc
 Project: Proposed Wilder Subdivision
 Site Address: SE 40th Street & SE Harborton Street
 Newport, Lincoln County, Oregon
 Location of Exploration: See Appendix B
 Logged By: Matt Enos, R.G.

Report Number: 24-010-1
 Drilling Contractor: Dan Fischer Excavation
 Drilling Method: Solid stem auger w/ SPT
 Drilling Equipment: Buck Rogers 760
 Approximate Ground Surface Elevation (ft msl): 161
 Date of Exploration: 2/13/2024

Depth (ft)	Water Level	Lithology		Sampling Data							Remarks	
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Blows per 6 Inches	N value	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit	Plastic Limit		Pocket Pen (tsf)
32		●●●●●●●●●● ●●●●●●●●●● ●●●●●●●●●●										moderate drilling
34												
36												
38												
40				SPT-9	36 45 38	83	15	8				
42												
44												
46												
48												
50												
52												
54												
56												
58												
60												
62												
64												

Notes : Boring terminated at a depth of approximately 41.5 feet below ground surface (bgs). Groundwater was encountered at approximately 30 feet bgs at the time of our exploration. Boring backfilled with bentonite chips on 2/13/2024. Approximate elevation from Google Earth.



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Appendix C: Boring B-14

Sheet 1 of 1

Client: Landwaves, Inc
 Project: Proposed Wilder Subdivision
 Site Address: SE 40th Street & SE Harborton Street
 Newport, Lincoln County, Oregon
 Location of Exploration: See Appendix B
 Logged By: Matt Enos, R.G.

Report Number: 24-010-1
 Drilling Contractor: Dan Fischer Excavation
 Drilling Method: Solid stem auger w/ SPT
 Drilling Equipment: Buck Rogers 760
 Approximate Ground Surface Elevation (ft msl): 160
 Date of Exploration: 2/13/2024

Depth (ft)	Water Level	Lithology		Sampling Data							Remarks		
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Blows per 6 Inches	N value	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit	Plastic Limit		Pocket Pen (tsf)	
0			Sandy SILT (ML) with organic debris; dark brown; moist; approximately 1-inch thick (TOPSOIL)										
2			Poorly graded SAND (SP); light brown; dense to very dense; moist to wet (ALLUVIUM/AEOLIAN) very dense, poorly cemented sand, iron staining	SPT-1	31 50	100	17					50/6"	
6				SPT-2	12 18 24	42	13						
8				SPT-3	12 33 50	83	6					50/6"	
10				SPT-4	22 46 50	100	8					50/5"	
15	▼		becomes wet	SPT-5	28 44 50	100	19					50/5"	
20				SPT-6	11 19 17	36	21						
22													
24													
26													
28													
30													
32													

Notes : Boring terminated at a depth of approximately 21.5 feet below ground surface (bgs). Groundwater was encountered at approximately 15 feet bgs at the time of our exploration. Boring backfilled with bentonite chips on 2/13/2024. Approximate elevation from Google Earth.

APPENDIX D: SOIL CLASSIFICATION LEGEND

APPARENT CONSISTENCY OF COHESIVE SOILS (PECK, HANSON & THORNBURN 1974, AASHTO 1988)				
Descriptor	SPT N ₆₀ (blows/foot)*	Pocket Penetrometer, Q _p (tsf)	Torvane (tsf)	Field Approximation
Very Soft	< 2	< 0.25	< 0.12	Easily penetrated several inches by fist
Soft	2 – 4	0.25 – 0.50	0.12 – 0.25	Easily penetrated several inches by thumb
Medium Stiff	5 – 8	0.50 – 1.0	0.25 – 0.50	Penetrated several inches by thumb w/moderate effort
Stiff	9 – 15	1.0 – 2.0	0.50 – 1.0	Readily indented by thumbnail
Very Stiff	16 – 30	2.0 – 4.0	1.0 – 2.0	Indented by thumb but penetrated only with great effort
Hard	> 30	> 4.0	> 2.0	Indented by thumbnail with difficulty

* Using SPT N₆₀ is considered a crude approximation for cohesive soils.

APPARENT DENSITY OF COHESIONLESS SOILS (AASHTO 1988)	
Descriptor	SPT N ₆₀ Value (blows/foot)
Very Loose	0 – 4
Loose	5 – 10
Medium Dense	11 – 30
Dense	31 – 50
Very Dense	> 50

MOISTURE (ASTM D2488-06)	
Descriptor	Criteria
Dry	Absence of moisture, dusty, dry to the touch, well below optimum moisture content (per ASTM D698 or D1557)
Moist	Damp but no visible water
Wet	Visible free water, usually soil is below water table, well above optimum moisture content (per ASTM D698 or D1557)

PERCENT OR PROPORTION OF SOILS (ASTM D2488-06)	
Descriptor	Criteria
Trace	Particles are present but estimated < 5%
Few	5 – 10%
Little	15 – 25%
Some	30 – 45%
Mostly	50 – 100%

Percentages are estimated to nearest 5% in the field. Use "about" unless percentages are based on laboratory testing.

SOIL PARTICLE SIZE (ASTM D2488-06)	
Descriptor	Size
Boulder	> 12 inches
Cobble	3 to 12 inches
Gravel - Coarse Fine	¾ inch to 3 inches No. 4 sieve to ¾ inch
Sand - Coarse Medium Fine	No. 10 to No. 4 sieve (4.75mm) No. 40 to No. 10 sieve (2mm) No. 200 to No. 40 sieve (.425mm)
Silt and Clay ("fines")	Passing No. 200 sieve (0.075mm)

UNIFIED SOIL CLASSIFICATION SYSTEM (ASTM D2488)				
Major Division		Group Symbol	Description	
Coarse Grained Soils (more than 50% retained on #200 sieve)	Gravel (50% or more retained on No. 4 sieve)	Clean Gravel	GW	Well-graded gravels and gravel-sand mixtures, little or no fines
		Gravel with fines	GP	Poorly graded gravels and gravel-sand mixtures, little or no fines
			GM	Silty gravels and gravel-sand-silt mixtures
	Sand (> 50% passing No. 4 sieve)	Clean sand	GC	Clayey gravels and gravel-sand-clay mixtures
		Sand with fines	SW	Well-graded sands and gravelly sands, little or no fines
			SP	Poorly-graded sands and gravelly sands, little or no fines
Fine Grained Soils (50% or more passing #200 sieve)	Silt and Clay (liquid limit < 50)	SM	Silty sands and sand-silt mixtures	
		SC	Clayey sands and sand-clay mixtures	
		ML	Inorganic silts, rock flour and clayey silts	
	Silt and Clay (liquid limit > 50)	CL	Inorganic clays of low-medium plasticity, gravelly, sandy & lean clays	
		OL	Organic silts and organic silty clays of low plasticity	
		MH	Inorganic silts and clayey silts	
Highly Organic Soils	CH	Inorganic clays or high plasticity, fat clays		
	OH	Organic clays of medium to high plasticity		
		PT	Peat, muck and other highly organic soils	



GRAPHIC SYMBOL LEGEND		
GRAB	⊗	Grab sample
SPT	■	Standard Penetration Test (2" OD), ASTM D1586
ST	▨	Shelby Tube, ASTM D1587 (pushed)
DM	▨	Dames and Moore ring sampler (3.25" OD and 140-pound hammer)
CORE	▨	Rock coring

APPENDIX E: SURCHARGE-INDUCED LATERAL EARTH PRESSURES FOR WALL DESIGN

LINE LOAD (applicable for retaining walls not exceeding 20 feet in height):

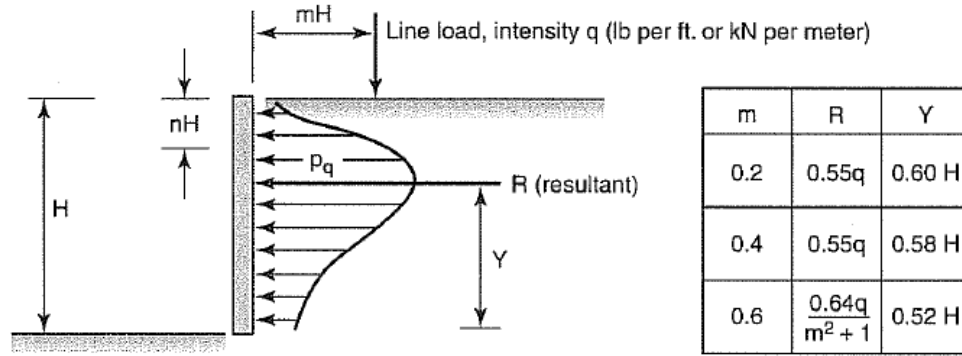


Figure 16-28 Pressure distribution against vertical wall resulting from line load of intensity q .

CONCENTRATED POINT LOAD (applicable for retaining walls not exceeding 20 feet in height):

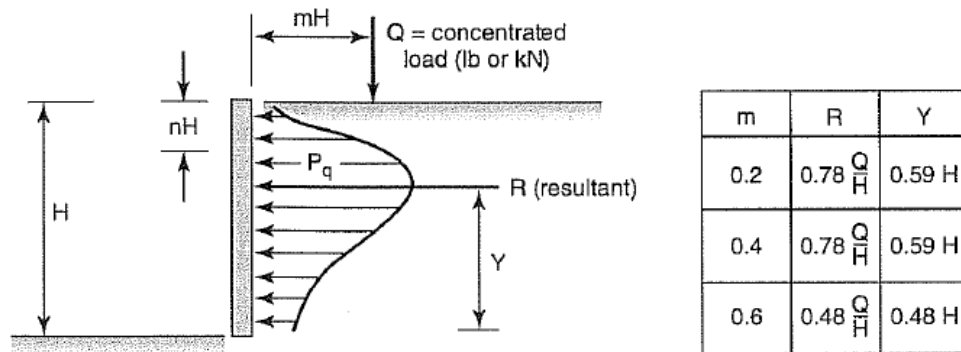


Figure 16-27 Pressure distribution against vertical wall resulting from point load, Q .

AREAL LOAD:

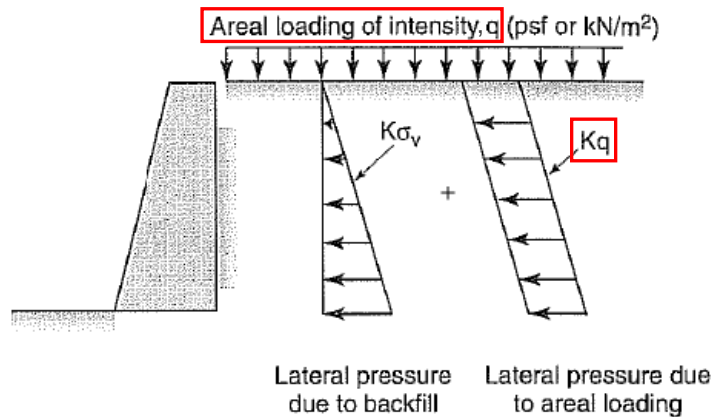
Figure 16-26 Influence of areal loading on wall pressures.

use $K=0.39$ for active condition
(i.e. top of wall allowed to
deflect laterally)

use $K=0.57$ for at-rest condition
(i.e. top of wall not allowed to
deflect laterally)

$$\text{Resultant, } R = K * q * H$$

Where H = wall height (feet)



Source of Figures: McCarthy, D.F., 1998, "Essentials of Soil Mechanics and foundations, Basic Geotechnics, Fifth Edition."



Earth
Engineers,
Inc.

Proposed Wilder Subdivision
Southeast 40th Street & Southeast Harborton Street
Newport, Lincoln County, Oregon

Report No.
24-010-1

March 12, 2024

APPENDIX F

HISTORIC WELL LOG

STATE OF OREGON
GEOTECHNICAL HOLE REPORT
(as required by OAR 690-240-0035)

4/19/2017

(1) OWNER/PROJECT Hole Number B1

PROJECT NAME/NBR: 7-417/HMSC STUDENT HOUSING

First Name Last Name
Company OREGON STATE UNIVERSITY
Address 3015 SW WESTERN BLVD
City CORVALLIS State OR Zip 97333

(2) TYPE OF WORK [X] New [] Deepening [X] Abandonment
[] Alteration (repair/recondition)

(3) CONSTRUCTION
[] Rotary Air [] Hand Auger [X] Hollow stem auger
[X] Rotary Mud [] Cable [] Push Probe
[] Other

(4) TYPE OF HOLE:
[] Uncased Temporary [] Cased Permanent
[] Uncased Permanent [] Slope Stability
[] Other
Other:

(5) USE OF HOLE
GEOTECHNICAL

(6) BORE HOLE CONSTRUCTION Special Standard [] (Attach copy)
Depth of Completed Hole 55.00 ft.

Table with columns: Dia, From, To, Material, SEAL, Amt, lbs. Rows include Bentonite Chips and Bentonite Grout.

Backfill placed from ft. to ft. Material
Filter pack from ft. to ft. Material Size

(7) CASING/SCREEN
Table with columns: Casing, Screen, Dia, From, To, Gauge, Stl, Plstc, Wld, Thrd.

(8) WELL TESTS
[] Pump [] Bailer [] Air [] Flowing Artesian
Yield gal/min Drawdown Drill stem/Pump depth Duration(hr)

Temperature °F Lab analysis [] Yes By

Supervising Geologist/Engineer

Table with columns: From, To, Description, Amount, Units. Row for Water quality concerns?

(9) LOCATION OF HOLE (legal description)
County LINCOLN Twp 11.00 S N/S Range 11.00 W E/W WM
Sec 20 NE 1/4 of the NE 1/4 Tax Lot 100
Tax Map Number Lot
Lat or 44.60841667 DMS or DD
Long or -124.04683333 DMS or DD
[] Street address of hole [X] Nearest address

PARCEL SOUTH OF SE 40TH AVE, 1425' EAST OF OREGON COAST HWY
NEWPORT, OR

(10) STATIC WATER LEVEL
Date SWL(psi) + SWL(ft)
Existing Well / Predeepening
Completed Well 3/23/2017 26

WATER BEARING ZONES
Flowing Artesian? []
Depth water was first found 26.00
Table with columns: SWL Date, From, To, Est Flow, SWL(psi), + SWL(ft)

(11) SUBSURFACE LOG Ground Elevation
Material From To
Sand 0 55

Date Started 3/23/2017 Completed 3/23/2017

(12) ABANDONMENT LOG:
Material From To Amt lbs
Bentonite Chips 0 10 5 S
Bentonite Grout 10 55 4 S

Date Started 3/23/2017 Completed 3/23/2017

Professional Certification (to be signed by an Oregon licensed water or monitoring well constructor, Oregon registered geologist or professional engineer).

I accept responsibility for the construction, deepening, alteration, or abandonment work performed during the construction dates reported above. All work performed during this time is in compliance with Oregon geotechnical hole construction standards. This report is true to the best of my knowledge and belief.

License/Registration Number 10591 Date 4/19/2017

First Name JEFF Last Name CRISMAN
Affiliation WESTERN STATES SOIL CONSERVATION, INC.

GEOTECHNICAL HOLE REPORT - Map with location identified must be attached and shall include an approximate scale and north arrow

LINC 53757

4/19/2017

Map of Hole



APPENDIX G

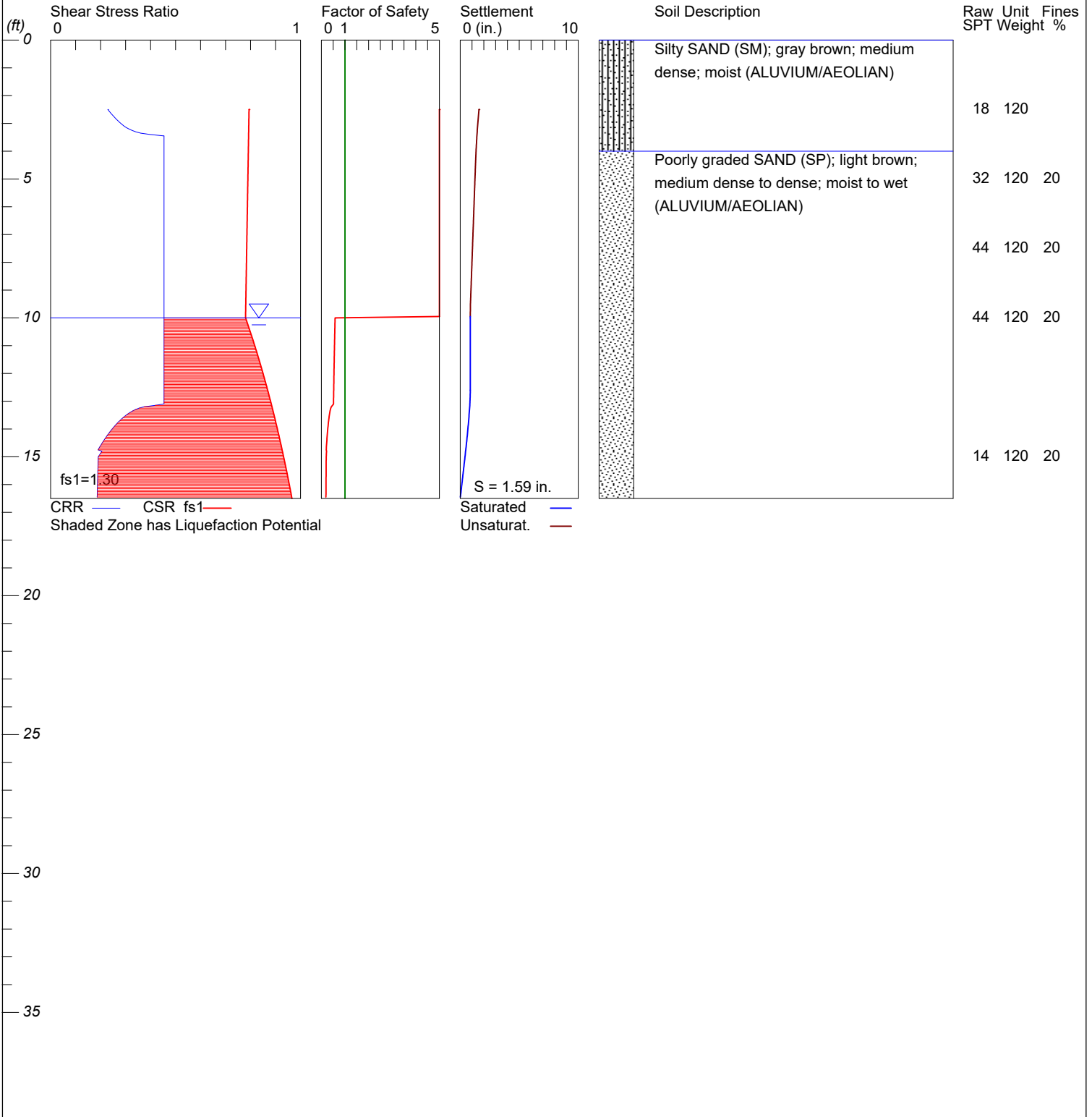
LIQUEFY PRO OUTPUT

LIQUEFACTION ANALYSIS

Wilder Subdivision

Hole No.=B-4 Water Depth=10 ft Surface Elev.=149

Magnitude=7.79
Acceleration=0.945g



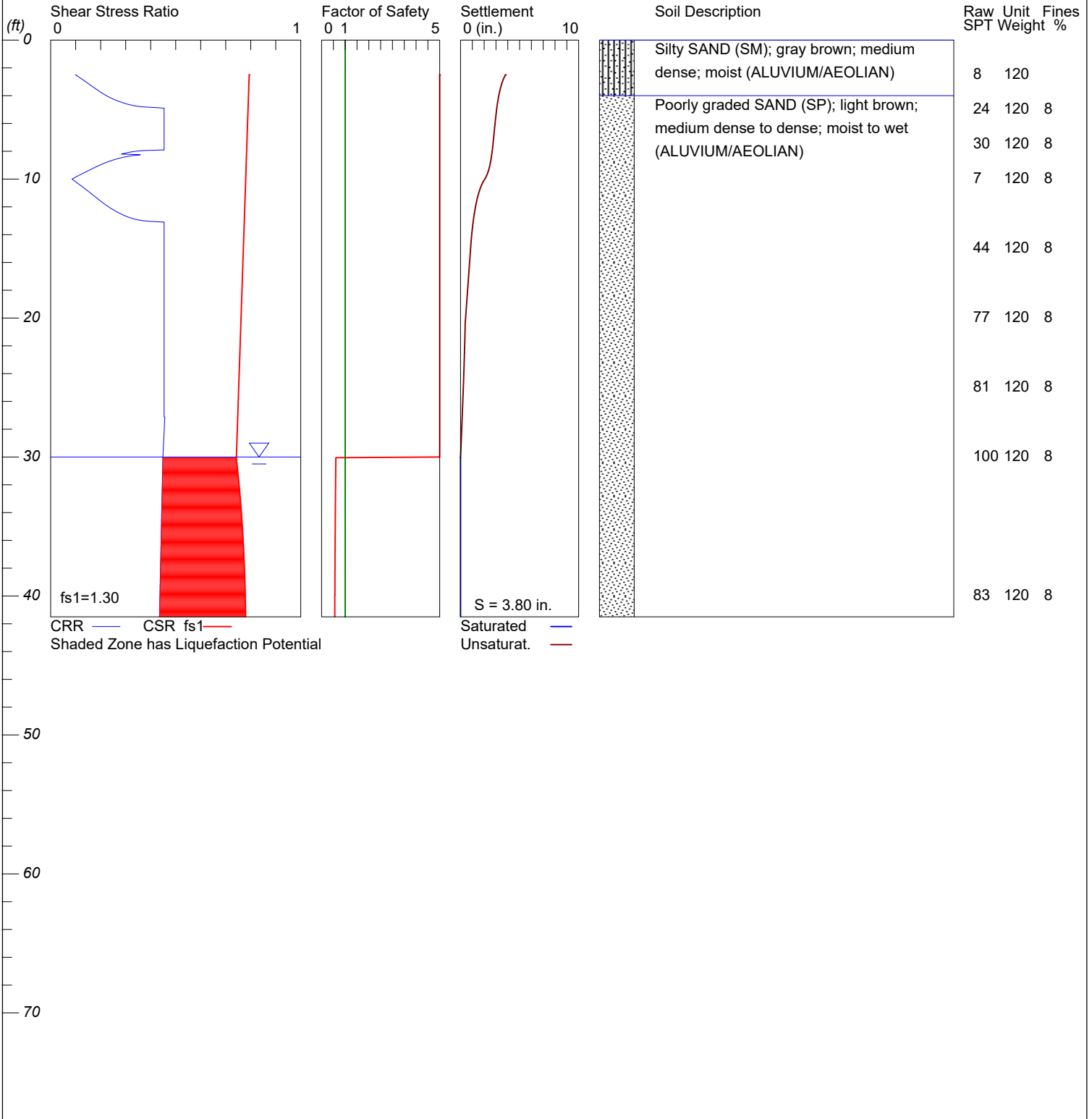
LiquefyPro CivilTech Software USA www.civiltech.com

LIQUEFACTION ANALYSIS

Wilder Subdivision

Hole No.=B-13 Water Depth=30 ft Surface Elev.=161

Magnitude=7.79
Acceleration=0.945g



LiquefyPro CivilTech Software USA www.civiltech.com



MEMORANDUM

TO: City of Newport Public Works
FROM: Arren Padgett, DOWL
DATE: 05/22/2024
SUBJECT: Stormwater Design Memo

This document has been compiled to summarize the stormwater design considerations for the Wilder Residential Development Remainder Phase.

Project Description:

The applicant proposes to establish the feasibility of creating a residential subdivision at SE Harborton and 44th Streets in Newport, Oregon. The existing condition for the site is forested, with moderate to steep slopes. The site resides on the top of a hill, causing the natural drainage pattern to flow away to the northwest and northeast. Runoff leaving the site collects into natural drainage channels that release water from the area directly into the Pacific Ocean, approximately one-quarter mile to the north. The proposed development activities will clear the site and construct a 58-lot, residential subdivision. The improvements will include paving, utilities, landscaping, and building construction. A copy of the civil design plans has been attached at the back of this memo.

Regulatory Requirements:

The City of Newport is currently not regulated by the Federal NPDES system. The city is also not listed as having a separate set MS4 requirements by the State of Oregon. The regulatory requirements are based on the direction of the local permitting agency. The City of Newport does not currently have a published stormwater code manual. The city has provided a public copy of a Stormwater Master Plan titled, *City of Newport Storm Water Master Planning Documents*, dated October 2016. The Master Plan provides recommendations to the city on producing a set of uniform stormwater standards in preparation for the eventuality that it will become permitted under an MS4 program in the future. The regulatory requirements are considered to be at the discretion of the city engineer.

The Master Plan provides guidelines for best practices in designing conveyance, water quality, and detention facilities. The associated performance targets have been summarized in Table 1. The Master Plan describes that water quality facilities are not required unless deemed necessary by the City Engineer or another involved permitting agency.

Table 1: Stormwater Management Design Standards

Design Criteria	Jurisdictional Requirement	
Conveyance	25-year, 24-hour	
Water Quality	N/A	
Water Quantity	<u>Pre-Developed</u> 25-year, 24-hour	<u>Post-Developed</u> 25-year, 24-hour

Hydrologic and Hydraulic Methodology:

The hydrologic and hydraulic analysis for the project was completed using the Autodesk Storm and Sanitary Analysis 2022.0.1 (SSA) software package. Hydrologic calculations utilized Soil Conservation Service (SCS) and Technical Release No. 55 (TR-55) Urban Hydrology for Small Watersheds methodologies. The SCS method is based on the curve number (CN) approach and uses the Natural Resources Conservation Service’s (NRCS) equations for computing

runoff. The SCS method includes inputs like basin area, time of concentration, curve number, and 24-hour precipitation depth.

The existing drainage for the site consists of two generalized basins that release to natural channels on either side of the proposed site. The existing land cover is pervious, forest coverage. A summary has been provided in Table 2.

Table 2: Existing Land Cover Data

Basin ID	Impervious (sf)	Pervious (sf)	Total Area (sf)	Composite Curve Number
Total Lot Area	0	230,420	230,420	74.0

The proposed drainage basins for the site were delineated with respect to the proposed inlets for the drainage network. The private lots are anticipated to release their runoff into the street sections and have been estimated to have a land cover of 90-percent impervious surface. The basins corresponding to the street sections have been treated as 100-percent impervious for conservatism. The proposed site condition will release the site runoff to the existing channel along SE Harborton Street. A summary of the proposed basin has been provided in Table 3.

Table 3: Proposed Land Cover Data

Basin ID	Impervious (sf)	Pervious (sf)	Total Area (sf)	Composite Curve Number
Basin-1	21,216	0	21,216	98.0
Basin-2	16,352	1,817	18,169	95.6
Basin-3	16,591	0	16,591	98.0
Basin-4	1,832	0	1,832	98.0
Basin-5	20,862	2,318	23,180	95.6
Basin-6	1,558	0	1,558	98.0
Basin-7	20,844	2,316	23,160	95.6
Basin-8	11,289	0	11,289	98.0
Basin-9	1,212	0	1,212	98.0
Basin-10	1,875	0	1,875	98.0
Basin-11	20,954	0	20,954	98.0
Basin-12	15,953	1,773	17,726	95.6
Basin-13	3,539	0	3,539	98.0
Basin-14	1,755	0	1,755	98.0
Basin-15	6,683	743	7,426	95.6
Basin-16	6,228	692	6,920	95.6
Basin-17	7,230	803	8,033	95.6
Basin-18	1,616	0	1,616	98.0
Basin-19	6,048	672	6,720	95.6
Basin-20	4,557	506	5,063	95.6
Basin-21	1,695	0	1,695	98.0
Basin-22	6,048	672	6,720	95.6
Basin-23	15,818	0	15,818	98.0
Basin-24	2,193	0	2,193	98.0
Basin-25	5,393	599	5,992	95.6
Basin-26	14,546	1,616	16,162	95.6
Basin-27	14,210	1,579	15,789	95.6
Basin-28	10,605	1,178	11,783	95.6
Total	258,702	17,284	275,986	96.5

Section 6.2.1 of the Master Plan specifies that the minimum time of concentration to be used in design is 10-minutes. This has been applied to the hydrology in the SSA model.

The design rainfall depth used in the analysis was retrieved from NOAA Atlas 2, Volume X. A summary has been provided in Table 4.

Table 4: Design Rainfall Depth

Recurrence Interval	Rainfall Depth (in)
25-year, 24-hour	5.20

Water Quantity:

The Master Plan describes that detention shall be provided when

1. *An identified downstream deficiency along with upstream detention, rather than downstream conveyance system enlargement, is determined to be the more effective solution.*
2. *There is an identified regional detention site within the boundary of the development.*
3. *The need for pre-treatment of stormwater discharge dictates that flows be detained for water quality processes.*
4. *There is a need to mitigate flow impacts on receiving streams.*
5. *There is a need for additional detention due to an increase in impermeable surface area.*

The proposed project will increase the impermeable surface area, therefore it will be designed to provide detention. The detention facilities have been designed to reduce the peak release rate of the post-developed condition to the pre-developed condition for the 25-year, 24-hour rainfall event. The pre-developed condition is assumed to be equivalent to the existing condition for this site. A summary of the release rates for pre- and post- have been provided in Table 5.

Table 5: Design Release Rates

Recurrence Interval	Pre-Developed Release Rate (cfs)	Post-Developed Release Rate (cfs)
25-year, 24-hour	3.69	3.70

Water Quality:

The Master Plan describes that water quality mitigation is only required in instances where it is determined to be necessary by the public works director, or when another agency requires it. This project has not been identified by the public works director and does not involve any additional agencies that require water quality mitigation therefore mitigation facilities have not been proposed.

Conveyance:

Section 6.2.1 of the Master Plan describes that the system must be analyzed for its ability to convey the 25-year, 24-hour storm event. The system has been designed to convey the 25-year event without surcharging or creating overflow impacts. A summary of the hydrology used in the conveyance analysis has been provided in Table 3 on previous page.

Outfall Protection:

The proposed improvements will increase the rate and volume of runoff entering the existing natural channel along the eastern portion of SE Harborton Street. To mitigate the erosive impacts of the development, riprap outfall protection has been designed to reduce scour

impacts around the proposed outfalls and dissipate energy of runoff entering the channel. The riprap protection has been sized following HEC-14 methodology. This analysis has been produced using a spreadsheet, a copy has been attached to the back of this memo. A summary of the riprap protection design and channel erosion analysis have been summarized in Table 5 and Table 6.

Table 5: Outfall Riprap Design Summary

Description	Value
Riprap Class	50
Apron Length	12.0 ft
Apron Depth	1.0 ft
Apron Width at Outfall	3.0 ft
Apron Width at Bottom	8.0 ft

Table 5: Culvert Riprap Design Summary

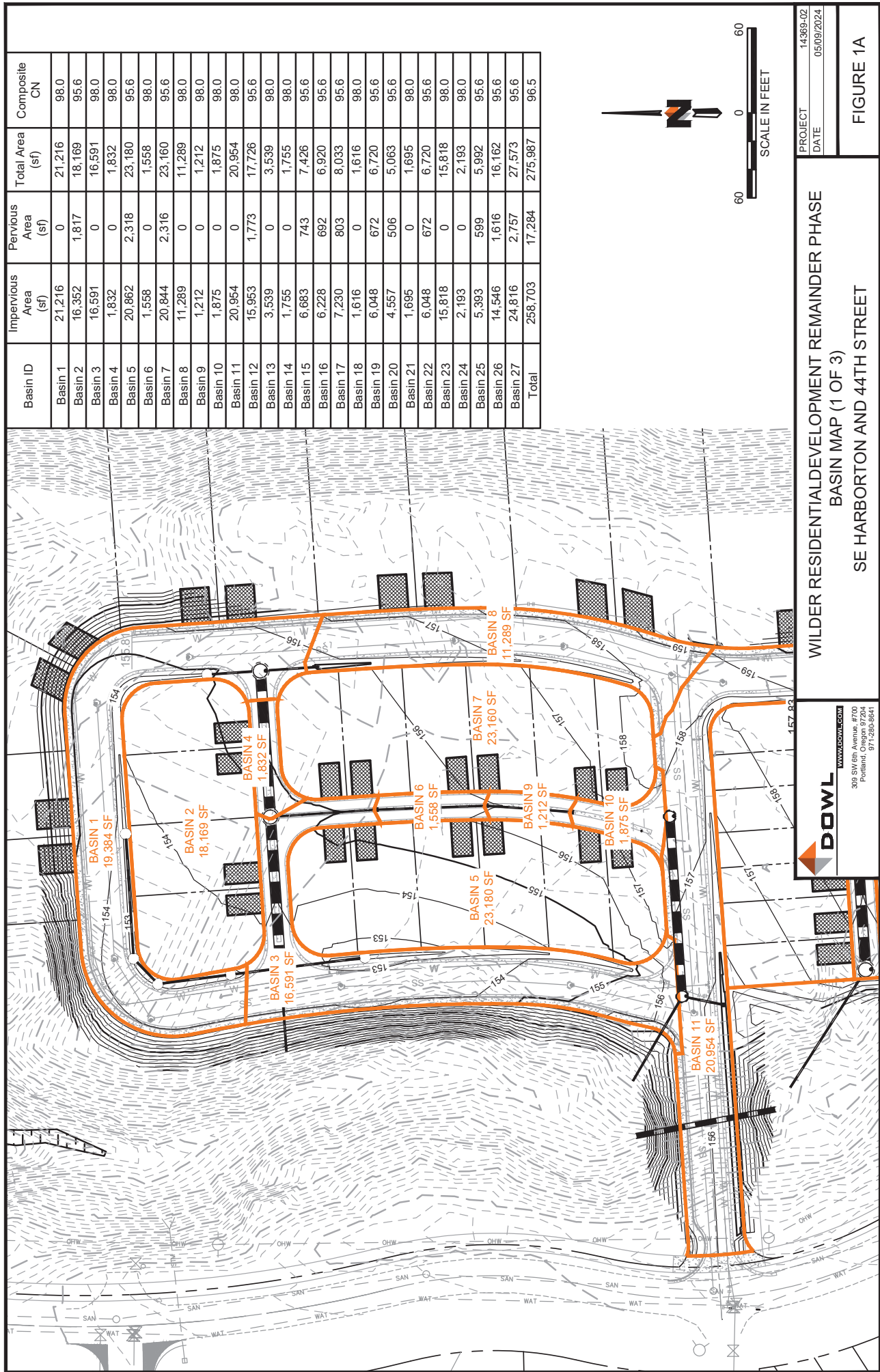
Description	Value
Riprap Class	100
Apron Length	24.0 ft
Apron Depth	2.0 ft
Apron Width at Outfall	9.0 ft
Apron Width at Bottom	19.0 ft

Conclusion:

The proposed stormwater system meets the recommendations described in the City of Newport Master Plan. The system has not been designed to provide water quality mitigation. The system has been designed to detain the 25-year, 24-hour, post-developed peak runoff rate to the 25-year, 24-hour, pre-developed rate. It has also be designed to convey the 25-year, 24-hour storm event without creating overflow impacts. The project will create new piped outfalls into the existing channel along SE Harborton Street, these have been mitigated with riprap scour pads that have been designed following HEC-14 methodology.

Attachments:

- Proposed Basin Map
- USDA Soil Maps
- Stormwater Model Inputs and Outputs
- Preliminary Civil Design Drawings



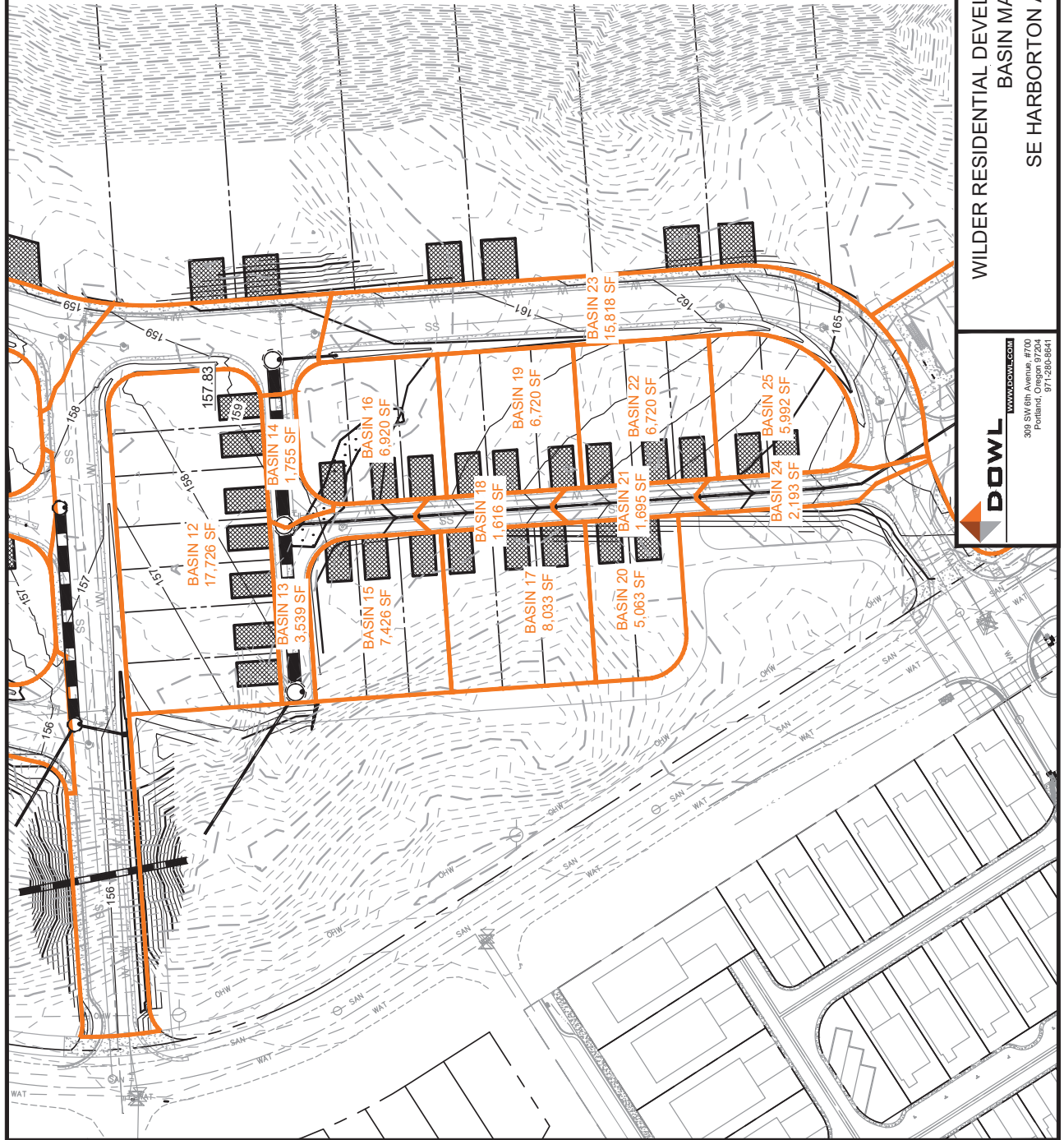
WILDER RESIDENTIAL DEVELOPMENT REMAINDER PHASE
 BASIN MAP (1 OF 3)
 SE HARBORTON AND 44TH STREET

DOWL
 WWW.DOWL.COM
 309 SW 6th Avenue, #700
 Portland, Oregon 97204
 971-261-8641

PROJECT: 14369-02
 DATE: 05/09/2024

FIGURE 1A



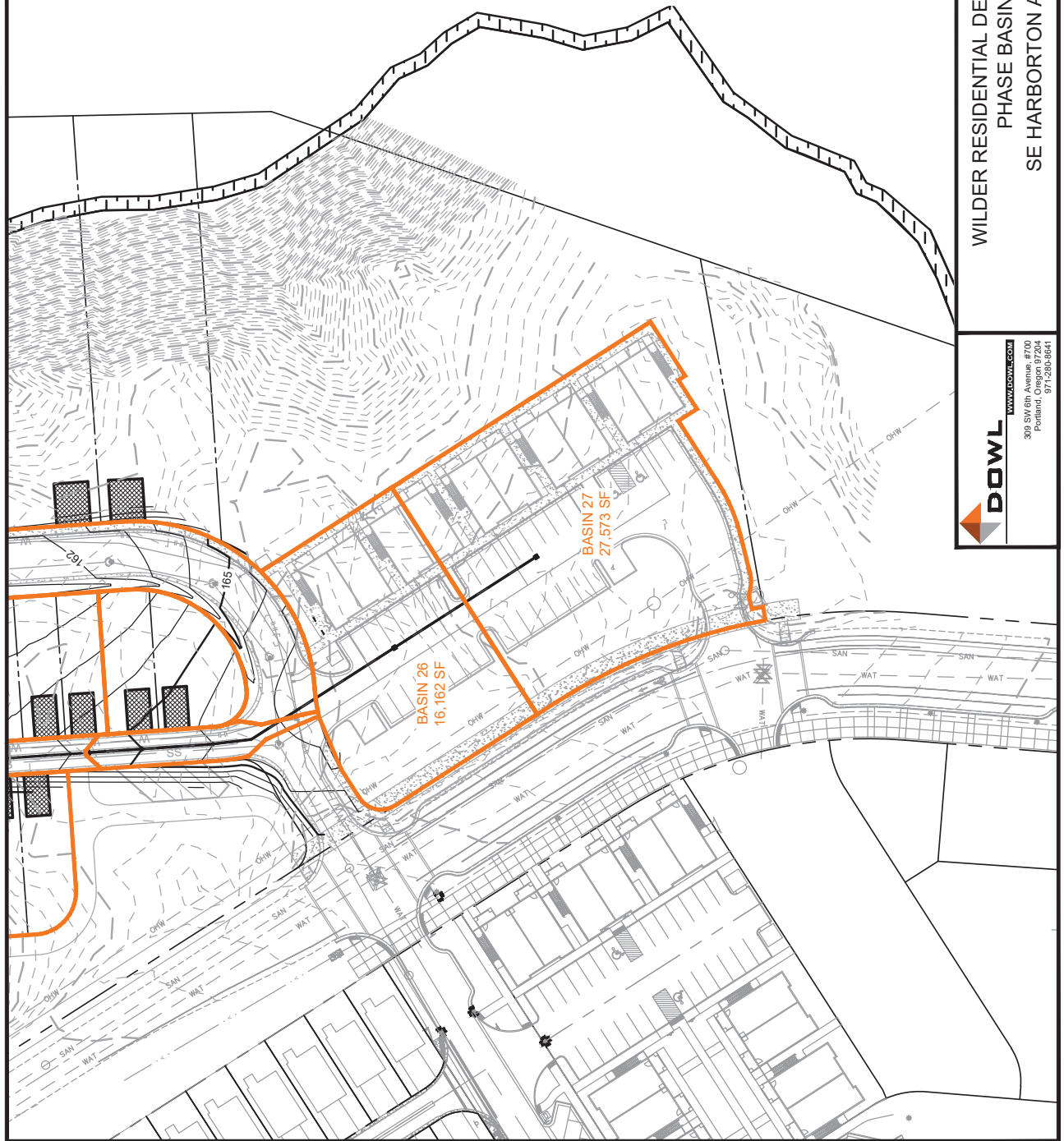


PROJECT 14369-02
 DATE 05/09/2024

WILDER RESIDENTIAL DEVELOPMENT REMAINDER PHASE
 BASIN MAP (2 OF 3)
 SE HARBORTON AND 44TH STREET

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 Portland, Oregon 97204
 971-281-8641

FIGURE 1B



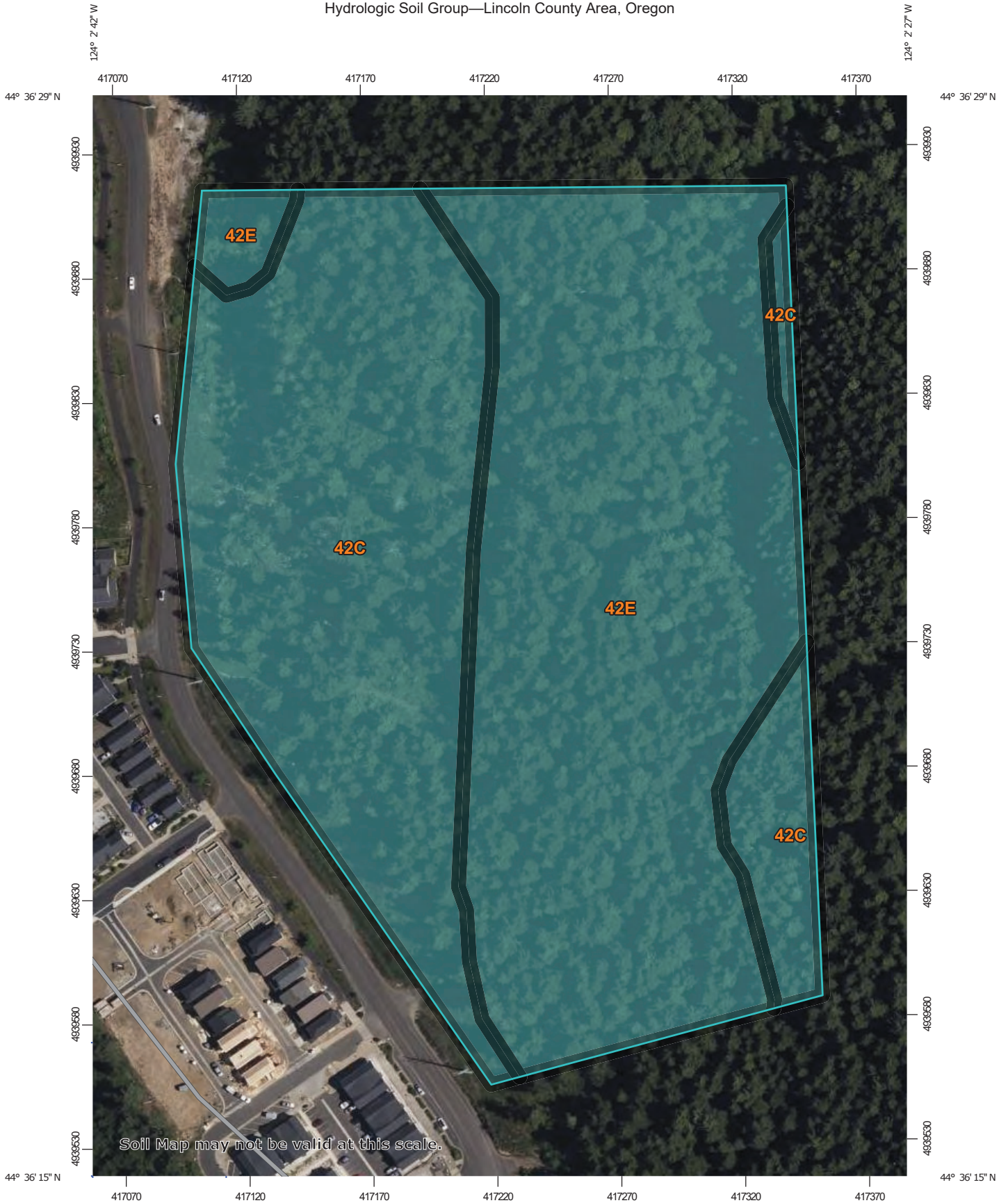
PROJECT 14369-02
 DATE 05/09/2024

WILDER RESIDENTIAL DEVELOPMENT REMAINDER
 PHASE BASIN MAP (3 OF 3)
 SE HARBORTON AND 44TH STREET

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 Portland, Oregon 97204
 971-281-8641

FIGURE 1C

Hydrologic Soil Group—Lincoln County Area, Oregon
























Soil Map may not be valid at this scale.

Map Scale: 1:2,120 if printed on A portrait (8.5" x 11") sheet.



MAP LEGEND

- Area of Interest (AOI)**
 Area of Interest (AOI)
- Soils**
Soil Rating Polygons
 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available
- Soil Rating Lines**
 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available
- Soil Rating Points**
 A
 A/D
 B
 B/D

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Lincoln County Area, Oregon
 Survey Area Data: Version 21, Sep 8, 2023

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: May 17, 2023—Jun 3, 2023

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
42C	Nelscott loam, 3 to 12 percent slopes	C	8.4	44.2%
42E	Nelscott loam, 12 to 50 percent slopes	C	10.6	55.8%
Totals for Area of Interest			19.1	100.0%

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

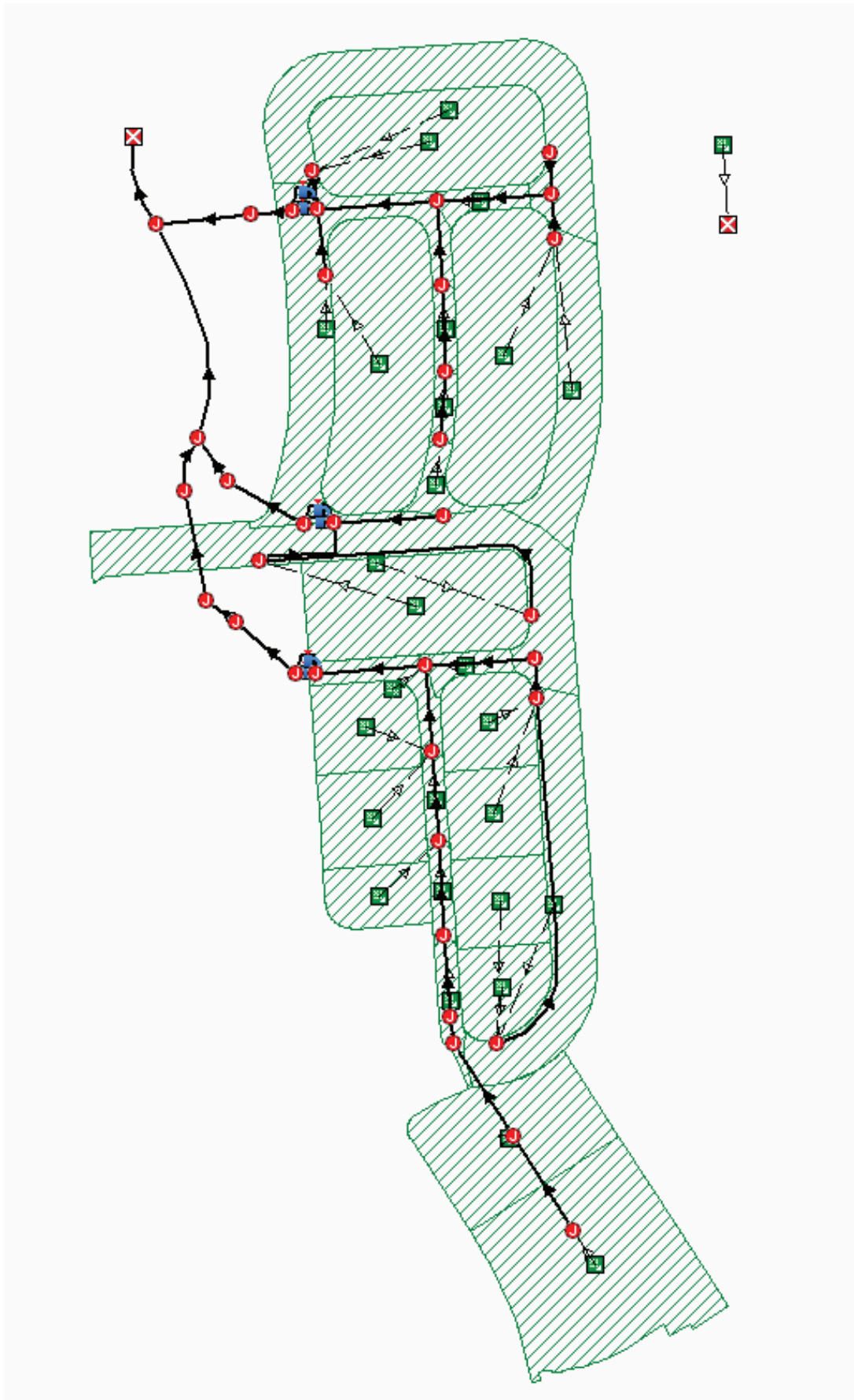
Rating Options

Aggregation Method: Dominant Condition

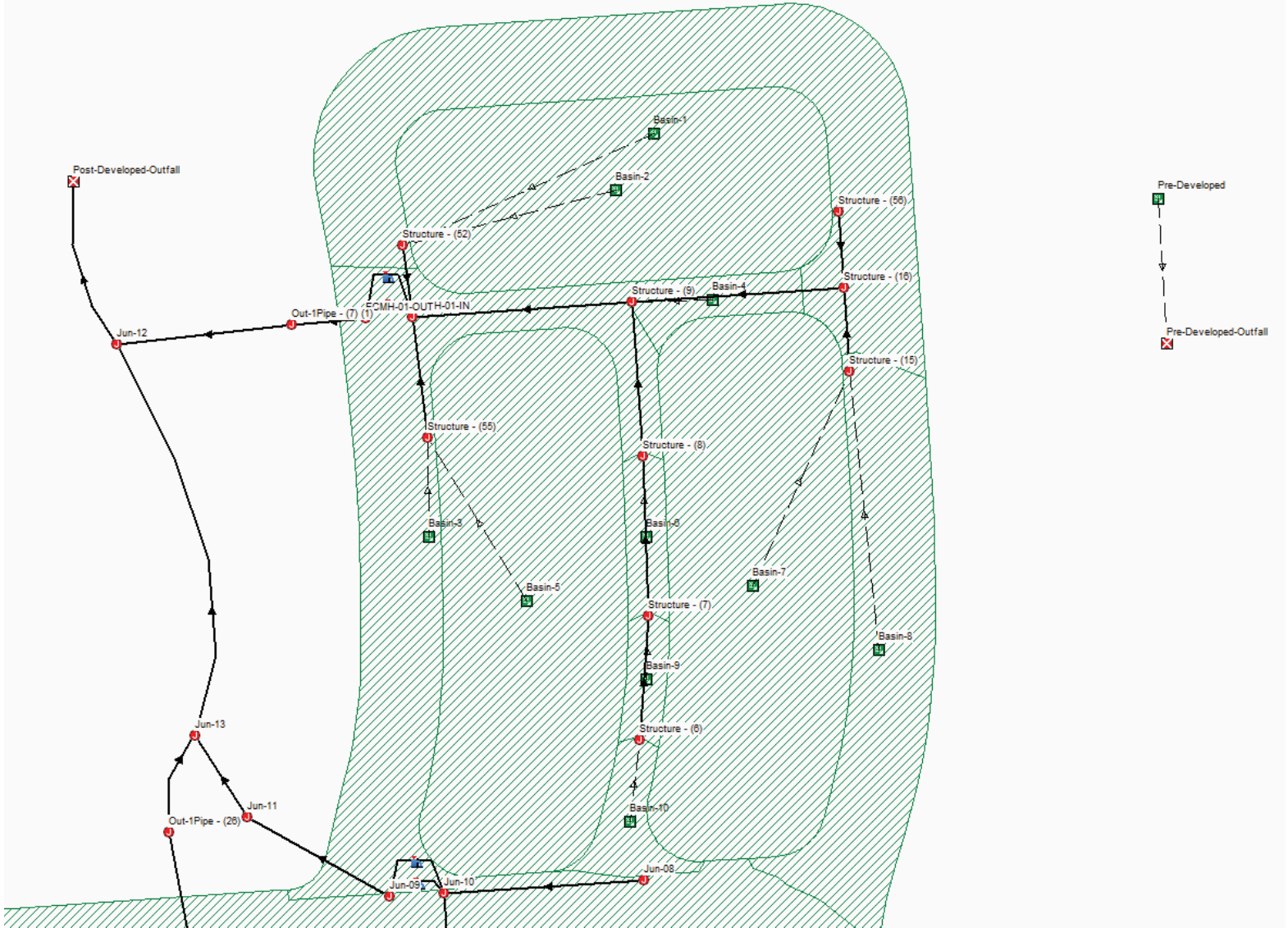
Component Percent Cutoff: None Specified

Tie-break Rule: Higher

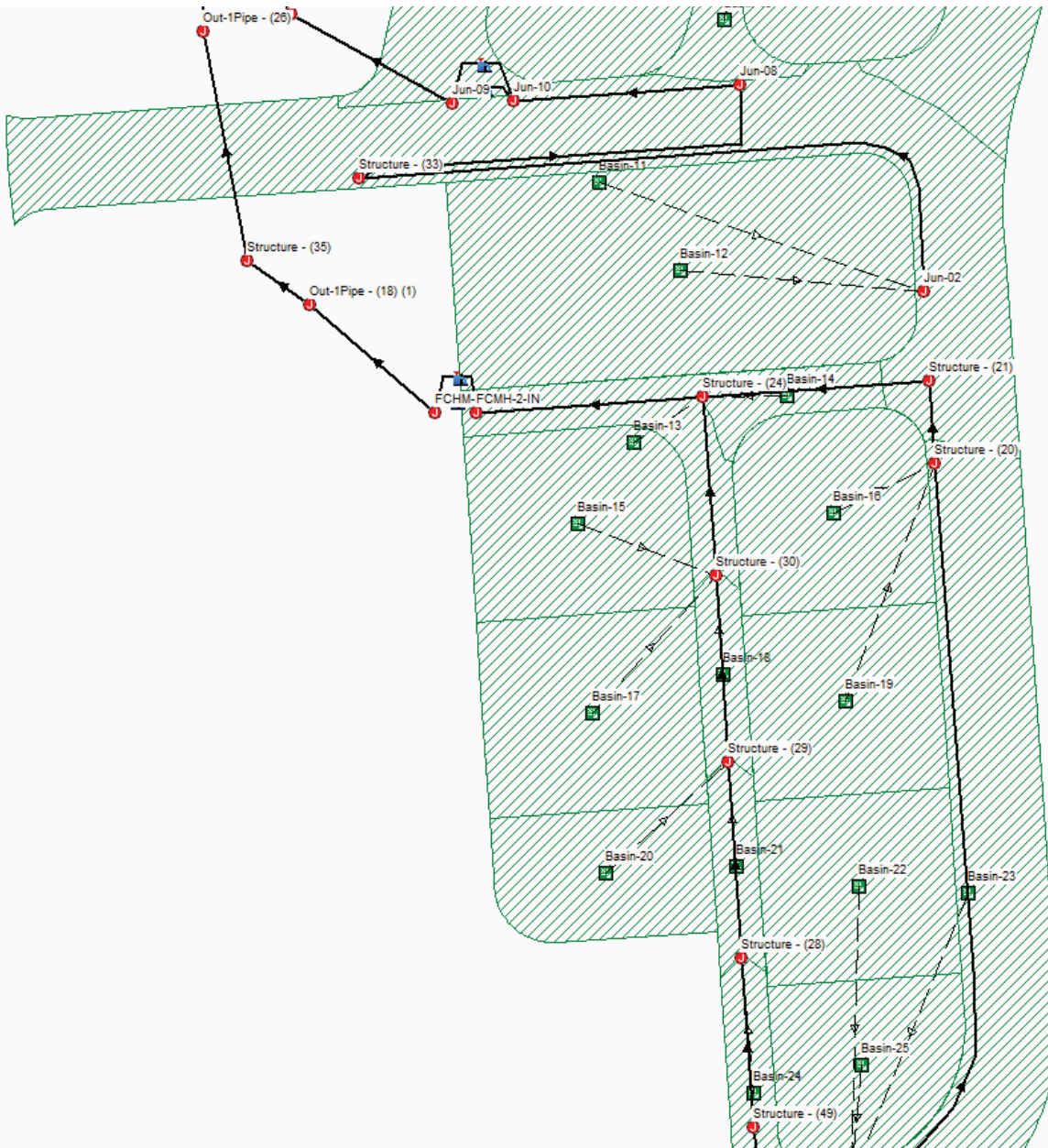
Autodesk Storm and Sanitary Analysis
Model Schematic



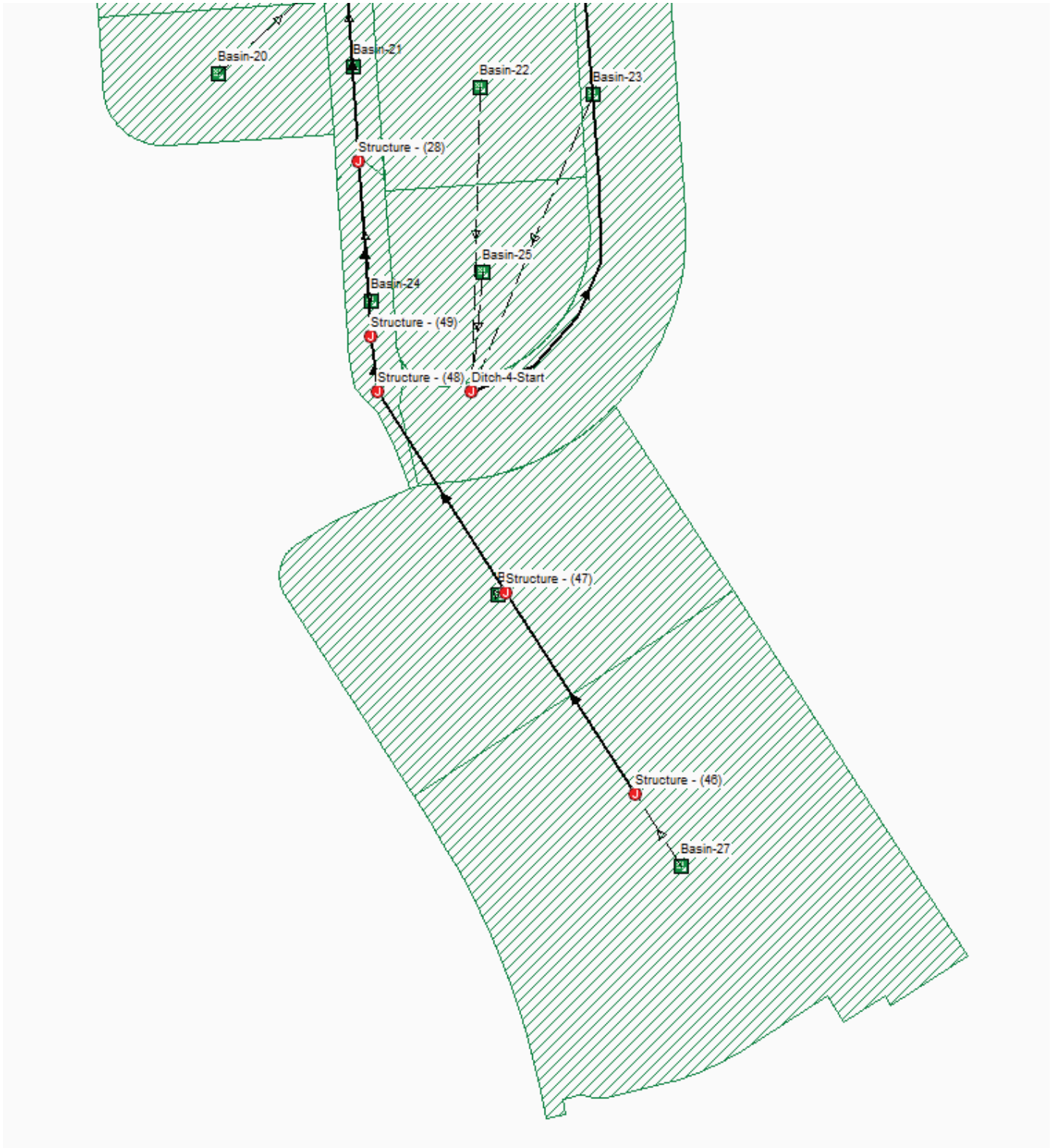
Autodesk Storm and Sanitary Analysis
Model Schematic



Autodesk Storm and Sanitary Analysis
Model Schematic



Autodesk Storm and Sanitary Analysis
Model Schematic



Project Description

File Name 14369-Stormwater Model.SPF

Project Options

Flow Units CFS
 Elevation Type Elevation
 Hydrology Method SCS TR-55
 Time of Concentration (TOC) Method User-Defined
 Link Routing Method Hydrodynamic
 Enable Overflow Ponding at Nodes YES
 Skip Steady State Analysis Time Periods YES

Analysis Options

Start Analysis On May 20, 2024 00:00:00
 End Analysis On May 21, 2024 00:00:00
 Start Reporting On May 20, 2024 00:00:00
 Antecedent Dry Days 0 days
 Runoff (Dry Weather) Time Step 0 01:00:00 days hh:mm:ss
 Runoff (Wet Weather) Time Step 0 00:05:00 days hh:mm:ss
 Reporting Time Step 0 00:05:00 days hh:mm:ss
 Routing Time Step 1 seconds

Number of Elements

	Qty
Rain Gages	0
Subbasins	28
Nodes	38
<i>Junctions</i>	36
<i>Outfalls</i>	2
<i>Flow Diversions</i>	0
<i>Inlets</i>	0
<i>Storage Nodes</i>	0
Links	39
<i>Channels</i>	8
<i>Pipes</i>	25
<i>Pumps</i>	0
<i>Orifices</i>	6
<i>Weirs</i>	0
<i>Outlets</i>	0
Pollutants	0
Land Uses	0

Subbasin Summary

SN	Subbasin ID	Area (ac)	Peak Rate Factor	Weighted Curve Number	Total Rainfall (in)	Total Runoff (in)	Total Runoff Volume (ac-in)	Peak Runoff (cfs)	Time of Concentration (days hr:mm:ss)
1	Basin-1	0.44	484.00	98.00	5.20	4.96	2.21	0.55	0 00:10:00
2	Basin-10	0.04	484.00	98.00	5.20	4.96	0.21	0.06	0 00:10:00
3	Basin-11	0.48	484.00	98.00	5.20	4.96	2.39	0.59	0 00:10:00
4	Basin-12	0.41	484.00	95.60	5.20	4.69	1.91	0.49	0 00:10:00
5	Basin-13	0.08	484.00	98.00	5.20	4.96	0.40	0.10	0 00:10:00
6	Basin-14	0.04	484.00	98.00	5.20	4.96	0.20	0.05	0 00:10:00
7	Basin-15	0.17	484.00	95.60	5.20	4.69	0.80	0.21	0 00:10:00
8	Basin-16	0.16	484.00	95.60	5.20	4.69	0.74	0.19	0 00:10:00
9	Basin-17	0.18	484.00	95.60	5.20	4.69	0.86	0.22	0 00:10:00
10	Basin-18	0.04	484.00	98.00	5.20	4.96	0.18	0.05	0 00:10:00
11	Basin-19	0.15	484.00	95.60	5.20	4.69	0.72	0.18	0 00:10:00
12	Basin-2	0.42	484.00	95.60	5.20	4.69	1.95	0.50	0 00:10:00
13	Basin-20	0.12	484.00	95.60	5.20	4.69	0.54	0.14	0 00:10:00
14	Basin-21	0.04	484.00	98.00	5.20	4.96	0.19	0.05	0 00:10:00
15	Basin-22	0.15	484.00	95.60	5.20	4.69	0.72	0.18	0 00:10:00
16	Basin-23	0.36	484.00	98.00	5.20	4.96	1.80	0.45	0 00:10:00
17	Basin-24	0.05	484.00	98.00	5.20	4.96	0.25	0.06	0 00:10:00
18	Basin-25	0.14	484.00	95.60	5.20	4.69	0.64	0.16	0 00:10:00
19	Basin-26	0.37	484.00	95.60	5.20	4.69	1.74	0.44	0 00:10:00
20	Basin-27	0.63	484.00	95.60	5.20	4.69	2.97	0.76	0 00:10:00
21	Basin-3	0.38	484.00	98.00	5.20	4.96	1.89	0.47	0 00:10:00
22	Basin-4	0.04	484.00	98.00	5.20	4.96	0.21	0.06	0 00:10:00
23	Basin-5	0.53	484.00	95.60	5.20	4.69	2.49	0.64	0 00:10:00
24	Basin-6	0.04	484.00	98.00	5.20	4.96	0.18	0.05	0 00:10:00
25	Basin-7	0.53	484.00	95.60	5.20	4.69	2.49	0.64	0 00:10:00
26	Basin-8	0.26	484.00	98.00	5.20	4.96	1.29	0.32	0 00:10:00
27	Basin-9	0.03	484.00	98.00	5.20	4.95	0.14	0.03	0 00:10:00
28	Pre-Developed	6.34	484.00	74.00	5.20	2.53	16.01	3.70	0 00:10:00

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Node Summary

SN Element ID	Element Type	Invert Elevation (ft)	Ground/Rim (Max) Elevation (ft)	Initial Water Elevation (ft)	Surcharge Water Elevation (ft)	Ponded Area (ft ²)	Peak Inflow (cfs)	Max HGL Elevation (ft)	Surcharge Depth (ft)	Max Attained Depth (ft)	Min Attained Elevation (ft)	Time of Peak Flooding Occurrence (days hh:mm)	Total Flooding Volume (ac-in)	Total Time Flooded (min)
1 Ditch-4-Start	Junction	163.80	166.80	163.80	166.80	0.00	0.79	164.05	0.00	0.00	2.75	0 00:00	0.00	0.00
2 FCHM-2-OUT	Junction	148.32	157.47	148.32	157.47	0.00	1.39	148.65	0.00	0.00	8.82	0 00:00	0.00	0.00
3 FCMH-01-IN	Junction	143.63	153.31	143.63	153.31	0.00	2.22	149.92	0.00	0.00	3.39	0 00:00	0.00	0.00
4 FCMH-01-OUT	Junction	143.43	153.31	143.43	153.31	0.00	2.02	146.21	0.00	0.00	7.10	0 00:00	0.00	0.00
5 FCMH-2-IN	Junction	148.52	157.47	148.52	157.47	0.00	1.68	155.14	0.00	0.00	2.33	0 00:00	0.00	0.00
6 Jun-02	Junction	157.80	159.25	157.80	159.25	0.00	0.59	158.02	0.00	0.00	1.23	0 00:00	0.00	0.00
7 Jun-08	Junction	147.43	157.68	147.43	157.68	0.00	0.39	153.29	0.00	0.00	4.39	0 00:00	0.00	0.00
8 Jun-09	Junction	147.23	156.39	147.23	156.39	0.00	0.37	147.43	0.00	0.00	8.96	0 00:00	0.00	0.00
9 Jun-10	Junction	147.43	156.39	147.43	156.39	0.00	1.07	153.29	0.00	0.00	3.10	0 00:00	0.00	0.00
10 Jun-11	Junction	146.00	164.00	146.00	164.00	0.00	0.37	146.15	0.00	0.00	17.85	0 00:00	0.00	0.00
11 Jun-12	Junction	127.00	145.00	127.00	145.00	0.00	3.69	127.45	0.00	0.00	17.55	0 00:00	0.00	0.00
12 Jun-13	Junction	135.00	153.00	135.00	153.00	0.00	1.74	135.36	0.00	0.00	17.64	0 00:00	0.00	0.00
13 Out-1Pipe - (18) (1)	Junction	144.34	155.00	144.34	155.00	0.00	1.39	144.59	0.00	0.00	14.75	0 00:00	0.00	0.00
14 Out-1Pipe - (26)	Junction	137.69	155.69	137.69	155.69	0.00	1.39	138.02	0.00	0.00	17.67	0 00:00	0.00	0.00
15 Out-1Pipe - (7) (1)	Junction	143.13	153.00	143.13	153.00	0.00	2.02	143.41	0.00	0.00	17.72	0 00:00	0.00	0.00
16 Structure - (15)	Junction	151.65	155.90	151.65	155.90	0.00	0.95	152.19	0.00	0.00	3.71	0 00:00	0.00	0.00
17 Structure - (16)	Junction	143.63	155.53	143.63	155.53	0.00	0.95	149.92	0.00	0.00	5.61	0 00:00	0.00	0.00
18 Structure - (20)	Junction	155.48	159.75	155.48	159.75	0.00	1.16	156.11	0.00	0.00	3.64	0 00:00	0.00	0.00
19 Structure - (21)	Junction	148.52	159.41	148.52	159.41	0.00	1.16	155.14	0.00	0.00	4.27	0 00:00	0.00	0.00
20 Structure - (24)	Junction	148.52	158.45	148.52	158.45	0.00	2.70	155.14	0.00	0.00	3.31	0 00:00	0.00	0.00
21 Structure - (28)	Junction	159.10	164.21	159.10	164.21	0.00	1.26	159.49	0.00	0.00	4.72	0 00:00	0.00	0.00
22 Structure - (29)	Junction	155.17	162.20	155.17	162.20	0.00	1.45	157.40	0.00	0.00	4.79	0 00:00	0.00	0.00
23 Structure - (30)	Junction	156.28	160.28	156.28	160.28	0.00	1.92	156.78	0.00	0.00	3.50	0 00:00	0.00	0.00
24 Structure - (33)	Junction	153.63	155.90	153.63	155.90	0.00	1.08	154.11	0.00	0.00	1.79	0 00:00	0.00	0.00
25 Structure - (35)	Junction	142.52	156.00	142.52	156.00	0.00	1.39	143.06	0.00	0.00	14.46	0 00:00	0.00	0.00
26 Structure - (46)	Junction	161.82	167.69	161.82	167.69	0.00	0.76	162.27	0.00	0.00	5.42	0 00:00	0.00	0.00
27 Structure - (47)	Junction	161.33	167.69	161.33	167.69	0.00	1.20	161.70	0.00	0.00	5.98	0 00:00	0.00	0.00
28 Structure - (48)	Junction	159.58	166.50	159.58	166.50	0.00	1.20	160.34	0.00	0.00	6.16	0 00:00	0.00	0.00
29 Structure - (49)	Junction	159.46	165.94	159.46	165.94	0.00	1.20	160.19	0.00	0.00	5.75	0 00:00	0.00	0.00
30 Structure - (52)	Junction	149.03	153.25	149.03	153.25	0.00	1.05	149.94	0.00	0.00	3.31	0 00:00	0.00	0.00
31 Structure - (55)	Junction	148.71	152.95	148.71	152.95	0.00	1.11	149.95	0.00	0.00	3.00	0 00:00	0.00	0.00
32 Structure - (56)	Junction	150.93	155.20	150.93	155.20	0.00	0.00	150.93	0.00	0.00	4.27	0 00:00	0.00	0.00
33 Structure - (6)	Junction	152.43	156.43	152.43	156.43	0.00	0.05	152.52	0.00	0.00	3.91	0 00:00	0.00	0.00
34 Structure - (7)	Junction	151.90	155.90	151.90	155.90	0.00	0.09	152.02	0.00	0.00	3.88	0 00:00	0.00	0.00
35 Structure - (8)	Junction	151.21	155.21	151.21	155.21	0.00	0.13	151.36	0.00	0.00	3.85	0 00:00	0.00	0.00
36 Structure - (9)	Junction	143.63	154.55	143.63	154.55	0.00	0.88	149.92	0.00	0.00	4.63	0 00:00	0.00	0.00
37 Post-Developed-Outfall	Outfall	121.00					3.70	121.45						
38 Pre-Developed-Outfall	Outfall	100.00						100.00						

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Link Summary

SN Element ID	Element Type	From (Inlet) Node	To (Outlet) Node	Length (ft)	Inlet Invert Elevation (ft)	Outlet Invert Elevation (ft)	Average Slope (%)	Diameter or Height (in)	Manning's Roughness	Peak Flow (cfs)	Design Capacity (cfs)	Peak Flow / Design Capacity Ratio	Peak Flow Velocity (ft/sec)	Peak Flow Depth (ft)	Peak Flow Depth / Total Depth Ratio	Total Time Reported (min)	Surcharged Condition
1	Link-06	Pipe	Structure - (33)	164.44	153.63	152.81	0.5000	12.000	0.0130	1.07	2.52	0.43	3.04	0.46	0.46	0.00	Calculated
2	Link-07	Pipe	Jun-09	127.59	147.43	147.43	0.0000	60.000	0.0130	0.37	116.47	0.00	0.09	5.00	1.00	84.00	SURCHARGED
3	Link-08	Pipe	Jun-11	65.21	147.23	146.00	1.8900	12.000	0.0130	0.39	4.89	0.08	3.92	0.18	0.18	0.00	Calculated
4	Pipe - (11)	Pipe	Structure - (16)	40.85	151.65	151.45	0.5000	10.000	0.0130	0.95	1.55	0.61	2.88	0.49	0.58	0.00	Calculated
5	Pipe - (14)	Pipe	Structure - (21)	38.79	155.48	155.30	0.4600	10.000	0.0130	1.16	1.49	0.78	3.00	0.56	0.67	0.00	Calculated
6	Pipe - (18)	Pipe	Structure - (24)	98.24	148.52	148.52	0.0000	72.000	0.0130	1.68	189.40	0.01	0.78	6.00	1.00	47.00	SURCHARGED
7	Pipe - (18) (1)	Pipe	Out-1Pipe - (18) (1)	99.88	148.32	144.34	3.9800	12.000	0.0130	1.39	7.11	0.20	7.31	0.29	0.29	0.00	Calculated
8	Pipe - (21)	Pipe	Structure - (28)	84.76	159.10	155.17	4.6400	8.000	0.0130	1.26	2.60	0.49	4.27	0.53	0.79	0.00	Calculated
9	Pipe - (22)	Pipe	Structure - (30)	80.80	155.17	153.65	2.0000	10.000	0.0130	1.45	2.57	0.56	3.08	0.67	0.80	0.00	Calculated
10	Pipe - (23)	Pipe	Structure - (30)	76.98	156.28	154.45	2.3800	10.000	0.0130	1.92	3.38	0.57	3.08	0.67	0.80	0.00	Calculated
11	Pipe - (26)	Pipe	Structure - (35)	100.38	142.52	137.69	4.8100	36.000	0.0130	1.39	146.31	0.01	2.67	0.44	0.15	0.00	Calculated
12	Pipe - (4)	Pipe	Structure - (7)	60.49	161.82	161.33	0.5000	10.000	0.0130	0.05	2.05	0.03	1.37	0.11	0.13	0.00	Calculated
13	Pipe - (42)	Pipe	Structure - (47)	99.05	161.33	159.58	1.7700	10.000	0.0130	1.20	2.91	0.41	3.03	0.57	0.68	0.00	Calculated
14	Pipe - (43)	Pipe	Structure - (47)	23.30	159.58	159.46	0.5000	10.000	0.0130	1.20	1.55	0.77	2.32	0.75	0.90	0.00	Calculated
15	Pipe - (44)	Pipe	Structure - (48)	72.02	159.46	159.10	0.5000	10.000	0.0130	1.20	1.55	0.77	3.20	0.56	0.67	0.00	Calculated
16	Pipe - (45)	Pipe	Structure - (28)	97.48	148.52	148.52	0.0000	72.000	0.0130	0.64	189.40	0.00	0.11	6.00	1.00	47.00	SURCHARGED
17	Pipe - (47)	Pipe	Structure - (21)	103.49	143.63	143.63	0.0000	72.000	0.0130	0.63	189.40	0.00	0.11	6.00	1.00	18.00	SURCHARGED
18	Pipe - (48)	Pipe	Structure - (16)	77.92	151.90	151.21	0.8900	10.000	0.0130	0.09	2.06	0.04	1.56	0.13	0.16	0.00	Calculated
19	Pipe - (5)	Pipe	Structure - (7)	34.39	149.03	148.86	0.5000	12.000	0.0130	1.05	2.52	0.42	2.85	0.95	0.95	0.00	Calculated
20	Pipe - (50)	Pipe	FCMH-01-IN	55.38	148.71	148.43	0.5000	12.000	0.0130	1.11	2.52	0.44	2.95	1.00	1.00	16.00	SURCHARGED
21	Pipe - (51)	Pipe	Structure - (65)	33.09	150.93	150.76	0.5000	10.000	0.0130	0.00	1.55	0.00	0.00	0.00	0.00	0.00	Calculated
22	Pipe - (52)	Pipe	Structure - (16)	75.04	151.21	150.55	0.8800	10.000	0.0130	0.13	2.05	0.07	2.07	0.15	0.18	0.00	Calculated
23	Pipe - (6)	Pipe	Structure - (8)	107.23	143.63	143.63	0.0000	72.000	0.0130	0.81	189.40	0.00	0.20	6.00	1.00	18.00	SURCHARGED
24	Pipe - (7)	Pipe	FCMH-01-IN	59.02	145.80	143.13	4.5200	12.000	0.0130	2.02	7.58	0.27	8.35	0.35	0.35	0.00	Calculated
25	Pipe - (7) (1)	Pipe	Out-1Pipe - (7) (1)	300.00	157.80	151.61	2.0600	14.400	0.0300	0.59	24.01	0.02	0.86	0.35	0.29	0.00	Calculated
26	Ditch-3	Channel	Jun-02	335.00	163.80	158.48	1.5900	14.400	0.0300	0.79	25.66	0.03	1.98	0.23	0.19	0.00	Calculated
27	Ditch-4	Channel	Ditch-4-Start	15.00	144.34	142.52	12.1300	180.000	0.0300	1.39	73406.84	0.00	2.64	0.40	0.03	0.00	Calculated
28	Gully-1	Channel	Out-1Pipe - (18) (1)	15.00	144.34	142.52	12.1300	180.000	0.0300	1.39	73406.84	0.00	2.64	0.40	0.03	0.00	Calculated
29	Gully-2	Channel	Out-1Pipe - (26)	72.00	137.69	135.00	3.7400	216.000	0.0300	1.39	58678.95	0.00	2.63	0.34	0.02	0.00	Calculated
30	Gully-3	Channel	Jun-13	205.00	135.00	127.00	3.9000	216.000	0.0300	1.74	59970.90	0.00	2.52	0.40	0.02	0.00	Calculated
31	Link-11	Channel	Out-1Pipe - (7) (1)	85.00	143.13	127.00	18.9800	216.000	0.0300	2.02	132245.29	0.00	3.44	0.36	0.00	0.00	Calculated
32	Link-12	Channel	Jun-11	70.00	146.00	135.00	15.7100	216.000	0.0300	0.37	120342.71	0.00	1.60	0.26	0.01	0.00	Calculated
33	Link-13	Channel	Jun-12	115.00	127.00	121.00	5.2200	216.000	0.0300	3.69	69342.45	0.00	4.11	0.45	0.02	0.00	Calculated
34	Orifice-01	Orifice	FCMH-2-IN	148.52	148.32	148.32	0.0000	4.500	1.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Calculated
35	Orifice-02	Orifice	FCMH-2-OUT	148.52	148.32	148.32	0.0000	12.000	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Calculated
36	Orifice-03	Orifice	FCMH-01-IN	143.63	143.43	143.43	0.0000	6.250	2.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Calculated
37	Orifice-04	Orifice	FCMH-01-OUT	143.63	143.43	143.43	0.0000	12.000	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Calculated
38	Orifice-07	Orifice	FCMH-01-IN	147.43	147.23	147.23	0.0000	2.380	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Calculated
39	Orifice-08	Orifice	Jun-10	147.43	147.23	147.23	0.0000	12.000	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Calculated

Junction Input

SN Element ID	Invert Elevation (ft)	Ground/Rim (Max) Elevation (ft)	Ground/Rim (Max) Offset (ft)	Initial Water Elevation (ft)	Initial Water Depth (ft)	Initial Surcharge Elevation (ft)	Surcharge Depth (ft)	Ponded Area (ft²)	Minimum Pipe Cover (in)
1 Ditch-4-Start	163.80	166.80	3.00	163.80	0.00	166.80	0.00	0.00	0.00
2 FCHM-2-OUT	148.32	157.47	9.15	148.32	0.00	157.47	0.00	0.00	0.00
3 FCMH-01-IN	143.63	153.31	9.68	143.63	0.00	153.31	0.00	0.00	0.00
4 FCMH-01-OUT	143.43	153.31	9.88	143.43	0.00	153.31	0.00	0.00	0.00
5 FCMH-2-IN	148.52	157.47	8.95	148.52	0.00	157.47	0.00	0.00	0.00
6 Jun-02	157.80	159.25	1.45	157.80	0.00	159.25	0.00	0.00	0.00
7 Jun-06	147.43	157.68	10.25	147.43	0.00	157.68	0.00	0.00	0.00
8 Jun-09	147.23	156.39	9.16	147.23	0.00	156.39	0.00	0.00	0.00
9 Jun-10	147.43	156.39	8.96	147.43	0.00	156.39	0.00	0.00	0.00
10 Jun-11	146.00	164.00	18.00	146.00	0.00	164.00	0.00	0.00	0.00
11 Jun-12	127.00	145.00	18.00	127.00	0.00	145.00	0.00	0.00	0.00
12 Jun-13	135.00	153.00	18.00	135.00	0.00	153.00	0.00	0.00	0.00
13 Out-1Pipe - (18) (1)	144.34	155.00	10.66	144.34	0.00	155.00	0.00	0.00	0.00
14 Out-1Pipe - (26)	137.69	155.69	18.00	137.69	0.00	155.69	0.00	0.00	0.00
15 Out-1Pipe - (7) (1)	143.13	153.00	9.87	143.13	0.00	153.00	0.00	0.00	0.00
16 Structure - (15)	151.65	155.90	4.25	151.65	0.00	155.90	0.00	0.00	0.00
17 Structure - (16)	143.63	155.53	11.90	143.63	0.00	155.53	0.00	0.00	0.00
18 Structure - (20)	155.48	159.75	4.27	155.48	0.00	159.75	0.00	0.00	0.00
19 Structure - (21)	148.52	159.41	10.89	148.52	0.00	159.41	0.00	0.00	0.00
20 Structure - (24)	148.52	158.45	9.93	148.52	0.00	158.45	0.00	0.00	0.00
21 Structure - (28)	159.10	164.21	5.11	159.10	0.00	164.21	0.00	0.00	0.00
22 Structure - (29)	155.17	162.20	7.03	155.17	0.00	162.20	0.00	0.00	0.00
23 Structure - (30)	156.28	160.28	4.00	156.28	0.00	160.28	0.00	0.00	0.00
24 Structure - (33)	153.63	155.90	2.27	153.63	0.00	155.90	0.00	0.00	0.00
25 Structure - (35)	142.52	156.00	13.48	142.52	0.00	156.00	0.00	0.00	0.00
26 Structure - (46)	161.82	167.69	5.87	161.82	0.00	167.69	0.00	0.00	0.00
27 Structure - (47)	161.33	167.69	6.36	161.33	0.00	167.69	0.00	0.00	0.00
28 Structure - (48)	159.58	166.50	6.92	159.58	0.00	166.50	0.00	0.00	0.00
29 Structure - (49)	159.46	165.94	6.48	159.46	0.00	165.94	0.00	0.00	0.00
30 Structure - (52)	149.03	153.25	4.22	149.03	0.00	153.25	0.00	0.00	0.00
31 Structure - (55)	148.71	152.95	4.24	148.71	0.00	152.95	0.00	0.00	0.00
32 Structure - (56)	150.93	155.20	4.27	150.93	0.00	155.20	0.00	0.00	0.00
33 Structure - (6)	152.43	156.43	4.00	152.43	0.00	156.43	0.00	0.00	0.00
34 Structure - (7)	151.90	155.90	4.00	151.90	0.00	155.90	0.00	0.00	0.00
35 Structure - (8)	151.21	155.21	4.00	151.21	0.00	155.21	0.00	0.00	0.00
36 Structure - (9)	143.63	154.55	10.92	143.63	0.00	154.55	0.00	0.00	0.00

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Junction Results

SN Element ID	Peak Inflow (cfs)	Peak Lateral Inflow (cfs)	Peak Max HGL Elevation Attained (ft)	Max HGL Depth Attained (ft)	Max Surge Depth Attained (ft)	Max Freeboard Attained (ft)	Min Board Elevation Attained (ft)	Average HGL Elevation Attained (ft)	Average HGL Depth Attained (ft)	Time of Max HGL Occurrence (days hh:mm)	Time of Flooding Occurrence (days hh:mm)	Total Flooding Volume (ac-in)	Total Time Flooded (min)
1 Ditch-4-Start	0.79	0.00	164.05	0.25	0.00	2.75	163.89	0.09	0.18	0 08:01	0 00:00	0.00	0.00
2 FCHM-2-OUT	1.39	0.00	148.65	0.33	0.00	8.82	148.50	0.18	0.18	0 08:32	0 00:00	0.00	0.00
3 FCMH-01-IN	2.22	0.00	149.92	6.29	0.00	3.39	146.20	2.57	2.57	0 08:18	0 00:00	0.00	0.00
4 FCMH-01-OUT	2.02	0.00	146.21	2.78	0.00	7.10	145.76	2.33	2.33	0 08:18	0 00:00	0.00	0.00
5 FCMH-2-IN	1.68	0.00	155.14	6.62	0.00	2.33	149.86	1.34	1.34	0 08:32	0 00:00	0.00	0.00
6 Jun-02	0.59	0.59	158.02	0.22	0.00	1.23	157.88	0.08	0.08	0 08:00	0 00:00	0.00	0.00
7 Jun-08	0.39	0.00	153.29	5.86	0.00	4.39	149.16	1.73	1.73	0 09:00	0 00:00	0.00	0.00
8 Jun-09	0.37	0.00	147.43	0.20	0.00	8.96	147.36	0.13	0.13	0 09:00	0 00:00	0.00	0.00
9 Jun-10	1.07	0.00	153.29	5.86	0.00	3.10	149.16	1.73	1.73	0 09:00	0 00:00	0.00	0.00
10 Jun-11	0.37	0.00	146.15	0.15	0.00	17.85	146.11	0.11	0.11	0 09:01	0 00:00	0.00	0.00
11 Jun-12	3.69	0.00	127.45	0.45	0.00	17.55	127.28	0.28	0.28	0 08:24	0 00:00	0.00	0.00
12 Jun-13	1.74	0.00	135.36	0.36	0.00	17.64	135.24	0.24	0.24	0 08:37	0 00:00	0.00	0.00
13 Out-1Pipe - (18) (1)	1.39	0.00	144.59	0.25	0.00	14.75	144.51	0.17	0.17	0 08:32	0 00:00	0.00	0.00
14 Out-1Pipe - (26) (1)	1.39	0.00	138.02	0.33	0.00	17.67	137.91	0.22	0.22	0 08:33	0 00:00	0.00	0.00
15 Out-1Pipe - (7) (1)	2.02	0.00	143.41	0.28	0.00	17.72	143.28	0.15	0.15	0 08:18	0 00:00	0.00	0.00
16 Structure - (15)	0.95	0.95	152.19	0.54	0.00	3.71	151.83	0.18	0.18	0 08:00	0 00:00	0.00	0.00
17 Structure - (16)	0.95	0.00	149.92	6.29	0.00	5.61	146.20	2.57	2.57	0 08:18	0 00:00	0.00	0.00
18 Structure - (20)	1.16	0.37	156.11	0.63	0.00	3.64	155.69	0.21	0.21	0 08:01	0 00:00	0.00	0.00
19 Structure - (21)	1.16	0.00	155.14	6.62	0.00	4.27	149.87	1.35	1.35	0 08:32	0 00:00	0.00	0.00
20 Structure - (24)	2.70	0.15	155.14	6.62	0.00	3.31	149.87	1.35	1.35	0 08:32	0 00:00	0.00	0.00
21 Structure - (28)	1.26	0.06	159.49	0.39	0.00	4.72	159.22	0.12	0.12	0 08:01	0 00:00	0.00	0.00
22 Structure - (29)	1.45	0.18	157.40	2.23	0.00	4.79	156.44	1.27	1.27	0 08:01	0 00:00	0.00	0.00
23 Structure - (30)	1.92	0.48	156.78	0.50	0.00	3.50	156.45	0.17	0.17	0 08:03	0 00:00	0.00	0.00
24 Structure - (33)	1.08	0.49	154.11	0.48	0.00	1.79	153.80	0.17	0.17	0 08:03	0 00:00	0.00	0.00
25 Structure - (35)	1.39	0.00	143.06	0.54	0.00	14.46	142.80	0.28	0.28	0 08:33	0 00:00	0.00	0.00
26 Structure - (46)	0.76	0.76	162.27	0.45	0.00	5.42	161.97	0.15	0.15	0 08:00	0 00:00	0.00	0.00
27 Structure - (47)	1.20	0.44	161.70	0.37	0.00	5.98	161.47	0.14	0.14	0 08:00	0 00:00	0.00	0.00
28 Structure - (48)	1.20	0.00	160.34	0.76	0.00	6.16	159.80	0.22	0.22	0 08:00	0 00:00	0.00	0.00
29 Structure - (49)	1.20	0.00	160.19	0.73	0.00	5.75	159.68	0.22	0.22	0 08:01	0 00:00	0.00	0.00
30 Structure - (52)	1.05	1.05	149.94	0.91	0.00	3.31	149.22	0.19	0.19	0 08:17	0 00:00	0.00	0.00
31 Structure - (55)	1.11	1.11	149.95	1.24	0.00	3.00	148.91	0.20	0.20	0 08:18	0 00:00	0.00	0.00
32 Structure - (56)	0.00	0.00	150.93	0.00	0.00	4.27	150.93	0.00	0.00	0 00:00	0 00:00	0.00	0.00
33 Structure - (6)	0.05	0.05	152.52	0.09	0.00	3.91	152.47	0.04	0.04	0 08:00	0 00:00	0.00	0.00
34 Structure - (7)	0.09	0.03	152.02	0.12	0.00	3.88	151.95	0.05	0.05	0 08:00	0 00:00	0.00	0.00
35 Structure - (8)	0.13	0.05	151.36	0.15	0.00	3.85	151.27	0.06	0.06	0 08:01	0 00:00	0.00	0.00
36 Structure - (9)	0.88	0.05	149.92	6.29	0.00	4.63	146.20	2.57	2.57	0 08:18	0 00:00	0.00	0.00

Autodesk Storm and Sanitary Analysis 2022
Stormwater Model Report
25-year, 24-hour

Channel Input

SN Element ID	Length (ft)	Inlet		Outlet		Total Drop (ft)	Average Slope (%)	Shape	Height (ft)	Width (ft)	Manning's Roughness	Entrance Losses		Exit/Bend Losses		Additional Losses	Initial Flow (cfs)	Flap Gate
		Offset (ft)	Invert (ft)	Offset (ft)	Invert (ft)													
1 Ditch-3	300.00	157.80	0.00	151.61	-2.02	6.19	2.0600	Trapezoidal	1.200	8.200	0.0300	0.0000	0.0000	0.0000	0.0000	0.0000	0.00	No
2 Ditch-4	335.00	163.80	0.00	158.48	3.00	5.32	1.5900	Trapezoidal	1.200	8.200	0.0300	0.0000	0.0000	0.0000	0.0000	0.0000	0.00	No
3 Gully-1	15.00	144.34	0.00	142.52	0.00	1.82	12.1300	Triangular	15.000	150.000	0.0300	0.0000	0.0000	0.0000	0.0000	0.00	No	
4 Gully-2	72.00	137.69	0.00	135.00	0.00	2.69	3.7400	Triangular	18.000	160.000	0.0300	0.0000	0.0000	0.0000	0.0000	0.00	No	
5 Gully-3	205.00	135.00	0.00	127.00	0.00	8.00	3.9000	Triangular	18.000	160.000	0.0300	0.0000	0.0000	0.0000	0.0000	0.00	No	
6 Link-11	85.00	143.13	0.00	127.00	0.00	16.13	18.9800	Triangular	18.000	160.000	0.0300	0.0000	0.0000	0.0000	0.0000	0.00	No	
7 Link-12	70.00	146.00	0.00	135.00	0.00	11.00	15.7100	Triangular	18.000	160.000	0.0300	0.0000	0.0000	0.0000	0.0000	0.00	No	
8 Link-13	115.00	127.00	0.00	121.00	0.00	6.00	5.2200	Triangular	18.000	160.000	0.0300	0.0000	0.0000	0.0000	0.0000	0.00	No	

Channel Results

SN Element ID	Peak Flow (cfs)	Time of Peak Flow Occurrence (days h:mm)	Design Flow Capacity (cfs)	Peak Flow/Design Flow Ratio	Peak Flow Velocity (ft/sec)	Peak Flow Travel Time (min)	Peak Flow Depth (ft)	Peak Flow Total Depth Ratio	Total Time Surcharged (min)	Froude Number	Reported Condition
1 Ditch-3	0.59	0 08:00	24.01	0.02	0.86	5.81	0.35	0.29	0.00	0.00	0.00
2 Ditch-4	0.79	0 08:01	25.66	0.03	1.98	2.82	0.23	0.19	0.00	0.00	0.00
3 Gully-1	1.39	0 08:32	73406.84	0.00	2.64	0.09	0.40	0.03	0.00	0.00	0.00
4 Gully-2	1.39	0 08:33	58678.95	0.00	2.63	0.46	0.34	0.02	0.00	0.00	0.00
5 Gully-3	1.74	0 08:37	59970.90	0.00	2.52	1.36	0.40	0.02	0.00	0.00	0.00
6 Link-11	2.02	0 08:18	132245.29	0.00	3.44	0.41	0.36	0.02	0.00	0.00	0.00
7 Link-12	0.37	0 09:01	120342.71	0.00	1.60	0.73	0.26	0.01	0.00	0.00	0.00
8 Link-13	3.69	0 08:24	69342.45	0.00	4.11	0.47	0.45	0.02	0.00	0.00	0.00

Autodesk Storm and Sanitary Analysis 2022
Stormwater Model Report
25-year, 24-hour

Pipe Input

SN Element ID	Length (ft)	Inlet Elevation (ft)		Inlet Invert (ft)	Outlet Invert (ft)	Outlet Invert Offset (ft)	Total Drop (ft)	Average Pipe Slope (%)	Pipe Shape	Diameter or Height (in)	Pipe Width (in)	Manning's Roughness	Entrance Losses	Exit/Bend Losses	Additional Losses (cfs)	Initial Flow (cfs)	Initial Gate	No. of Barrels
		Elevation (ft)	Offset (ft)															
1 Link-06	164.44	153.63	0.00	152.81	5.38	0.82	0.5000	CIRCULAR	12,000	12,000	0.0130	0.5000	0.5000	0.0000	0.0000	0.00	No	1
2 Link-07	127.59	147.43	0.00	147.43	0.00	0.00	0.0000	CIRCULAR	60,000	60,000	0.0130	0.5000	0.5000	0.0000	0.0000	0.00	No	1
3 Link-08	65.21	147.23	0.00	146.00	0.00	1.23	1.8900	CIRCULAR	12,000	12,000	0.0130	0.5000	0.5000	0.0000	0.0000	0.00	No	1
4 Pipe - (11)	40.85	151.65	0.00	151.45	7.82	0.20	0.5000	CIRCULAR	9,960	9,960	0.0130	0.5000	0.5000	0.0000	0.0000	0.00	No	1
5 Pipe - (14)	38.79	155.48	0.00	155.30	6.78	0.18	0.4600	CIRCULAR	9,960	9,960	0.0130	0.5000	0.5000	0.0000	0.0000	0.00	No	1
6 Pipe - (18)	98.24	148.52	0.00	148.52	0.00	0.00	0.0000	CIRCULAR	72,000	72,000	0.0130	0.5000	0.5000	0.0000	0.0000	0.00	No	1
7 Pipe - (18) (1)	99.88	148.32	0.00	144.34	0.00	3.98	3.9800	CIRCULAR	12,000	12,000	0.0130	0.5000	0.5000	0.0000	0.0000	0.00	No	1
8 Pipe - (21)	84.76	159.10	0.00	155.17	0.00	3.93	4.6400	CIRCULAR	8,040	8,040	0.0130	0.5000	0.5000	0.0000	0.0000	0.00	No	1
9 Pipe - (22)	80.80	155.17	0.00	153.55	-2.73	1.62	2.0000	CIRCULAR	9,960	9,960	0.0130	0.5000	0.5000	0.0000	0.0000	0.00	No	1
10 Pipe - (23)	76.98	156.28	0.00	154.45	5.93	1.83	2.3800	CIRCULAR	9,960	9,960	0.0130	0.5000	0.5000	0.0000	0.0000	0.00	No	1
11 Pipe - (26)	100.38	142.52	0.00	137.69	0.00	4.83	4.8100	CIRCULAR	36,000	36,000	0.0130	0.5000	0.5000	0.0000	0.0000	0.00	No	1
12 Pipe - (4)	60.49	152.43	0.00	151.90	0.00	0.53	0.8800	CIRCULAR	9,960	9,960	0.0130	0.5000	0.5000	0.0000	0.0000	0.00	No	1
13 Pipe - (42)	98.00	161.82	0.00	161.33	0.00	0.49	0.5000	CIRCULAR	9,960	9,960	0.0130	0.5000	0.5000	0.0000	0.0000	0.00	No	1
14 Pipe - (43)	99.05	161.33	0.00	159.58	0.00	1.75	1.7700	CIRCULAR	9,960	9,960	0.0130	0.5000	0.5000	0.0000	0.0000	0.00	No	1
15 Pipe - (44)	23.30	159.58	0.00	159.46	0.00	0.12	0.5000	CIRCULAR	9,960	9,960	0.0130	0.5000	0.5000	0.0000	0.0000	0.00	No	1
16 Pipe - (45)	72.02	159.46	0.00	159.10	0.00	0.36	0.5000	CIRCULAR	9,960	9,960	0.0130	0.5000	0.5000	0.0000	0.0000	0.00	No	1
17 Pipe - (47)	97.48	148.52	0.00	148.52	0.00	0.00	0.0000	CIRCULAR	72,000	72,000	0.0130	0.5000	0.5000	0.0000	0.0000	0.00	No	1
18 Pipe - (48)	103.49	143.63	0.00	143.63	0.00	0.00	0.0000	CIRCULAR	72,000	72,000	0.0130	0.5000	0.5000	0.0000	0.0000	0.00	No	1
19 Pipe - (5)	77.92	151.90	0.00	151.21	0.00	0.69	0.8900	CIRCULAR	9,960	9,960	0.0130	0.5000	0.5000	0.0000	0.0000	0.00	No	1
20 Pipe - (50)	34.39	149.03	0.00	148.86	5.23	0.17	0.5000	CIRCULAR	12,000	12,000	0.0130	0.5000	0.5000	0.0000	0.0000	0.00	No	1
21 Pipe - (51)	55.38	148.71	0.00	148.43	4.80	0.28	0.5000	CIRCULAR	12,000	12,000	0.0130	0.5000	0.5000	0.0000	0.0000	0.00	No	1
22 Pipe - (52)	33.09	150.93	0.00	150.76	7.13	0.17	0.5000	CIRCULAR	9,960	9,960	0.0130	0.5000	0.5000	0.0000	0.0000	0.00	No	1
23 Pipe - (6)	75.04	151.21	0.00	150.55	6.92	0.66	0.8800	CIRCULAR	9,960	9,960	0.0130	0.5000	0.5000	0.0000	0.0000	0.00	No	1
24 Pipe - (7)	107.23	143.63	0.00	143.63	0.00	0.00	0.0000	CIRCULAR	72,000	72,000	0.0130	0.5000	0.5000	0.0000	0.0000	0.00	No	1
25 Pipe - (7) (1)	59.02	145.80	2.37	143.13	0.00	2.67	4.5200	CIRCULAR	12,000	12,000	0.0130	0.5000	0.5000	0.0000	0.0000	0.00	No	1

Pipe Results

SN Element ID	Peak Flow (cfs)	Time of Peak Flow Occurrence (days h:m:mm)	Design Capacity (cfs)	Peak Flow/Design Capacity Ratio	Peak Flow Velocity (ft/sec)	Travel Time (min)	Peak Flow Depth (ft)	Peak Flow Depth/Total Depth Ratio	Total Time Surcharged (min)	Friction Number	Reported Condition
1 Link-06	1.07	0 08:04	2.52	0.43	3.04	0.90	0.46	0.46	0.00	0.00	Calculated
2 Link-07	0.39	0 08:01	116.47	0.00	0.09	23.63	5.00	1.00	84.00	0.00	SURCHARGED
3 Link-08	0.37	0 09:00	4.89	0.08	3.92	0.28	0.18	0.18	0.00	0.00	Calculated
4 Pipe - (11)	0.95	0 08:00	1.55	0.61	2.88	0.24	0.49	0.58	0.00	0.00	Calculated
5 Pipe - (14)	1.16	0 08:01	1.49	0.78	3.00	0.22	0.56	0.67	0.00	0.00	Calculated
6 Pipe - (18)	1.68	0 08:06	189.40	0.01	0.78	2.10	6.00	1.00	47.00	0.00	SURCHARGED
7 Pipe - (18) (1)	1.39	0 08:32	7.11	0.20	7.31	0.23	0.29	0.29	0.00	0.00	Calculated
8 Pipe - (21)	1.26	0 08:01	2.60	0.49	4.27	0.33	0.53	0.79	0.00	0.00	Calculated
9 Pipe - (22)	1.45	0 08:01	2.57	0.56	3.08	0.44	0.67	0.80	0.00	0.00	Calculated
10 Pipe - (23)	1.92	0 08:01	3.38	0.57	5.95	0.22	0.48	0.58	0.00	0.00	Calculated
11 Pipe - (26)	1.39	0 08:33	146.31	0.01	2.67	0.63	0.44	0.15	0.00	0.00	Calculated
12 Pipe - (4)	0.05	0 08:00	2.05	0.03	1.37	0.74	0.11	0.13	0.00	0.00	Calculated
13 Pipe - (42)	0.76	0 08:00	1.55	0.49	2.84	0.58	0.41	0.49	0.00	0.00	Calculated
14 Pipe - (43)	1.20	0 08:00	2.91	0.41	3.03	0.54	0.57	0.68	0.00	0.00	Calculated
15 Pipe - (44)	1.20	0 08:00	1.55	0.77	2.32	0.17	0.75	0.90	0.00	0.00	Calculated
16 Pipe - (45)	1.20	0 08:01	1.55	0.77	3.20	0.38	0.56	0.67	0.00	0.00	Calculated
17 Pipe - (47)	0.64	0 08:07	189.40	0.00	0.24	6.77	6.00	1.00	47.00	0.00	SURCHARGED
18 Pipe - (48)	0.63	0 08:09	189.40	0.00	0.11	15.68	6.00	1.00	18.00	0.00	SURCHARGED
19 Pipe - (5)	0.09	0 08:00	2.06	0.04	1.56	0.83	0.13	0.16	0.00	0.00	Calculated
20 Pipe - (50)	1.05	0 08:00	2.52	0.42	2.85	0.20	0.95	0.95	0.00	0.00	Calculated
21 Pipe - (51)	1.11	0 08:00	2.52	0.44	2.95	0.31	1.00	1.00	16.00	0.00	SURCHARGED
22 Pipe - (52)	0.00	0 00:00	1.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Calculated
23 Pipe - (6)	0.13	0 08:01	2.05	0.07	2.07	0.60	0.15	0.18	0.00	0.00	Calculated
24 Pipe - (7)	0.81	0 08:30	189.40	0.00	0.20	8.94	6.00	1.00	18.00	0.00	SURCHARGED
25 Pipe - (7) (1)	2.02	0 08:18	7.58	0.27	8.35	0.12	0.35	0.35	0.00	0.00	Calculated

Rip-Rap Sizing Calculations



Subject:			
Project No.	By	ABP	Date 5/22/2024

Input		Values	
V	Average velocity	9 ft/s	
Do	Culvert diameter	12 in	
g	gravity	32.2 ft/s ²	
Output		Values	
Riprap Class	Riprap Class	50	
Description	Formula	Value	
F _o Value	$F_o = \frac{v}{\sqrt{g * D_o}}$	1.59	
Riprap size (d _s)	$d_s = .25 * D_o * F_o$ Min ds = 0.50 ft	0.50 ft	6.00 in
Apron length (L _{sp})	$L_{sp} = D_o \left(8 + 17 \log F_o \right)$ Min Fo = 1.00	12.00 ft	144.00 in
Riprap depth	$Depth = 2 * d_s$	1.00 ft	12.00 in
Riprap width at outfall (W _t)	$W_t = 3 * D_o$	3.00 ft	36.00 in
Riprap Width at bottom (W _b)	$W_b = L_{sp} * \frac{1}{5} * 2 + W_t$	8.00 ft	96.00 in

Rip-Rap Sizing Calculations

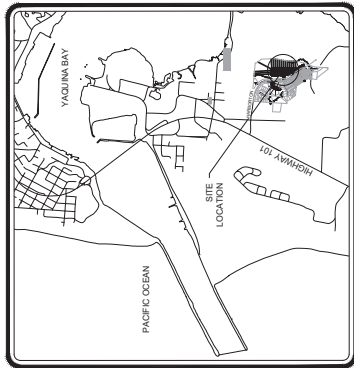


Subject:			
Project No.	By	ABP	Date 5/22/2024

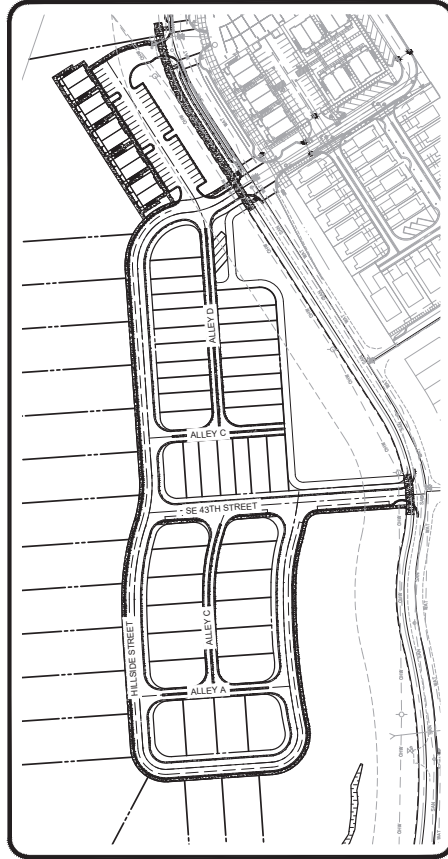
Input		Values	
V	Average velocity	9 ft/s	
Do	Culvert diameter	36 in	
g	gravity	32.2 ft/s ²	
Output		Values	
Riprap Class	Riprap Class	100	
Description	Formula	Value	
F _o Value	$F_o = \frac{v}{\sqrt{g * D_o}}$	0.92	
Riprap size (d _s)	$d_s = .25 * D_o * F_o$ Min ds = 0.50 ft	0.69 ft	8.24 in
Apron length (L _{sp})	$L_{sp} = D_o \left(8 + 17 \log F_o \right)$ Min Fo = 1.00	24.00 ft	288.00 in
Riprap depth	$Depth = 2 * d_s$	2.00 ft	24.00 in
Riprap width at outfall (W _t)	$W_t = 3 * D_o$	9.00 ft	108.00 in
Riprap Width at bottom (W _b)	$W_b = L_{sp} * \frac{1}{5} * 2 + W_t$	19.00 ft	228.00 in

WILDER RESIDENTIAL DEVELOPMENT PHASE 8

NORTH CORNER OF SE HARBORTON STREET AND 44TH STREET
NEWPORT, OREGON, 97366



VICINITY MAP
MIS



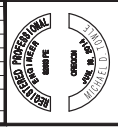
SITE MAP
1" = 100'

DATUM
ELEVATIONS ARE BASED ON NATIONAL GEODETIC SURVEY BENCHMARK: HAMILTON (PD, 02/28/83), BEING A 4" BRASS DISK IN CONCRETE LOCATED AT THE NORTH END OF THE WESTERMOST PARKING ISLAND OF THE SOUTH CORNER OF SE HARBORTON STREET AND SE 44TH STREET, ONE MILE SOUTHWEST OF PROJECT SITE. ELEVATION = 21.02 (NAVD88)

SHEET INDEX

- 1 - COVER SHEET
- 2 - FINAL DEVELOPMENT PLAN - NORTH LOTS
- 3 - FINAL DEVELOPMENT PLAN - SOUTH LOTS
- 4 - TENTATIVE SUBDIVISION PLAN-NORTH LOTS
- 5 - TENTATIVE SUBDIVISION PLAN-SOUTH LOTS
- 6 - GRADING PLAN - NORTH LOTS
- 7 - GRADING PLAN - SOUTH LOTS
- 8 - UTILITY PLAN - NORTH LOTS
- 9 - UTILITY PLAN - SOUTH LOTS
- 10 - STORMWATER PLAN - NORTH LOTS
- 11 - STORMWATER PLAN - SOUTH LOTS

REV	DATE	DESCRIPTION



DOWL
309 SW 6th Ave, Suite 200
Portland, Oregon 97204
971-280-8641
WWW.DOWL.COM



WILDER MASTER PLAN
DISC GOLF AREA - NEWPORT, OR
COVER SHEET
NEWPORT, OREGON - 97366

PROJECT	2322-14-05-02
DATE	05/02/2024
SHEET	1



OREGON UTILITY
NOTIFICATION CENTER
1-800-332-2344

ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN THE OREGON UTILITY NOTIFICATION CENTER'S RULES AND REGULATIONS OF THE RULES BY CALLING THE CENTER. (NOTE THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503) 232-1897.)

PROJECT TEAM

OWNER
LANDWAVES, INC.
1000 N. W. AVENUE, SUITE 200
PORTLAND, OREGON, 97204
503-720-0989
CONTACT: BONNIE BERKIN

CIVIL ENGINEER
DOWL
309 SW 6TH AVE, SUITE 200
PORTLAND, OREGON, 97204
(971) 280-8641
CONTACT: MIKE TOWLE, PE

SURVEYOR
AKS ENGINEERING AND FORESTRY, LLC
1000 N. W. AVENUE, SUITE 200
VAINO CENTER WASHINGTON, 98602
(360) 882-6419
CONTACT: ADAM BESEDA, PLS

REV	DATE	DESCRIPTION

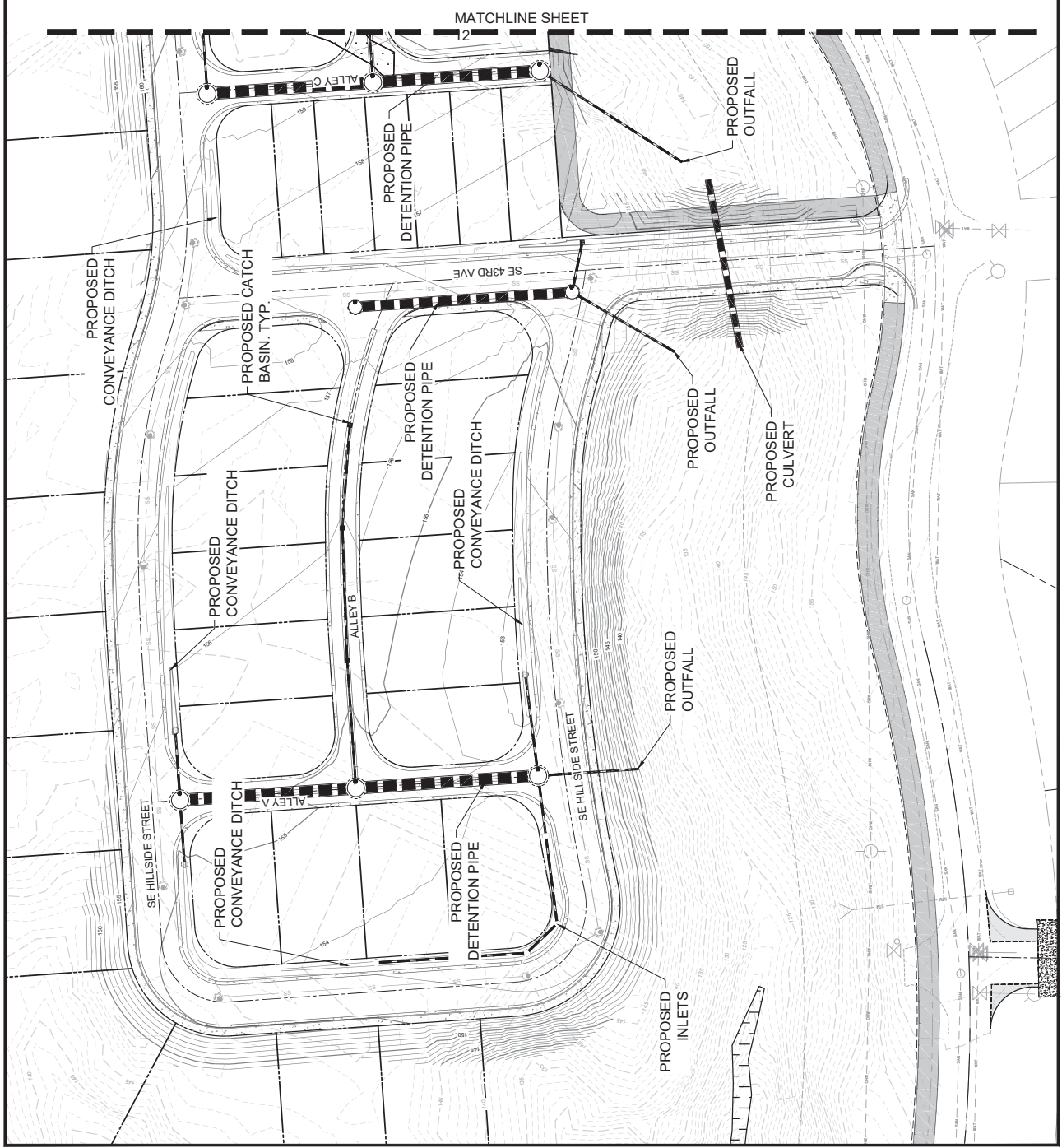
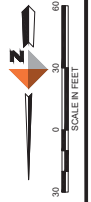
DOWL
 WWW.DOWL.COM
 305 SW 6th Ave, Suite 700
 Portland, Oregon 97204
 971-280-8641

**WILDER MASTER PLAN
 PHASE 8 - NEWPORT, OR
 STORMWATER PLAN - NORTH LOTS**

NEWPORT, OREGON - 97366

PROJECT: 2327-14-05-02
 DATE: 05/02/2024
 SHEET: 11

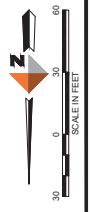
- LEGEND**
- PROPOSED ROW LINE
 - PROPOSED MAJOR CENTERLINE
 - EXISTING ROW LINE
 - PROPOSED STREET CENTERLINE
 - PROPOSED MAJOR CONTOUR
 - PROPOSED MINOR CONTOUR
 - EXISTING MAJOR CONTOUR
 - EXISTING MINOR CONTOUR
 - PROPOSED STORMLINE
 - PROPOSED SEWERLINE
 - PROPOSED WATERLINE
 - EXISTING STORM LINE
 - EXISTING WATER LINE
 - EXISTING WATER LINE
 - PROPOSED CATCH BASIN
 - PROPOSED STORM MANHOLE
 - PROPOSED SEWER MANHOLE



REV	DATE	DESCRIPTION

DOWL
 WWW.DOWL.COM
 305 SW 6th Ave, Suite 700
 Portland, Oregon 97204
 971-280-8641

- LEGEND**
- PROPOSED ROW LINE
 - EXISTING ROW LINE
 - PROPOSED STREET CENTERLINE
 - PROPOSED MAJOR CONTOUR
 - PROPOSED MINOR CONTOUR
 - EXISTING MAJOR CONTOUR
 - PROPOSED STORMLINE
 - PROPOSED SEWERLINE
 - PROPOSED WATERLINE
 - EXISTING STORM LINE
 - EXISTING WATER LINE
 - PROPOSED CATCH BASIN
 - PROPOSED STORM MANHOLE
 - PROPOSED SEWER MANHOLE



MATCHLINE SHEET 11



2129 North Coast Highway • P.O. Box 1126 • Newport, Oregon 97365-0090 • 541-265-3211 • fax: 541-265-5208

March 3, 2015

Elizabeth Decker
215 W 4th St.
Suite 209
Vancouver, WA 98660

Elizabeth,

Central Lincoln PUD has adequate electric power to service the Wilder Project, located at 755 SE College Way, Newport, Oregon. Please call me if you require further information.

Thanks,

A handwritten signature in blue ink that reads "Barry Anderson" with a long horizontal flourish extending to the right.

Barry Anderson
Senior Distribution Engineering Tech
541-574-3643 - office
541-574-2632 - fax
541-270-2379
banderson@cencoast.com



PIONEER

Broadband and Voice Applications

PHILOMATH
T: 541.929.3135
F: 541.929.1221
1304 Main St
Philomath, OR 97370

WALDPOR
T: 541.563.3135
F: 541.563.1211
575 W. Willow St
Waldport, OR 97394

COPY

March 2, 2015

Derrick Tokos
City Hall
169 SW Coast Hwy
Newport, OR 97365

Re: Telecommunications service

To whom it may concern,

Pioneer Telephone Cooperative has facilities adjacent to the future Wilder Development in South Beach. At such time service to these properties is needed, voice and broadband lines will be provided. If further information is needed, please call me at 541-929-8237.

Sincerely,

Bruce Tompkins
PTC OSP Engineer

c: Elizabeth Decker



Utility Sufficiency Letter for City of Newport:

The City provided a letter on September 18, 2015, identifying the utilities serving Wilder generally and their adequacy for the Planned Development as proposed in #2-PD-15 and #3-PD-15, provided here. The modifications proposed with this application do not change the total amount and intensity of proposed development, which remains consistent with the previously approved Planned Development, and can be served by public facilities as verified in the 2015 letter.

Memo

To: Derrick Tokos, Community Development Director

From: Timothy Gross, Director of Public Works/City Engineer



Date: 9/18/2015

RE: Adequacy of Public Facilities and Utilities – Wilder Development Phase 2

The Wilder Development Phase 2 is currently served by a 12" PVC C900 water main, and an 8" 3034 PVC gravity sanitary sewer, both located in Harborton Street. Storm drainage is provided via an 18" 3034 PVC storm sewer in Flemming Street that discharges in a canyon north of the proposed development. Transportation facilities are provided via Harborton Street, which has a 75' wide right-of-way, two 12' travel lanes, and an 8' wide multiuse path on the west side. Adequate water, sewer, storm sewer, and transportation facilities exist through these described facilities to serve the proposed development.



**PUBLIC RECORD REPORT
FOR NEW SUBDIVISION
OR LAND PARTITION**

THIS REPORT IS ISSUED BY THE ABOVE-NAMED COMPANY ("THE COMPANY") FOR THE EXCLUSIVE USE OF THE FOLLOWING CUSTOMER:

Landwaves Inc
Phone No.: (503)221-0167

Date Prepared: July 22, 2024
Effective Date: July 16, 2024 / 05:00 PM
Charge: \$300.00
Order No.: WT0264809
Reference:

The information contained in this report is furnished to the Customer by Western Title & Escrow Company (the "Company") as an information service based on the records and indices maintained by the Company for the county identified below. This report is not title insurance, is not a preliminary title report for title insurance, and is not a commitment for title insurance. No examination has been made of the Company's records, other than as specifically set forth in this report ("the Report"). Liability for any loss arising from errors and/or omissions is limited to the lesser of the fee paid or the actual loss to the Customer, and the Company will have no greater liability by reason of this report. This report is subject to the Definitions, Conditions and Stipulations contained in it.

REPORT

- A. The Land referred to in this report is located in the County of Lincoln, State of Oregon, and is described as follows:
As fully set forth on Exhibit "A" attached hereto and by this reference made a part hereof.
- B. As of the Effective Date, the tax account and map references pertinent to the Land are as follows:
As fully set forth on Exhibit "B" attached hereto and by this reference made a part hereof.
- C. As of the Effective Date and according to the Public Records, we find title to the land apparently vested in:
As fully set forth on Exhibit "C" attached hereto and by this reference made a part hereof.
- D. As of the Effective Date and according to the Public Records, the Land is subject to the following liens and encumbrances, which are not necessarily shown in the order of priority:
As fully set forth on Exhibit "D" attached hereto and by this reference made a part hereof.

Western Title & Escrow Company
Public Record Report for New Subdivision or Land Partition
Order No. WT0264809

EXHIBIT "A"
(Land Description)

Parcel 2, PARTITION PLAT NO. 15-1, 1A, 1B, 1C, in the City of Newport, Lincoln County, Oregon, according to the official plat thereof, recorded on January 2, 2015, Lincoln County Plat Records.

EXCEPTING THEREFROM any portions lying within the Plats of Wilder Phase 2, Wilder Phase 3, Wilder Phase 4, Wilder Phase 5, Wilder Phase 6 and Wilder Phase 7.

Western Title & Escrow Company
Public Record Report for New Subdivision or Land Partition
Order No. WT0264809

EXHIBIT "B"
(Tax Account and Map)

APN/Parcel ID(s) R529960 as well as Tax/Map ID(s) 11-11-20-00-00100-00

Western Title & Escrow Company
Public Record Report for New Subdivision or Land Partition
Order No. WT0264809

EXHIBIT "C"
(Vesting)

Landwaves, Inc., an Oregon corporation

EXHIBIT "D"
(Liens and Encumbrances)

1. Property taxes in an undetermined amount, which are a lien but not yet payable, including any assessments collected with taxes to be levied for the fiscal year 2024-2025.
2. The Land has been classified as Designated Forestland, as disclosed by the tax roll. If the Land becomes disqualified, said Land may be subject to additional taxes and/or penalties.
3. City Liens, if any, in favor of the City of Newport.
4. Rights of the public to any portion of the Land lying within the area commonly known as roads and highways.
5. Road Right of Way in favor of Georgia-Pacific Corporation, as disclosed by instrument, including the terms and provisions thereof,

Recording Date: September 11, 1978
Recording No.: Book 92, page 508

Assignment/Assumption, including the terms and provisions thereof,

Recording Date: March 1, 1993
Recording No: Book 257, page 1927

6. Right of Way Agreement, including the terms and provisions thereof,

Recording Date: January 17, 1983
Recording No: Book 138, page 396
Between: Publishers Paper Co., a Delaware corporation
And: Rex Timber, Inc., an Oregon corporation

Assigned by instrument,

Recording Date: March 21, 1991
Recording No: Book 227, page 1403

Assignment/Assumption, including the terms and provisions thereof,

Recording Date: March 1, 1993
Recording No: Book 257, page 1927

Assignment and Assumption Agreement, including the terms and provisions thereof,

Recording Date: February 23, 2010
Recording No: 2010-02039

EXHIBIT "D"
(Liens and Encumbrances)
(continued)

7. Right of Way Agreement, including the terms and provisions thereof,

Recording Date: August 21, 1992
Recording No: Book 249, page 605
Between: Boise Cascade Corporation
And: Georgia-Pacific Corporation

Assignment and Assumption Agreement, including the terms and provisions thereof,

Recording Date: February 23, 2010
Recording No: 2010-02039

8. Timber Easement, including the terms and provisions thereof,

Recording Date: August 16, 2007
Recording No: 200711878
Between: Landwaves, Inc., an Oregon Corporation
And: Emery Investments, Inc., an Oregon Corporation

Partial Termination of Easement, including the terms and provisions thereof,

Recording Date: February 22, 2010
Recording No: 2010-01992

Partial Termination of Easement, including the terms and provisions thereof,

Recording Date: November 4, 2016
Recording No: 2016-10547

Amendment to Timber Easement Agreement, including the terms and provisions thereof,

Recording Date: July 28, 2017
Recording No: 2017-07208

Partial Termination of Easement, including the terms and provisions thereof,

Recording Date: November 16, 2017
Recording No: 2017-11259

9. Land Partition Deferred Improvement Agreement/Waiver of Remonstrance, including the terms and provisions thereof,

Recording Date: October 1, 2007
Recording No: 200713970
Between: City of Newport
And: Landwaves, Inc.

EXHIBIT "D"
(Liens and Encumbrances)
(continued)

10. Easement Agreement, including the terms and provisions thereof,

Recording Date: October 10, 2007
Recording No.: 200714419

First Amendment to Easement Agreement, including the terms and provisions thereof,

Recording Date: May 16, 2016
Recording No: 2016-04587
11. Boundary Line Agreements, including the terms and provisions thereof,

Recording Date: December 13, 2007
Recording No.: 200717102
And
Recording Date: December 13, 2007
Recording No: 200717102
12. Easement Agreement, including the terms and provisions thereof,

Recording Date: December 14, 2007
Recording No: 200717237
Between: The City of Newport, Landwaves, Inc., Emery Investments, Inc.
And: Oregon Coast Community College District

Amended by instrument, including the terms and provisions thereof,

Recording Date: October 2, 2012
Recording No: 2013-09575
13. Easements, conditions, restrictions and notes as delineated on the recorded Partition Plat 2007-39.
14. Restrictive Covenant Agreement, including the terms and provisions thereof,

Recording Date: January 3, 2008
Recording No.: 200800027
15. Waiver of Remonstrance, including the terms and provisions thereof,

Recording Date: January 3, 2008
Recording No.: 200800028

EXHIBIT "D"
(Liens and Encumbrances)
(continued)

16. Reciprocal Easement Agreement, including the terms and provisions thereof,
- Recording Date: January 3, 2008
Recording No.: 200800030
- Amended by instrument, including the terms and provisions thereof,
- Recording Date: February 28, 2011
Recording No: 2011-02149
17. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:
- Granted to: Central Lincoln People's Utility District
Purpose: as set forth therein
Recording Date: September 25, 2008
Recording No: 200811292
18. Easements for existing utilities in vacated areas, if any.
19. Easement Agreement, including the terms and provisions thereof,
- Recording Date: December 19, 2008
Recording No.: 2008-14284
- First Amendment to Easement Agreement, including the terms and provisions thereof,
- Recording Date: May 16, 2016
Recording No: 2016-04592
- Second Amendment to Easement Agreement, including the terms and provisions thereof,
- Recording Date: October 8, 2019
Recording No: 2019-09868
20. Declaration of Restrictive Covenant (Waiver of Remonstrance), including the terms and provisions the
- Recording Date: October 26, 2010
Recording No.: 2010-10802
- Partial Release, including the terms and provisions thereof,
- Recording Date: February 28, 2011
Recording No: 2011-02150
21. Storm Water Drainage Easement Agreement, including the terms and provisions thereof,
- Recording Date: May 16, 2016
Recording No.: 2016-04588

EXHIBIT "D"
(Liens and Encumbrances)
(continued)

- 22. Easements, conditions, restrictions and notes as delineated on Partition Plat No. 2015-1, 1A, 1B, 1C.
- 23. Restrictive Covenant for Remainder Parcel, including the terms and provisions thereof,

Recording Date: December 5, 2016
Recording No.: 2016-11480
Between: Landwaves, Inc.
And: The City of Newport

Re-recording Date: December 13, 2016
Recording No: 2016-11831

- 24. Restrictive Covenant Agreement, including the terms and provisions thereof,

Recording Date: December 30, 2016
Recording No.: 2016-12375
Between: The State of Oregon acting by and through the Board of
Trustees of Oregon State University
And: Landwaves, Inc., an Oregon corporation

Note: The Oregon Corporation Commission records show that as of July 22, 2024, Landwaves, Inc. is an active Oregon corporation and is currently in good standing.

Note: Property taxes for the fiscal year shown below are paid in full.

Fiscal Year: 2023-2024
Amount: \$12,263.68
Levy Code: 104
Account No.: R529960
Map No.: 11-11-20-00-00100-00

Please contact the Tax Collector's Office to confirm all amounts owing, including current fiscal year taxes, supplemental taxes, escaped assessments and any delinquencies.

DEFINITIONS, CONDITIONS AND STIPULATIONS

1. **Definitions.** The following terms have the stated meaning when used in this report:
 - (a) "Customer": The person or persons named or shown as the addressee of this report.
 - (b) "Effective Date": The effective date stated in this report.
 - (c) "Land": The land specifically described in this report and improvements affixed thereto which by law constitute real property.
 - (d) "Public Records": Those records which by the laws of the state of Oregon impart constructive notice of matters relating to the Land.
2. **Liability of Company.**
 - (a) This is not a commitment to issue title insurance and does not constitute a policy of title insurance.
 - (b) The liability of the Company for errors or omissions in this public record report is limited to the amount of the charge paid by the Customer, provided, however, that the Company has no liability in the event of no actual loss to the Customer.
 - (c) No costs (including without limitation attorney fees and other expenses) of defense, or prosecution of any action, is afforded to the Customer.
 - (d) In any event, the Company assumes no liability for loss or damage by reason of the following:
 - (1) Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records.
 - (2) Any facts, rights, interests or claims which are not shown by the Public Records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
 - (3) Easements, liens or encumbrances, or claims thereof, which are not shown by the Public Records.
 - (4) Discrepancies, encroachments, shortage in area, conflicts in boundary lines or any other facts which a survey would disclose.
 - (5) (i) Unpatented mining claims; (ii) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (iii) water rights or claims or title to water.
 - (6) Any right, title, interest, estate or easement in land beyond the lines of the area specifically described or referred to in this report, or in abutting streets, roads, avenues, alleys, lanes, ways or waterways.
 - (7) Any law, ordinance or governmental regulation (including but not limited to building and zoning laws, ordinances or regulations) restricting, regulating, prohibiting or relating to (i) the occupancy, use or enjoyment of the land; (ii) the character, dimensions or location of any improvement now or hereafter erected on the land; (iii) a separation in ownership or a change in the dimensions or area of the land or any parcel of which the land is or was a part; or (iv) environmental protection, or the effect of any violation of these laws, ordinances or governmental regulations, except to the extent that a notice of the enforcement thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the Public Records at the effective date hereof.
 - (8) Any governmental police power not excluded by 2(d)(7) above, except to the extent that notice of the exercise thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the Public Records at the effective date hereof.
 - (9) Defects, liens, encumbrances, adverse claims or other matters created, suffered, assumed, agreed to or actually known by the Customer.
3. **Report Entire Contract.** Any right or action or right of action that the Customer may have or may bring against the Company arising out of the subject matter of this report must be based on the provisions of this report. No provision or condition of this report can be waived or changed except by a writing signed by an authorized officer of the Company. By accepting this form report, the Customer acknowledges and agrees that the Customer has elected to utilize this form of public record report and accepts the limitation of liability of the Company as set forth herein.
4. **Charge.** The charge for this report does not include supplemental reports, updates or other additional services of the Company.

LIMITATIONS OF LIABILITY

"CUSTOMER" REFERS TO THE RECIPIENT OF THIS REPORT.

CUSTOMER EXPRESSLY AGREES AND ACKNOWLEDGES THAT IT IS EXTREMELY DIFFICULT, IF NOT IMPOSSIBLE, TO DETERMINE THE EXTENT OF LOSS WHICH COULD ARISE FROM ERRORS OR OMISSIONS IN, OR THE COMPANY'S NEGLIGENCE IN PRODUCING, THE REQUESTED REPORT, HEREIN "THE REPORT." CUSTOMER RECOGNIZES THAT THE FEE CHARGED IS NOMINAL IN RELATION TO THE POTENTIAL LIABILITY WHICH COULD ARISE FROM SUCH ERRORS OR OMISSIONS OR NEGLIGENCE. THEREFORE, CUSTOMER UNDERSTANDS THAT THE COMPANY IS NOT WILLING TO PROCEED IN THE PREPARATION AND ISSUANCE OF THE REPORT UNLESS THE COMPANY'S LIABILITY IS STRICTLY LIMITED. CUSTOMER AGREES WITH THE PROPRIETY OF SUCH LIMITATION AND AGREES TO BE BOUND BY ITS TERMS

THE LIMITATIONS ARE AS FOLLOWS AND THE LIMITATIONS WILL SURVIVE THE CONTRACT:

ONLY MATTERS IDENTIFIED IN THIS REPORT AS THE SUBJECT OF THE REPORT ARE WITHIN ITS SCOPE. ALL OTHER MATTERS ARE OUTSIDE THE SCOPE OF THE REPORT.

CUSTOMER AGREES, AS PART OF THE CONSIDERATION FOR THE ISSUANCE OF THE REPORT AND TO THE FULLEST EXTENT PERMITTED BY LAW, TO LIMIT THE LIABILITY OF THE COMPANY, ITS LICENSORS, AGENTS, SUPPLIERS, RESELLERS, SERVICE PROVIDERS, CONTENT PROVIDERS AND ALL OTHER SUBSCRIBERS OR SUPPLIERS, SUBSIDIARIES, AFFILIATES, EMPLOYEES, AND SUBCONTRACTORS FOR ANY AND ALL CLAIMS, LIABILITIES, CAUSES OF ACTION, LOSSES, COSTS, DAMAGES AND EXPENSES OF ANY NATURE WHATSOEVER, INCLUDING ATTORNEY'S FEES, HOWEVER ALLEGED OR ARISING, INCLUDING BUT NOT LIMITED TO THOSE ARISING FROM BREACH OF CONTRACT, NEGLIGENCE, THE COMPANY'S OWN FAULT AND/OR NEGLIGENCE, ERRORS, OMISSIONS, STRICT LIABILITY, BREACH OF WARRANTY, EQUITY, THE COMMON LAW, STATUTE OR ANY OTHER THEORY OF RECOVERY, OR FROM ANY PERSON'S USE, MISUSE, OR INABILITY TO USE THE REPORT OR ANY OF THE MATERIALS CONTAINED THEREIN OR PRODUCED, **SO THAT THE TOTAL AGGREGATE LIABILITY OF THE COMPANY AND ITS AGENTS, SUBSIDIARIES, AFFILIATES, EMPLOYEES, AND SUBCONTRACTORS SHALL NOT IN ANY EVENT EXCEED THE COMPANY'S TOTAL FEE FOR THE REPORT.**

CUSTOMER AGREES THAT THE FOREGOING LIMITATION ON LIABILITY IS A TERM MATERIAL TO THE PRICE THE CUSTOMER IS PAYING, WHICH PRICE IS LOWER THAN WOULD OTHERWISE BE OFFERED TO THE CUSTOMER WITHOUT SAID TERM. CUSTOMER RECOGNIZES THAT THE COMPANY WOULD NOT ISSUE THE REPORT BUT FOR THIS CUSTOMER AGREEMENT, AS PART OF THE CONSIDERATION GIVEN FOR THE REPORT, TO THE FOREGOING LIMITATION OF LIABILITY AND THAT ANY SUCH LIABILITY IS CONDITIONED AND PREDICATED UPON THE FULL AND TIMELY PAYMENT OF THE COMPANY'S INVOICE FOR THE REPORT.

THE REPORT IS LIMITED IN SCOPE AND IS NOT AN ABSTRACT OF TITLE, TITLE OPINION, PRELIMINARY TITLE REPORT, TITLE REPORT, COMMITMENT TO ISSUE TITLE INSURANCE, OR A TITLE POLICY, AND SHOULD NOT BE RELIED UPON AS SUCH. THE REPORT DOES NOT PROVIDE OR OFFER ANY TITLE INSURANCE, LIABILITY COVERAGE OR ERRORS AND OMISSIONS COVERAGE. THE REPORT IS NOT TO BE RELIED UPON AS A REPRESENTATION OF THE STATUS OF TITLE TO THE PROPERTY. THE COMPANY MAKES NO REPRESENTATIONS AS TO THE REPORT'S ACCURACY, DISCLAIMS ANY WARRANTY AS TO THE REPORT, ASSUMES NO DUTIES TO CUSTOMER, DOES NOT INTEND FOR CUSTOMER TO RELY ON THE REPORT, AND ASSUMES NO LIABILITY FOR ANY LOSS OCCURRING BY REASON OF RELIANCE ON THE REPORT OR OTHERWISE.

IF CUSTOMER (A) HAS OR WILL HAVE AN INSURABLE INTEREST IN THE SUBJECT REAL PROPERTY, (B) DOES NOT WISH TO LIMIT LIABILITY AS STATED HEREIN AND (C) DESIRES THAT ADDITIONAL LIABILITY BE ASSUMED BY THE COMPANY, THEN CUSTOMER MAY REQUEST AND PURCHASE A POLICY OF TITLE INSURANCE, A BINDER, OR A COMMITMENT TO ISSUE A POLICY OF TITLE INSURANCE. NO ASSURANCE IS GIVEN AS TO THE INSURABILITY OF THE TITLE OR STATUS OF TITLE. CUSTOMER EXPRESSLY AGREES AND ACKNOWLEDGES IT HAS AN INDEPENDENT DUTY TO ENSURE AND/OR RESEARCH THE ACCURACY OF ANY INFORMATION OBTAINED FROM THE COMPANY OR ANY PRODUCT OR SERVICE PURCHASED.

NO THIRD PARTY IS PERMITTED TO USE OR RELY UPON THE INFORMATION SET FORTH IN THE REPORT, AND NO LIABILITY TO ANY THIRD PARTY IS UNDERTAKEN BY THE COMPANY.

CUSTOMER AGREES THAT, TO THE FULLEST EXTENT PERMITTED BY LAW, IN NO EVENT WILL THE COMPANY, ITS LICENSORS, AGENTS, SUPPLIERS, RESELLERS, SERVICE PROVIDERS, CONTENT PROVIDERS, AND ALL OTHER SUBSCRIBERS OR SUPPLIERS, SUBSIDIARIES, AFFILIATES, EMPLOYEES AND SUBCONTRACTORS BE LIABLE FOR CONSEQUENTIAL, INCIDENTAL, INDIRECT, PUNITIVE, EXEMPLARY, OR SPECIAL DAMAGES, OR LOSS OF PROFITS, REVENUE, INCOME, SAVINGS, DATA, BUSINESS, OPPORTUNITY, OR GOODWILL, PAIN AND SUFFERING, EMOTIONAL DISTRESS, NON-OPERATION OR INCREASED EXPENSE OF OPERATION, BUSINESS INTERRUPTION OR DELAY, COST OF CAPITAL, OR COST OF REPLACEMENT PRODUCTS OR SERVICES, REGARDLESS OF WHETHER SUCH LIABILITY IS BASED ON BREACH OF CONTRACT, TORT, NEGLIGENCE, THE COMPANY'S OWN FAULT AND/OR NEGLIGENCE, STRICT LIABILITY, BREACH OF WARRANTIES, FAILURE OF ESSENTIAL PURPOSE, OR OTHERWISE AND WHETHER CAUSED BY NEGLIGENCE, ERRORS, OMISSIONS, STRICT LIABILITY, BREACH OF CONTRACT, BREACH OF WARRANTY, THE COMPANY'S OWN FAULT AND/OR NEGLIGENCE OR ANY OTHER CAUSE WHATSOEVER, AND EVEN IF THE COMPANY HAS BEEN ADVISED OF THE LIKELIHOOD OF SUCH DAMAGES OR KNEW OR SHOULD HAVE KNOWN OF THE POSSIBILITY FOR SUCH DAMAGES.

END OF THE LIMITATIONS OF LIABILITY



Oregon

Tina Kotek, Governor

Department of State Lands

775 Summer Street NE, Suite 100
Salem, OR 97301-1279
(503) 986-5200
FAX (503) 378-4844
www.oregon.gov/dsl

September 26, 2024

State Land Board

Landwaves, Inc
Attn: Bonnie Serkin
2721 SE 20th Avenue
Portland, OR 97202

Tina Kotek
Governor

Re: WD # 2024-0327 **Approved**
Delineation Report for Wilder Former Disc Golf & Wilder Phase 5
Lincoln County; T11S R11W S20 TL 2100 and 100 (Portion);
S21 TL700 (Portion)

LaVonne Griffin-Valade
Secretary of State

Tobias Read
State Treasurer

Dear Bonnie Serkin:

The Department of State Lands has reviewed the wetland delineation report prepared by Pacific Habitat Services, Inc for the site referenced above. Please note that the study area includes only a portion of the tax lots described above (see the attached maps). Based upon the information presented in the report, we concur with the wetland and waterway boundaries as mapped in Figure 6, 6A and 6B of the report. Please replace all copies of the preliminary wetland maps with these final Department-approved maps.

Within the study area, 3 wetlands (Wetland A, B and C, totaling approximately 0.16 acres) and 2 waterways (Stream 1 and 2) were identified. The wetlands and waterways are subject to the permit requirements of the state Removal-Fill Law. Under current regulations, a state permit is required for cumulative fill or annual excavation of 50 cubic yards or more in wetlands or below the ordinary high-water line (OHWL) of the waterway (or the 2-year recurrence interval flood elevation if OHWL cannot be determined).

This concurrence is for purposes of the state Removal-Fill Law only. We recommend that you attach a copy of this concurrence letter to any subsequent state permit application to speed application review. Federal, other state agencies or local permit requirements may apply as well. The U.S. Army Corps of Engineers will determine jurisdiction under the Clean Water Act, which may require submittal of a complete Wetland Delineation Report.

Please be advised that state law establishes a preference for avoidance of impacts to waters of this state. Because measures to avoid and minimize impacts to waters of this state may include reconfiguring parcel layout and size or development design, we recommend that you work with Department staff on appropriate site design before completing the city or county land use approval process.

This concurrence is based on information provided to the agency. The jurisdictional determination is valid for five years from the date of this letter unless new information necessitates a revision. Circumstances under which the Department may change a determination are found in OAR 141-090-0045 (available on our web site or upon request). In addition, laws enacted by the legislature and/or rules adopted by the Department may result in a change in jurisdiction; individuals and applicants are subject to the regulations that are in effect at the time of the removal-fill activity or complete permit application. The applicant, landowner, or agent may submit a request for reconsideration of this determination in writing within six months of the date of this letter.

Thank you for having the site evaluated. If you have any questions, please contact the Wetland Ecologist for Lincoln County, Josh Goldsmith, at (971) 375-1675.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter Ryan", with a stylized flourish at the end.

Peter Ryan, SPWS
Aquatic Resource Specialist

Enclosures

ec: John van Staveren, SPWS, Pacific Habitat Services, Inc.
City of Newport Planning Department (Maps enclosed for refining LWI)
Yev Malyutina, Corps of Engineers
Carrie Landrum, DSL
Oregon Coastal Management Program

WETLAND DELINEATION / DETERMINATION REPORT COVER FORM

A complete and signed report cover form, along with applicable review fee, are required before a report review timeline can be initiated by the Department of State Lands. All applicants will receive an emailed confirmation that includes the report's unique file number and other information.

Ways to submit report:

- ❖ Under 50MB – A single unlocked PDF can be emailed to wetland.delineation@dsl.oregon.gov.
- ❖ 50MB or larger – A single unlocked PDF can be uploaded to the Jurisdiction Box.com folder. Email wetland.delineation@dsl.oregon.gov of the new upload.
- ❖ Unbound report and signed cover form can be mailed to Oregon Department of State Lands, 775 Summer Street NE, Suite 100, Salem, OR 97301-1279

Ways to pay review fee:

- ❖ By credit card on DSL's epayment portal after receiving the unique file number from DSL's emailed confirmation.
- ❖ By check payable to the Oregon Department of State Lands attached to the unbound mailed hardcopy OR attached to the complete signed cover form if report submitted electronically.

Contact and Authorization Information

<input checked="" type="checkbox"/> Applicant <input type="checkbox"/> Owner Name, Firm and Address: Landwaves, Inc. Attn: Bonnie Serkin 2712 SE 20th Avenue Portland, OR 97202	Business phone # 503-720-0899 Mobile phone # (optional) E-mail: Bonnie@eenw.com
---	---

<input type="checkbox"/> Authorized Legal Agent, Name and Address:	Business phone # Mobile phone # E-mail:
--	---

I either own the property described below or I have legal authority to allow access to the property. I authorize the Department to access the property for the purpose of confirming the information in the report, after prior notification to the primary contact.

Typed/Printed Name: **Bonnie Serkin** Signature: Date: _____

Special instructions regarding site access: **COO**

Project and Site Information

Project Name:	Latitude: 44.607542	Longitude: -124.043478
Wilder Former Disc Golf and Wilder Phase 5	decimal degree - centroid of site or start & end points of linear project	
Proposed Use: single-family residential and multi-family residential	Tax Map # 11-11-20-00-0-000 / 11-11-20AA-00-0-00	
	Tax Lot(s) 100 (portion) / 2100	
Project Street Address (or other descriptive location):	Tax Map # 11-11-21-0-000	
	Tax Lot(s) 700 (portion)	
City: Newport County: Lincoln	Township 11S Range 11W Section 20 QQ	
	Township 11S Range 11W Section 20A QQ NE ¼ NE ¼	
	Township 11S Range 11W Section 21 QQ	
Waterway: N/A	River Mile: NA	

Wetland Delineation Information

Wetland Consultant Name, Firm and Address:	Phone # 503-570-0800
Pacific Habitat Services	Mobile phone #
Attn: John van Staveren	E-mail: jvs@pacifichabitat.com
9450 SW Commerce Circle, Suite 180	
Wilsonville, OR 97070	
The information and conclusions on this form and in the attached report are true and correct to the best of my knowledge.	
Consultant Signature:	Date: 6/7/2024

Primary Contact for report review and site access is Consultant Applicant/Owner Authorized Agent

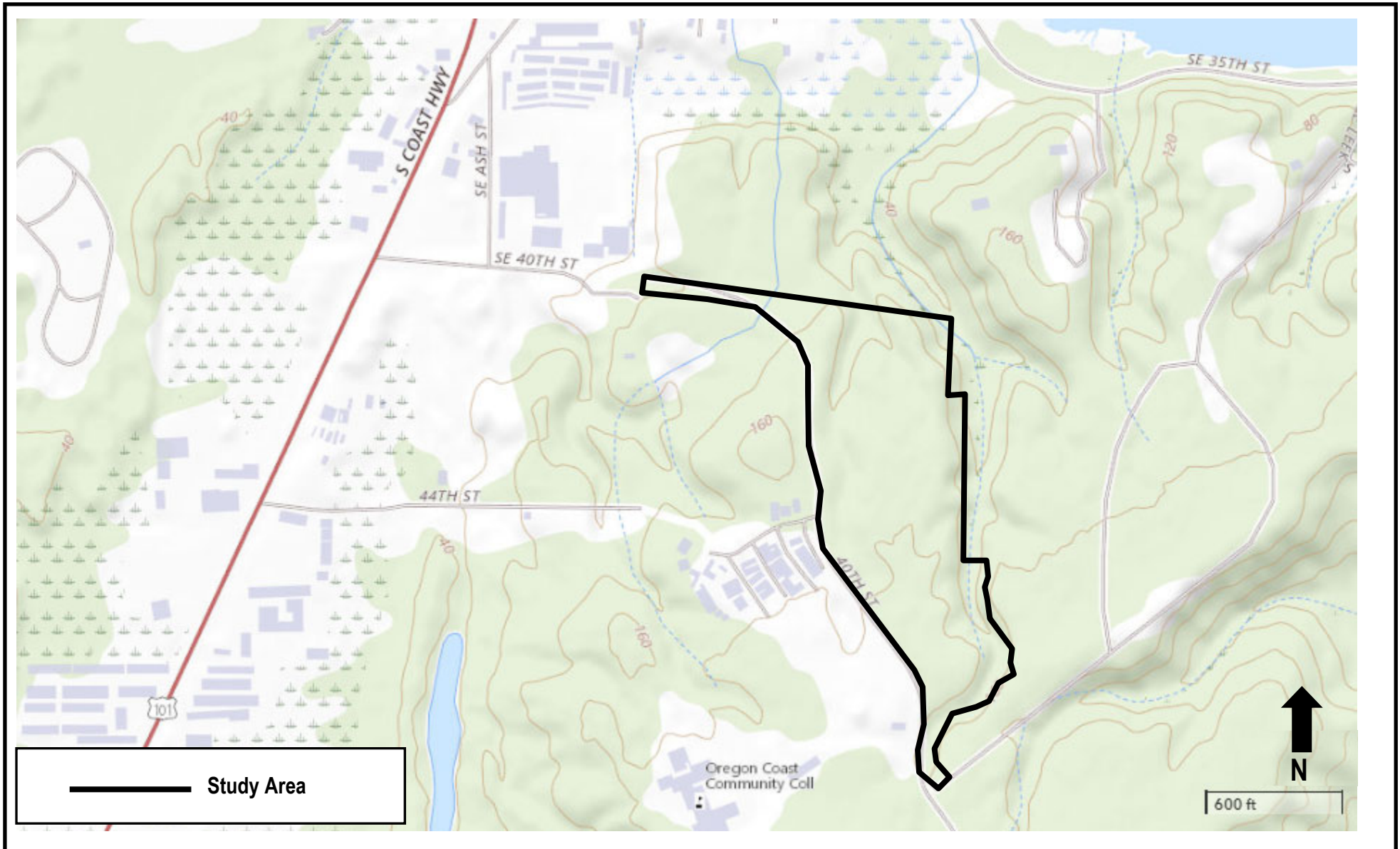
Wetland/Waters Present? Yes No Study Area size: **24.10** Total Wetland Acreage: **0.16**

Check Applicable Boxes Below

<input type="checkbox"/> R-F permit application submitted	<input checked="" type="checkbox"/> Fee payment submitted \$559
<input type="checkbox"/> Mitigation bank site	<input type="checkbox"/> Resubmittal of rejected report (\$100)
<input type="checkbox"/> EFSC/ODOE Project Mgr:	<input type="checkbox"/> Request for Reissuance. See eligibility criteria (no fee)
<input type="checkbox"/> Wetland restoration/enhancement project (not mitigation)	DSL # _____ Expiration Date _____
<input checked="" type="checkbox"/> Previous delineation/application on parcel?	<input type="checkbox"/> LWI shows wetlands or waters on parcel
If Known, previous DSL # WD #2008-0608	Wetland ID Code

For Office Use Only

DSL Reviewer: JG	Fee Paid Date: ____ / ____ / ____	DSL WD # 2024-0327
Date Delineation Received: 06 / 11 / 2024	DSL App. # _____	



Project #7917
4/11/2024

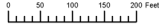


Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

General Location and Topography
Wilder Former Disc Golf Area and Wilder Phase 5 - Newport, Oregon
United States Geological Survey (USGS) Newport South, Oregon 7.5 quadrangle, 2020
(viewer.nationalmap.gov/basic)

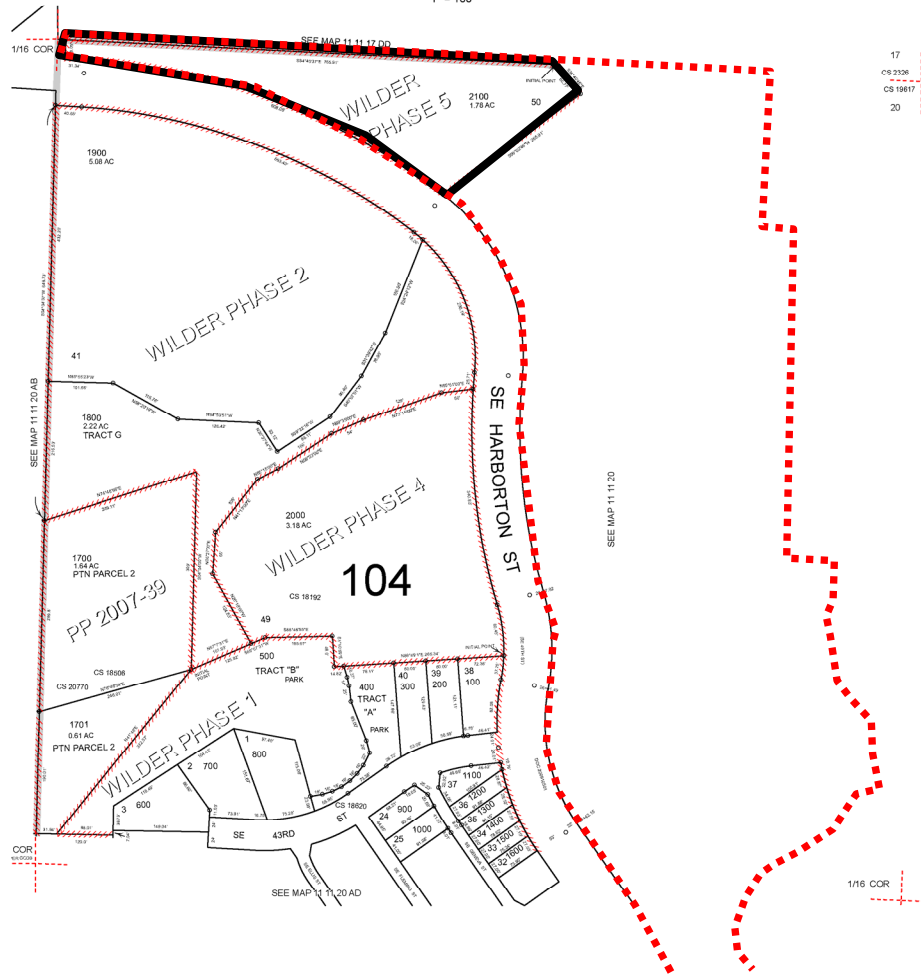
FIGURE
1

THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSE ONLY



N.E. 1/4 N.E. 1/4 SEC. 20 T. 11S. R. 11W. W.M.
LINCOLN COUNTY
1" = 100'

11 11 20 AA
NEWPORT



17	46
CS 2126	CS 1901
CS 1987	CS 1988
20	21

- - - - - Study Area
— - Tax Lot



Revised: SEB
 04/09/2019
 NEWPORT
 11 11 20 AA

Project #7917
 4/11/2024



Pacific Habitat Services, Inc.
 9450 SW Commerce Circle, Suite 180
 Wilsonville, OR 97070

Tax Lot Map
 Wilder Former Disc Golf Area and Wilder Phase 5 - Newport, Oregon
 The Oregon Map (ormap.net)

FIGURE
 2A

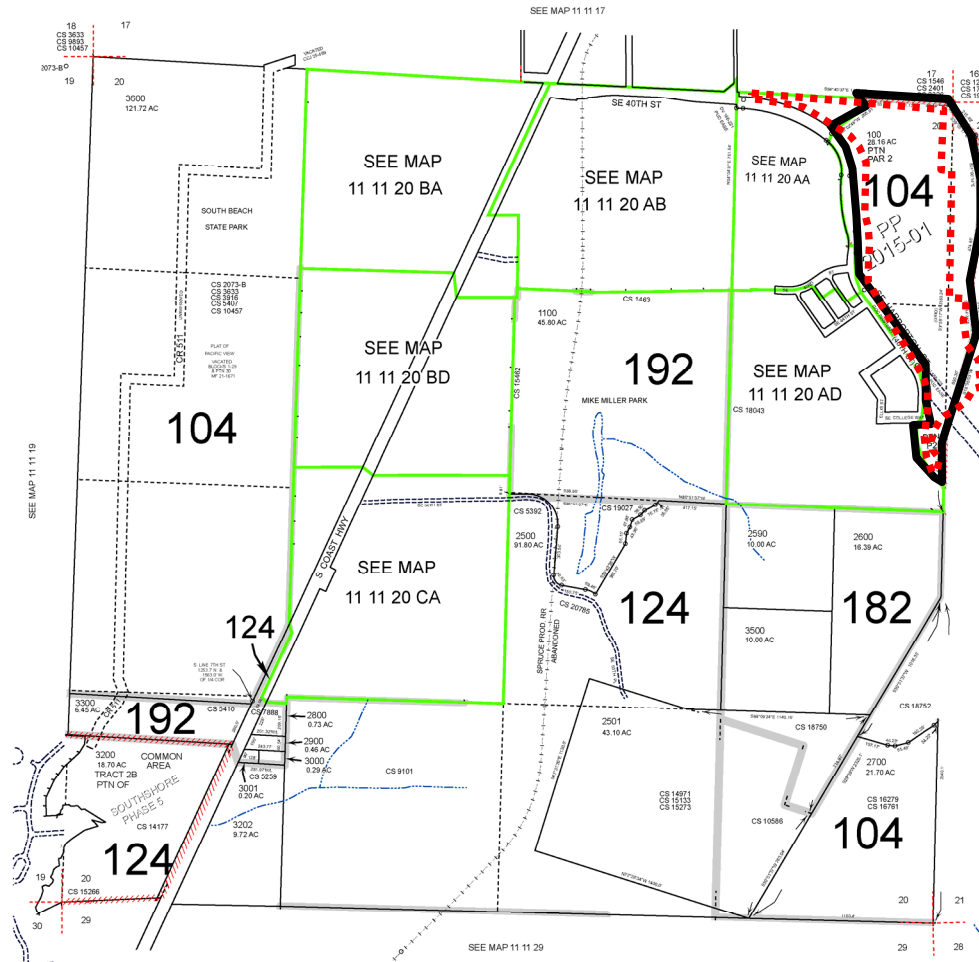
THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSE ONLY



SECTION 20 T.11S. R.11W. W.M.
LINCOLN COUNTY
1" = 400'

11 11 20
NEWPORT

- Cancelled
- 101
- 102
- 103
- 200
- 201
- 202
- 203
- 204
- 205
- 206
- 207
- 300
- 400
- 401
- 500
- 501
- 600
- 601
- 602
- 603
- 604
- 604-21
- 605
- 606
- 607
- 608
- 609
- 700
- 800
- 801
- 900
- 1000
- 1001
- 1002
- 1003
- 1004
- 1005
- 1006
- 1200
- 1300
- 1400
- 1500
- 1600
- 1700
- 1800
- 1900
- 2000
- 2001
- 2002
- 2100
- 2200
- 2300
- 2400
- 2401
- 3100
- 3201
- 3400
- 3401
- 3700
- 3800



- - - - - - Study Area
 - Tax Lot



Revised: SEB
04/09/2019

NEWPORT
11 11 20

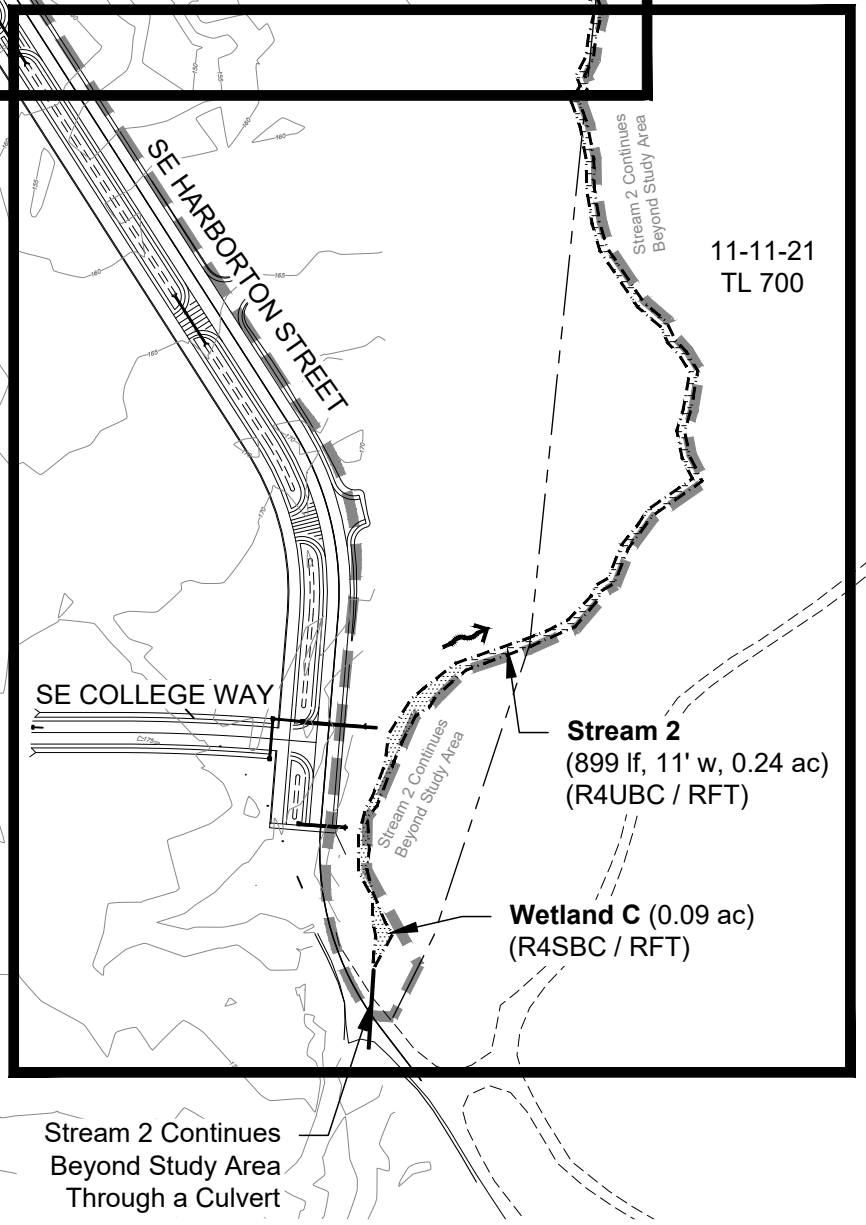
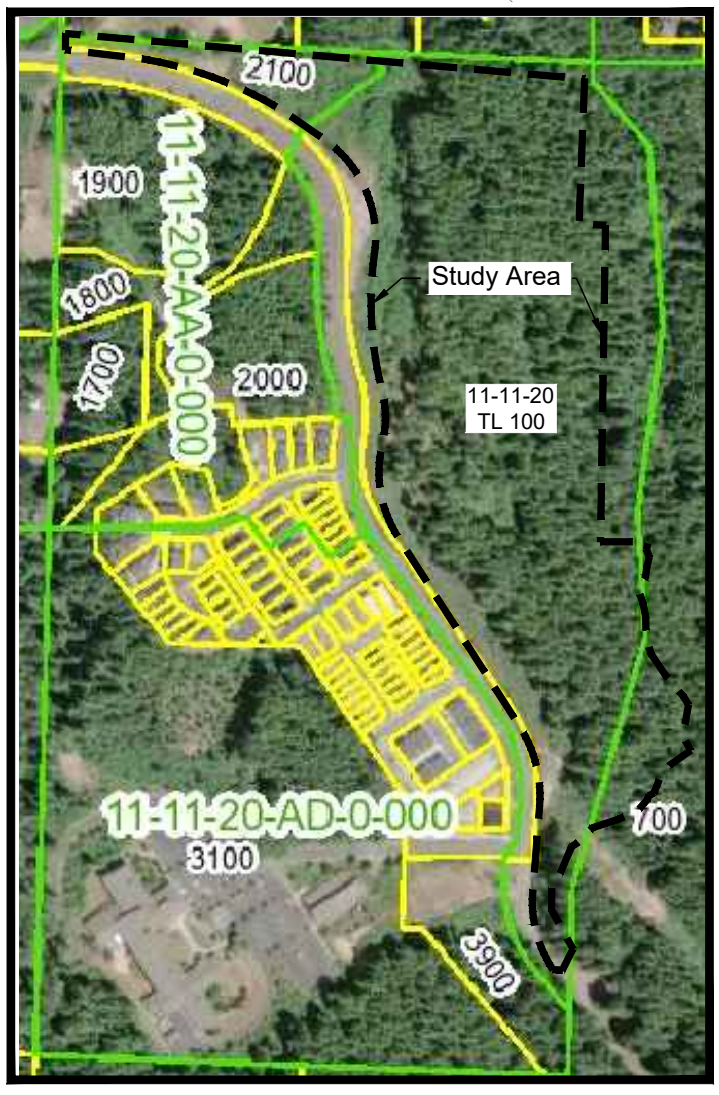
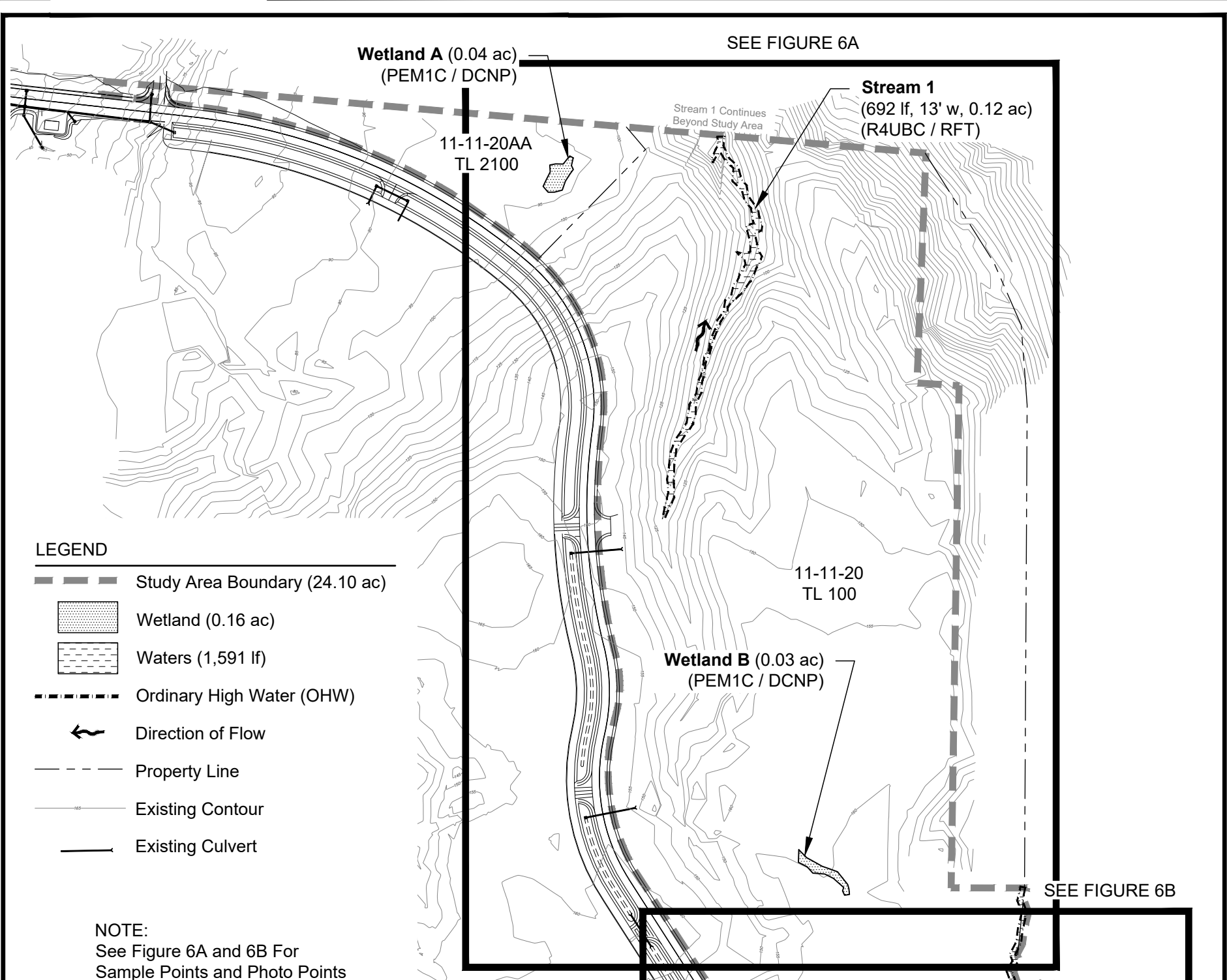
Project #7917
4/11/2024



Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

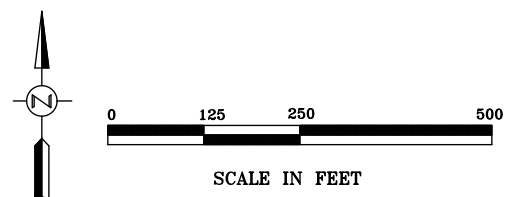
Tax Lot Map
Wilder Former Disc Golf Area and Wilder Phase 5 - Newport, Oregon
The Oregon Map (ormap.net)

FIGURE
2A



Survey provided by AKS Engineering
Sample point accuracy is ± 3 feet.

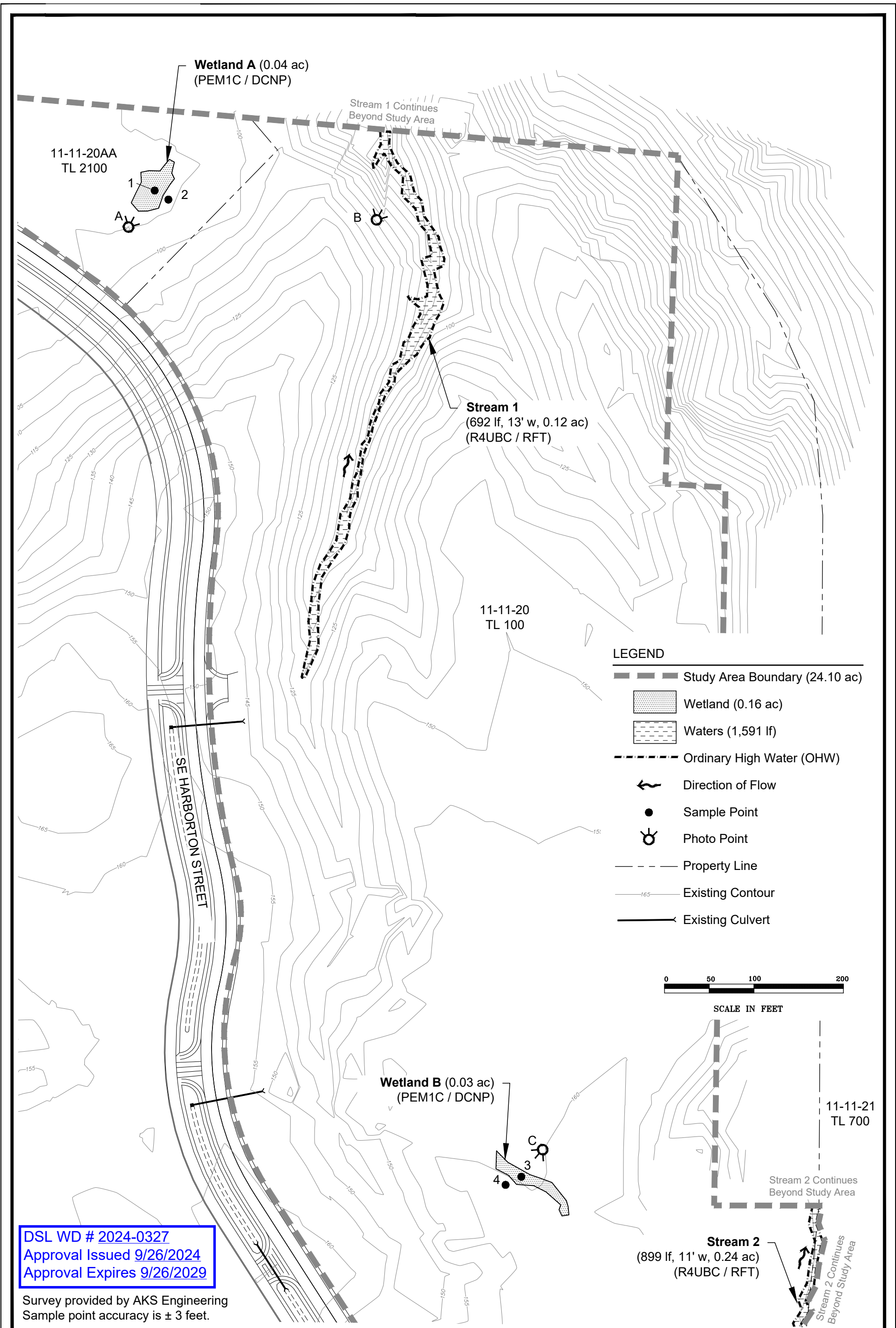
DSL WD # [2024-0327](#)
Approval Issued [9/26/2024](#)
Approval Expires [9/26/2029](#)



Wetland Delineation Overview and Sheet Index
Wilder Former Disc Golf Area and Wilder Phase 5 - South Beach / Newport, Oregon

FIGURE
6

6-7-2024



DSL WD # 2024-0327
Approval Issued 9/26/2024
Approval Expires 9/26/2029

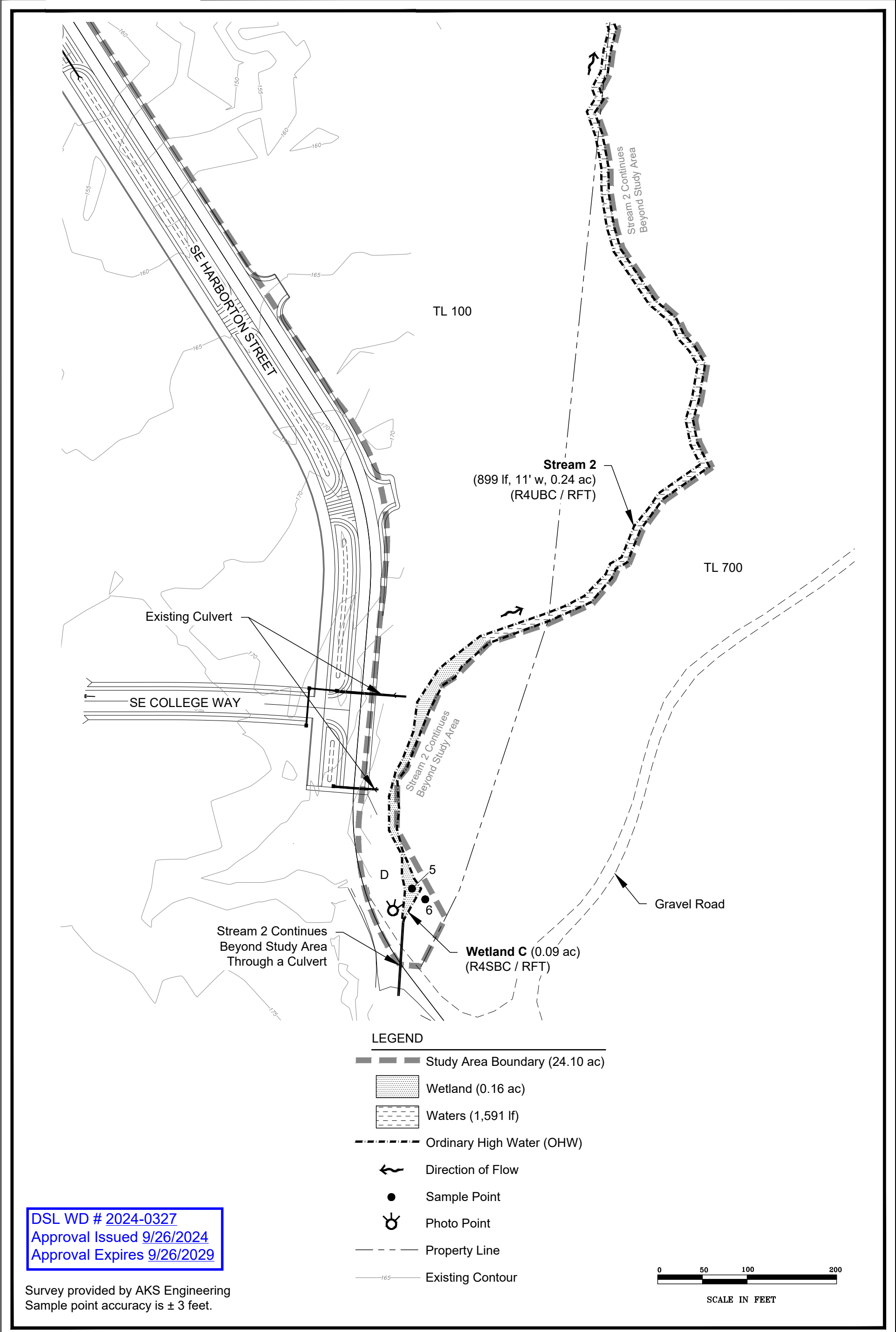
Survey provided by AKS Engineering
Sample point accuracy is ± 3 feet.



Wilder Former Disc Golf Area and Wilder Phase 5 - South Beach / Newport, Oregon

FIGURE
6A

6-7-2024



Wilder Former Disc Golf Area and Wilder Phase 5 - South Beach / Newport, Oregon

FIGURE 6B

6-7-2024

Derrick Tokos

From: Peter Coffman <PeterC@hhpr.com>
Sent: Wednesday, September 18, 2024 10:32 AM
To: Derrick Tokos
Cc: Beau Braman; Chris Beatty; Ryan Mosher
Subject: RE: Wilder Remainder Phase Final Development Plan
Attachments: Wilder Remainder Comment log.xls; Appendix 1 - Conceptual Development Plan.pdf

[WARNING] This message comes from an external organization. Be careful of embedded links.

Hi Derrick,

HHPR has reviewed the conceptual plans. Attached is a comment log and some plan mark ups.

We found no fatal flaws with the layout, but we did make some comments on items or information that we would expect to see/considered at this level of plan. I am not sure what the planning commission considers "substantially adheres to" at this level, so many of our comments may not need to be addressed at this time and might be able to be addressed after planning commission approvals.

Let me know if you have questions.

Thanks

Peter Coffman, P.E.
Project Manager | Associate

HARPER HOUF PETERSON RIGHELLIS INC.

205 SE Spokane Street | Suite 200 | Portland, OR | 97202
p: 503.221.1131 Ext 138 | f: 503.221.1171 | c: 541.954.9997 PeterC@hhpr.com | hhpr.com

CIVIL ENGINEERS :: STRUCTURAL ENGINEERS :: PLANNERS :: LANDSCAPE ARCHITECTS :: SURVEYORS



From: Derrick Tokos <D.Tokos@NewportOregon.gov>
Sent: Thursday, August 29, 2024 2:46 PM
To: Peter Coffman <PeterC@hhpr.com>
Cc: Beau Braman <BeauB@hhpr.com>; Chris Beatty <C.Beatty@NewportOregon.gov>
Subject: Wilder Remainder Phase Final Development Plan

[Email from external source]

Hi Peter,

Attached is a conceptual development plan for the next phase of the Wilder Planned Development. The property is across the street from the 9-lot subdivision that you reviewed for us. I am hoping that you can take a look at the proposed public improvements (i.e. streets and utilities) to confirm feasibility. The street sections for this development are contained in the "Kit of Parts" which I have attached. The applicant has labeled the plan sheets so it is clear which ones they have used. Our Planning Commission will hold a public hearing on October 14, 2024, and I'd like to get any significant issues flagged and ideally addressed before then.

When our Planning Commission approves a final development plan and preliminary subdivision plat, the expectation is that the final plat substantially adheres to what they reviewed. With that in mind, we are particularly interest in any potential fatal flaws that could trigger the need for a redesign of the subdivision layout the applicant has presented.

The applicant's narrative is attached for context. I don't expect you to do a deep dive on it... just thought it might be helpful to understand the applicant's intent. I'd appreciate your comments by September 19th.

Thank you,

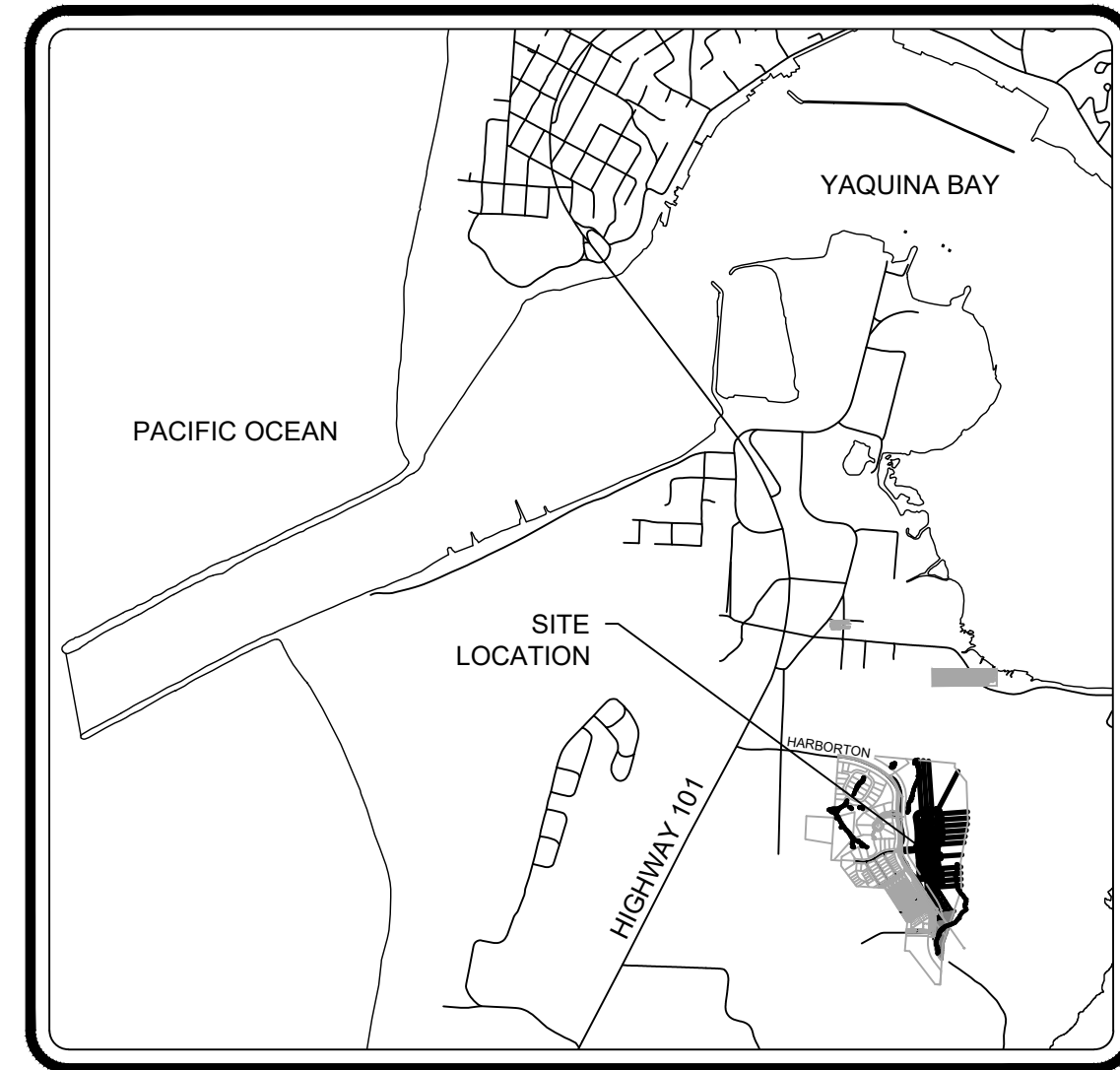
Derrick I. Tokos, AICP
Community Development Director
City of Newport
169 SW Coast Highway
Newport, OR 97365
ph: 541.574.0626 fax: 541.574.0644
d.tokos@newportoregon.gov

Yellow filled in by Reviewer

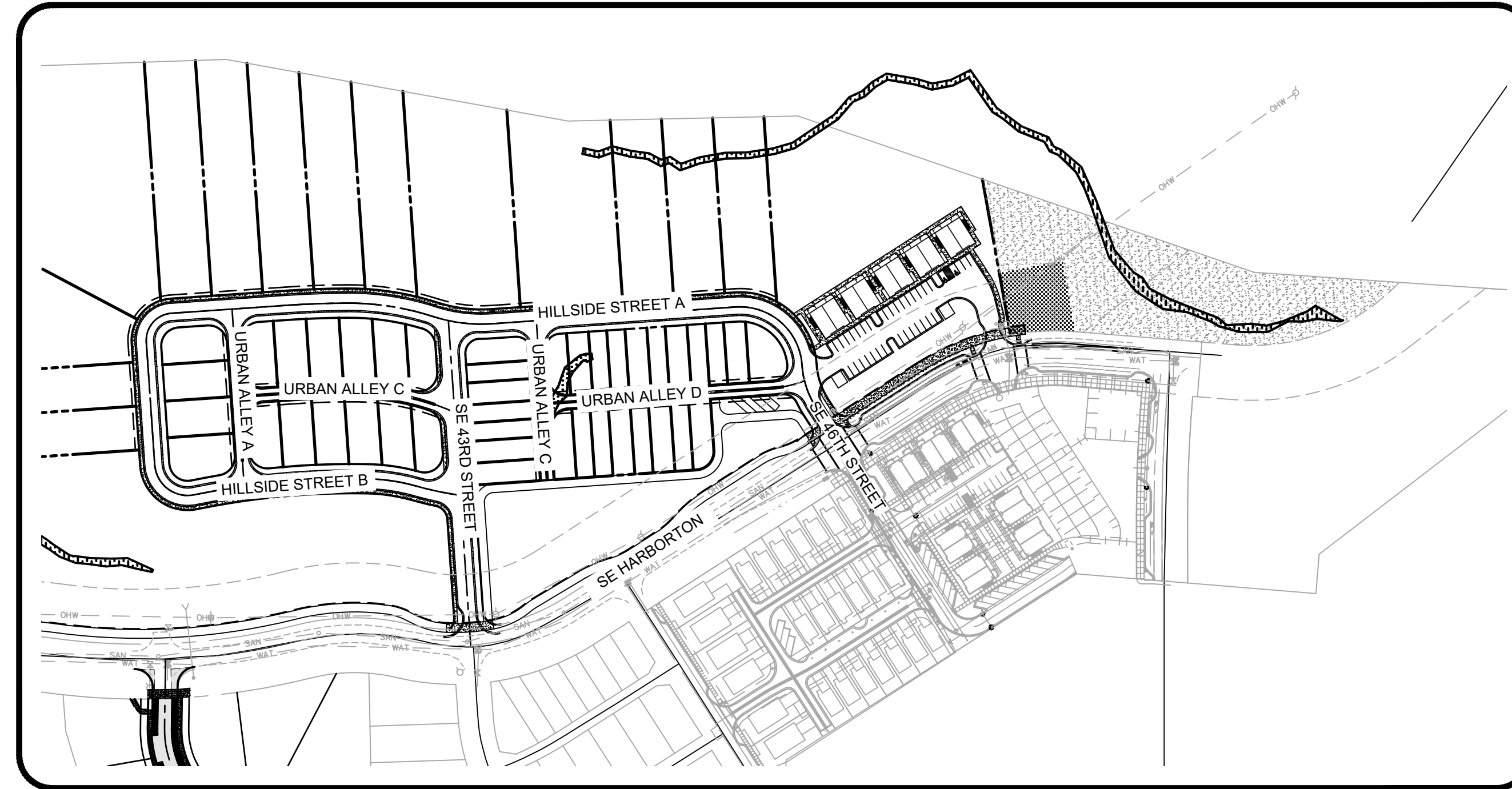
No.	Reviewer's Name	Document [drawing/ estimate/spec]	Sheet # or spec section	Comment
1	Peter Coffman	Drawing	2	Connection to SE Harborton will need ADA complaint crossings.
2	Peter Coffman	Drawing	2	Plan calls for Urban Alley, Kit of Parts TOC calls for Urban alley, but is called a utility alley on page 21 of the Kit of Parts,
3	Peter Coffman	Drawing	2	Plans show a concrete structure in the middle of urban alley, this is not shown in the Kit of Parts. Identify on plans.
4	Peter Coffman	Drawing	2	Call out easements
5	Peter Coffman	Drawing	2	Mailbox locations will create ADA clear width issues, Sidewalk will need to be widened in these locations and will affect PUEs.
6	Peter Coffman	Drawing	2	It would be helpful to add a hatch to show the swale/rain garden locations.
7	Peter Coffman	Drawing	2	Add dimension or width for multi- use path
	Peter Coffman	Drawing	3	Plans call out SE 46th St. Maps call that street SE45th. Shown on multiple streets
8	Peter Coffman	Drawing	3	See comment 5, consider mailbox cluster relocation as show.
9	Peter Coffman	Drawing	3	SE Harborton and SE 43rd St needs ADA complaint crossings 45th.
10	Peter Coffman	Drawing	3	Need ADA complaint crossings.for sidewalk crossing parking area entrance.
11	Peter Coffman	Drawing	4	Add PUE line type to Legend
12	Peter Coffman	Drawing	9	Typical Utility layout does not conform with City of Newport Drawing G-051
13	Peter Coffman	Drawing	9	Water main does not conform with City of Newport Drawing G-051 for a minimum 3' from curbline
14	Peter Coffman	Drawing	12	Storm main needs a manhole or structure at angle point of storm lane running north on alley D
15	Ryan Mosher	Drawing	2	Confirm with fire marshal that 25' min inside radius is acceptable
16	Ryan Mosher	Drawing	2	Suggest showing typical roadway sections on plans for clarity.
17	Ryan Mosher	Drawing	2	Clarify mountable curb or flush pavers?
18	Ryan Mosher	Drawing	9	Will City/CLPUD allow running electrical and comm lines in ROW or does it need to be in PUE?
19	Ryan Mosher	Drawing	9	Ensure proper hydrant coverage. Especially for homes on alleys.
20	Ryan Mosher	Drawing	10	Add hydrants.
21	Ryan Mosher	Drawing	10	Wetland removal/fill may trigger SLOPES V and DEQ 401 WQ Cert requirements. If triggered storm system needs to meet.
22	Ryan Mosher	Drawing	11	Are underground detention pipes proposed as publicly maintained? Is City willing to accept responsibility for those?

WILDER RESIDENTIAL DEVELOPMENT - REMAINDER PHASE

EAST SIDE OF SE HARBORTON STREET BETWEEN 42ND AND COLLEGE WAY
NEWPORT, OREGON, 97366



VICINITY MAP
NTS



SITE MAP

1" = 150'



SHEET INDEX

- 1 - COVER SHEET
- 2 - FINAL DEVELOPMENT PLAN - NORTH LOTS
- 3 - FINAL DEVELOPMENT PLAN - SOUTH LOTS
- 4 - TENTATIVE SUBDIVISION PLAN - OVERALL
- 5 - TENTATIVE SUBDIVISION PLAN-NORTH LOTS
- 6 - TENTATIVE SUBDIVISION PLAN-SOUTH LOTS
- 7 - GRADING PLAN - NORTH LOTS
- 8 - GRADING PLAN - SOUTH LOTS
- 9 - UTILITY PLAN - NORTH LOTS
- 10 - UTILITY PLAN - SOUTH LOTS
- 11 - STORMWATER PLAN - NORTH LOTS
- 12 - STORMWATER PLAN - SOUTH LOTS

DATUM

ELEVATIONS ARE BASED ON NATIONAL GEODETIC SURVEY BENCHMARK HAMILTON (PID: QE2663), BEING A 4" BRASS DISK IN CONCRETE LOCATED AT THE NORTH END OF THE WESTERNMOST PARKING ISLAND OF THE SOUTH BEACH STATE PARK DAY USE AREA APPROXIMATELY 1 MILE SOUTHWEST OF PROJECT SITE, ELEVATION = 21.02 (NAVD88)

OREGON UTILITY
NOTIFICATION CENTER
1-800-332-2344



ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER. (NOTE THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503) 232-1987.)

PROJECT TEAM

OWNER

LANDWAVES, INC.
2712 SE 20TH AVE
PORTLAND, OR 97202
503-720-0899
CONTACT: BONNIE SERKIN

CIVIL ENGINEER

DOWL
309 SW 6TH AVE, SUITE 700
PORTLAND, OREGON, 97204
(971) 280-8641
CONTACT: MIKE TOWLE, PE

SURVEYOR

AKS ENGINEERING AND FORESTRY, LLC
12965 SW HERMAN RD, SUITE 100
TUALATIN, OR 97062
(503) 563-6151
CONTACT: GARY PAUL, PLS

REV	DATE	DESCRIPTION	BY

DOWL
WWW.DOWL.COM
309 SW 6th Ave, Suite 700
Portland, Oregon 97204
971-280-8641

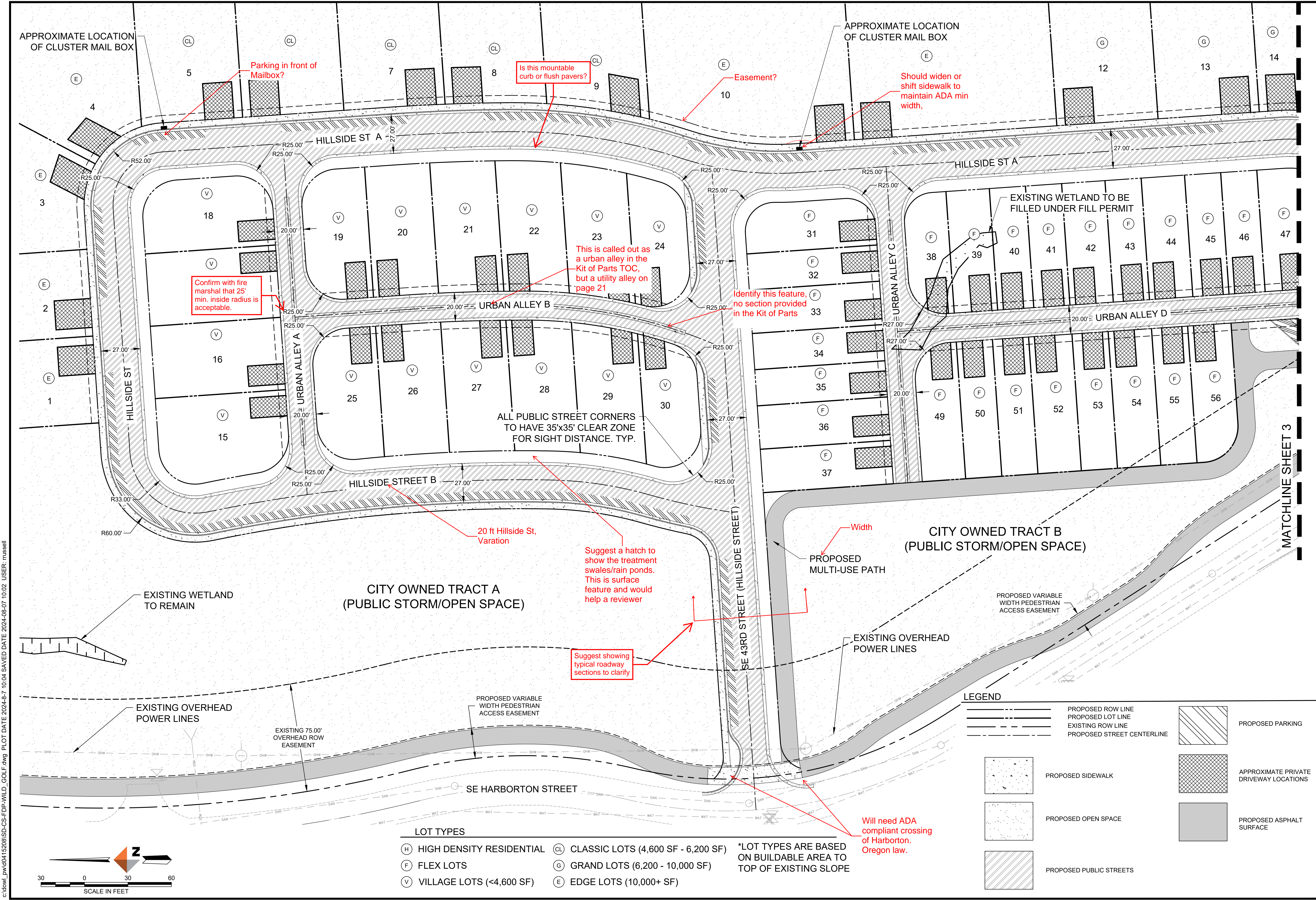
WILDER MASTER PLAN
REMAINDER PHASE - NEWPORT, OR
COVER SHEET

PROJECT 2322.14369.02
DATE 07/22/2024

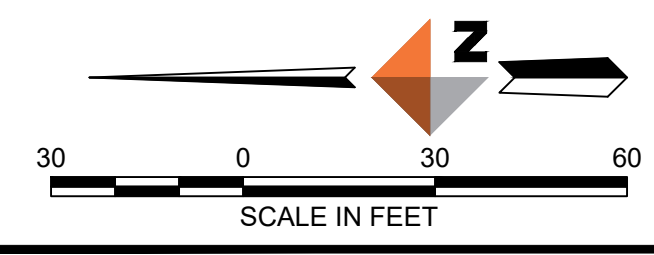
©DOWL 2017
SHEET

1

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c:\dow\p\w\0415208\SD-CS-FDP-WILD_GOLF.dwg PLOT DATE 2024-08-07 10:04 SAVED DATE 2024-08-07 10:02 USER: russell



LOT TYPES

(H) HIGH DENSITY RESIDENTIAL	(CL) CLASSIC LOTS (4,600 SF - 6,200 SF)	*LOT TYPES ARE BASED ON BUILDABLE AREA TO TOP OF EXISTING SLOPE
(F) FLEX LOTS	(G) GRAND LOTS (6,200 - 10,000 SF)	
(V) VILLAGE LOTS (<4,600 SF)	(E) EDGE LOTS (10,000+ SF)	

LEGEND

	PROPOSED ROW LINE		PROPOSED PARKING
	PROPOSED LOT LINE		APPROXIMATE PRIVATE DRIVEWAY LOCATIONS
	EXISTING ROW LINE		PROPOSED ASPHALT SURFACE
	PROPOSED STREET CENTERLINE		
	PROPOSED SIDEWALK		
	PROPOSED OPEN SPACE		
	PROPOSED PUBLIC STREETS		

REV	DATE	DESCRIPTION	BY

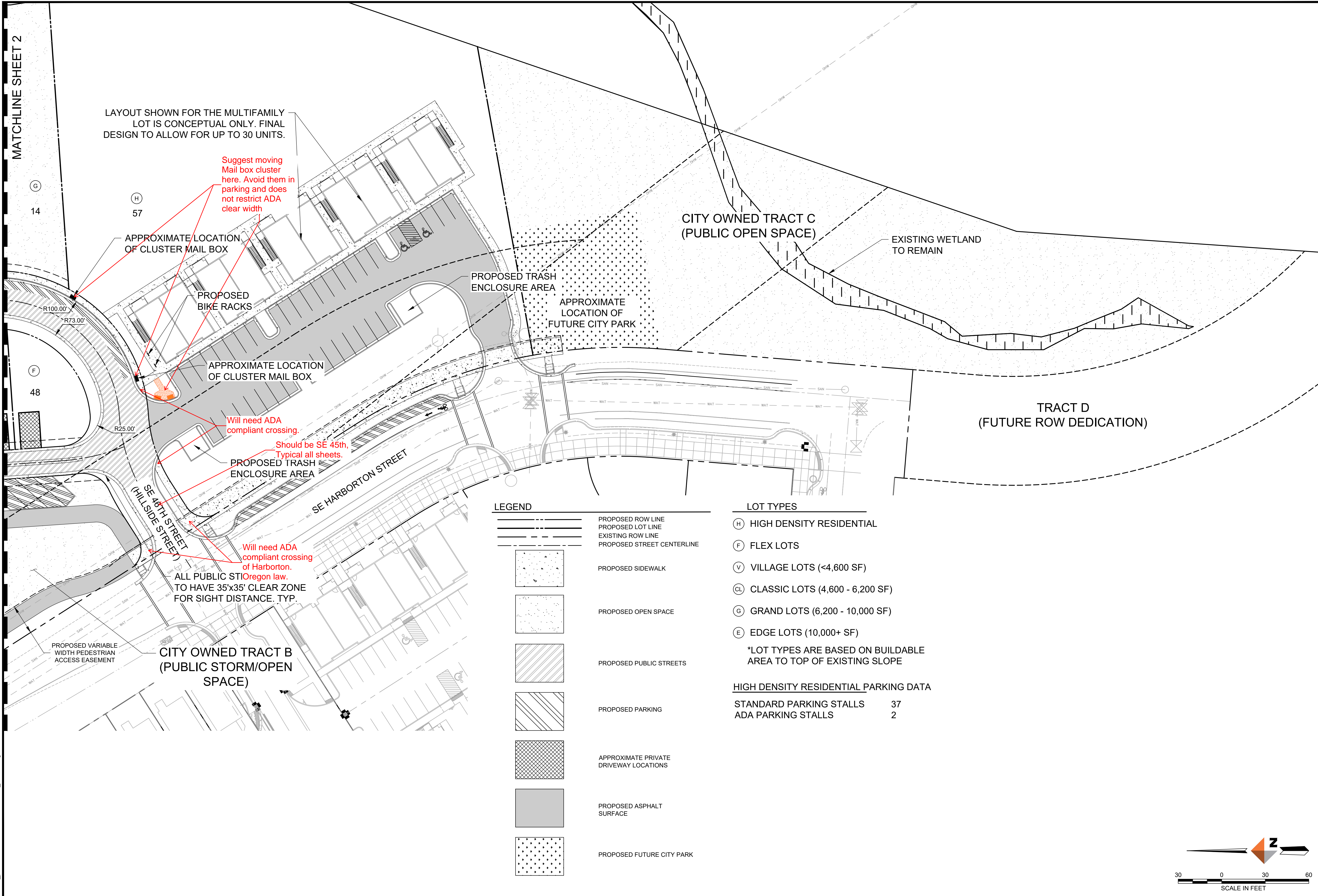
DOWL
 309 SW 6th Ave, Suite 700
 Portland, Oregon 97204
 971-280-8641
www.dowl.com

WILDER MASTER PLAN
 REMAINDER PHASE - NEWPORT, OR
FINAL DEVELOPMENT PLAN - NORTH LOTS

PROJECT 2322.14369.02
 DATE 07/22/2024

©DOWL 2017
 SHEET

2



MATCHLINE SHEET 2

14
57

48

c:\dow\p\w\0415208\SD-CS-FDP-WILD_GOLF.dwg PLOT DATE 2024-8-7 10:04 SAVED DATE 2024-08-07 10:02 USER: russell

LEGEND

	PROPOSED ROW LINE
	PROPOSED LOT LINE
	EXISTING ROW LINE
	PROPOSED STREET CENTERLINE
	PROPOSED SIDEWALK
	PROPOSED OPEN SPACE
	PROPOSED PUBLIC STREETS
	PROPOSED PARKING
	APPROXIMATE PRIVATE DRIVEWAY LOCATIONS
	PROPOSED ASPHALT SURFACE
	PROPOSED FUTURE CITY PARK

LOT TYPES

(H)	HIGH DENSITY RESIDENTIAL
(F)	FLEX LOTS
(V)	VILLAGE LOTS (<4,600 SF)
(CL)	CLASSIC LOTS (4,600 - 6,200 SF)
(G)	GRAND LOTS (6,200 - 10,000 SF)
(E)	EDGE LOTS (10,000+ SF)

*LOT TYPES ARE BASED ON BUILDABLE AREA TO TOP OF EXISTING SLOPE

HIGH DENSITY RESIDENTIAL PARKING DATA

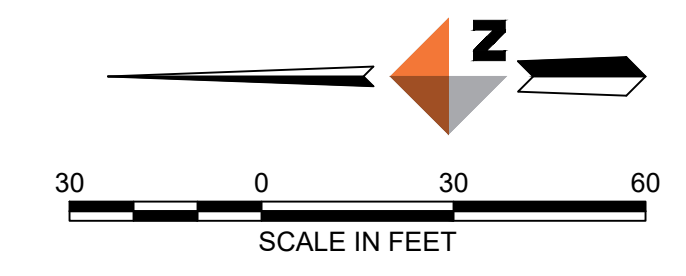
STANDARD PARKING STALLS	37
ADA PARKING STALLS	2

REV	DATE	DESCRIPTION	BY

DOWL
www.dowl.com
309 SW 6th Ave, Suite 700
Portland, Oregon 97204
971-280-8641

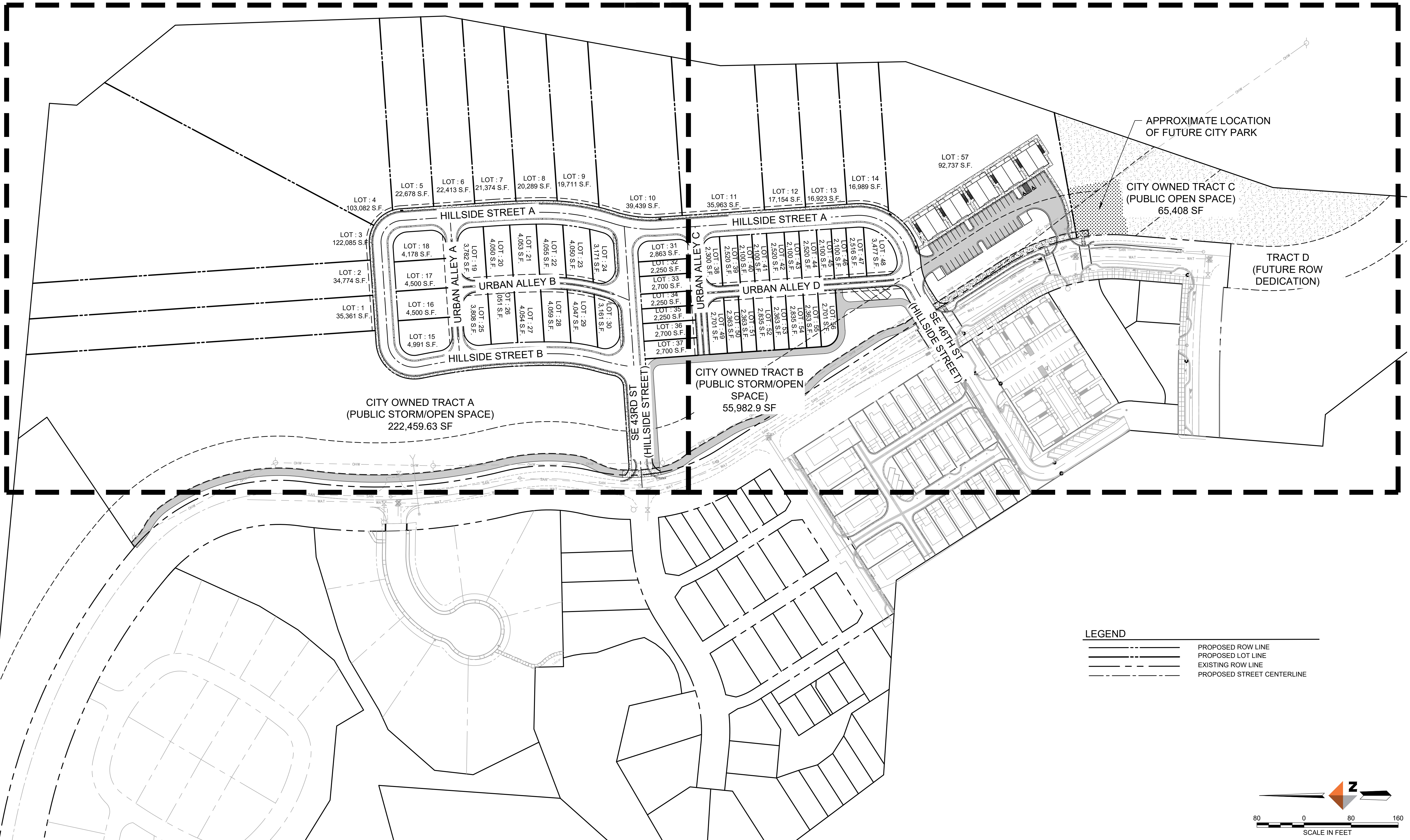
WILDER MASTER PLAN
REMAINDER PHASE - NEWPORT, OR
FINAL DEVELOPMENT PLAN - SOUTH LOTS

PROJECT	2322.14369.02
DATE	07/22/2024
©DOWL 2017	
SHEET	3



SEE SHEET 5

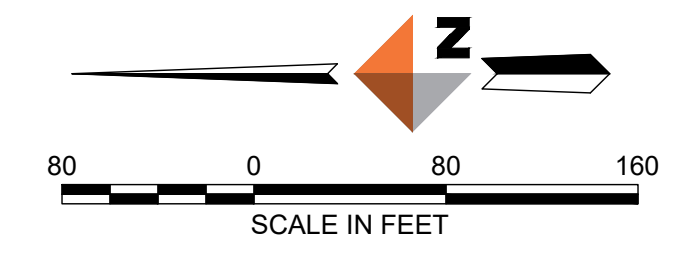
SEE SHEET 6



c:\dowl_p\p\0415208\SD-CS-TSD-WILD_GOLF.dwg PLOT DATE 2024-07-26 10:04 SAVED DATE 2024-07-26 13:10 USER: russell

LEGEND

	PROPOSED ROW LINE
	PROPOSED LOT LINE
	EXISTING ROW LINE
	PROPOSED STREET CENTERLINE



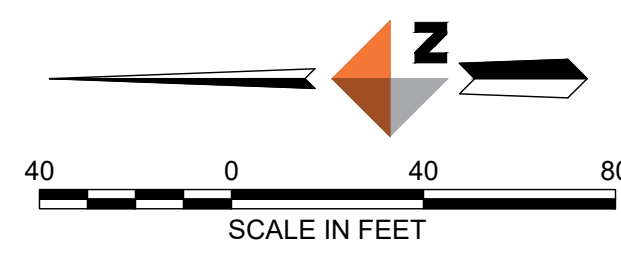
REV	DATE	DESCRIPTION	BY

DOWL
WWW.DOWL.COM
 309 SW 6th Ave, Suite 700
 Portland, Oregon 97204
 971-280-8641

WILDER MASTER PLAN
 REMAINDER PHASE - NEWPORT, OR
 TENTATIVE SUBDIVISION PLAN - OVERALL

PROJECT 2322.14369.02
 DATE 07/22/2024

©DOWL 2017
 SHEET

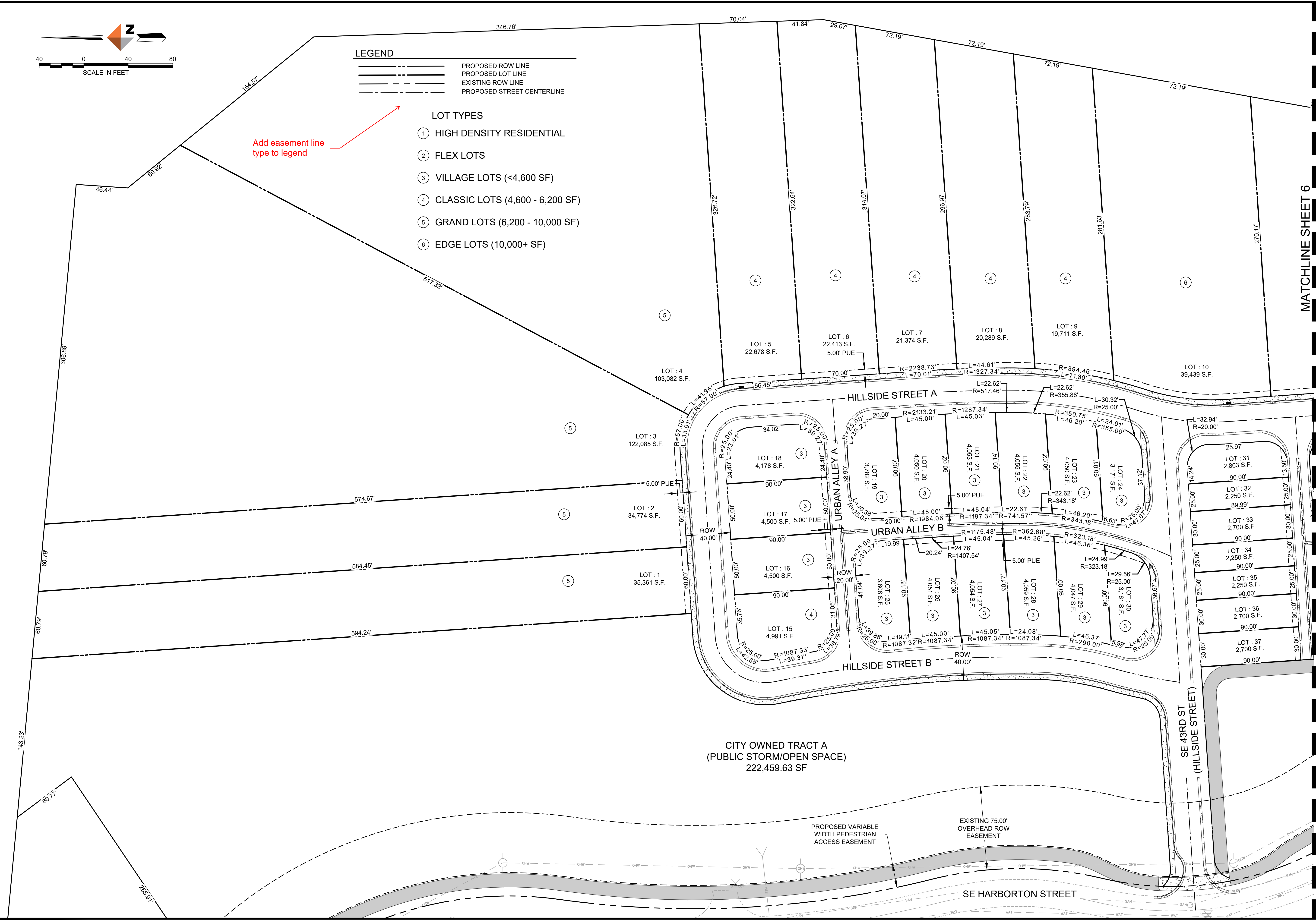


LEGEND

	PROPOSED ROW LINE
	PROPOSED LOT LINE
	EXISTING ROW LINE
	PROPOSED STREET CENTERLINE

Add easement line type to legend

- LOT TYPES**
- ① HIGH DENSITY RESIDENTIAL
 - ② FLEX LOTS
 - ③ VILLAGE LOTS (<4,600 SF)
 - ④ CLASSIC LOTS (4,600 - 6,200 SF)
 - ⑤ GRAND LOTS (6,200 - 10,000 SF)
 - ⑥ EDGE LOTS (10,000+ SF)



CITY OWNED TRACT A
(PUBLIC STORM/OPEN SPACE)
222,459.63 SF

MATCHLINE SHEET 6

c:\dowl_p\w\0415208\SD-CS-TSD-WILD_GOLF_PLOT DATE 2024-07-26 13:10 USER: russell

REV	DATE	DESCRIPTION	BY

DOWL
www.dowl.com
309 SW 6th Ave, Suite 700
Portland, Oregon 97204
971-280-8641

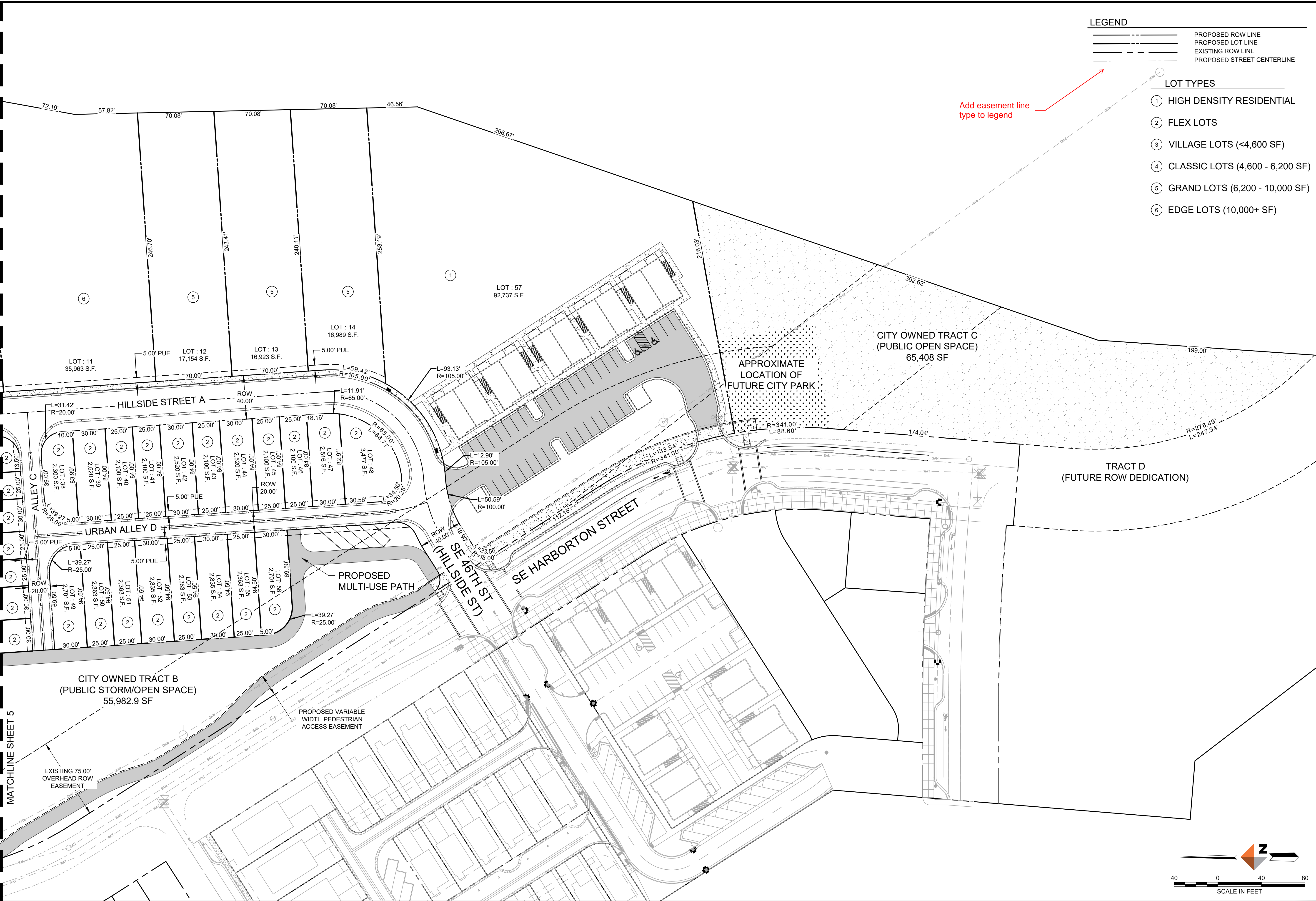
WILDER MASTER PLAN
REMAINDER PHASE - NEWPORT, OR
TENATIVE SUBDIVISION PLAN-NORTH LOTS

PROJECT 2322.14369.02
DATE 07/22/2024

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SHEET

c:\dow\p\w\0415208\SD-CS-TSD-WILD_GOLF.dwg PLOT DATE 2024-07-26 13:10 USER: russell

MATCHLINE SHEET 5



LEGEND

	PROPOSED ROW LINE
	PROPOSED LOT LINE
	EXISTING ROW LINE
	PROPOSED STREET CENTERLINE

- LOT TYPES**
- ① HIGH DENSITY RESIDENTIAL
 - ② FLEX LOTS
 - ③ VILLAGE LOTS (<4,600 SF)
 - ④ CLASSIC LOTS (4,600 - 6,200 SF)
 - ⑤ GRAND LOTS (6,200 - 10,000 SF)
 - ⑥ EDGE LOTS (10,000+ SF)

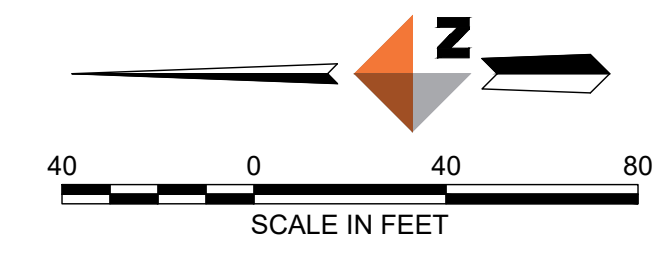
REV	DATE	DESCRIPTION	BY

DOWL
www.dowl.com
 309 SW 6th Ave, Suite 700
 Portland, Oregon 97204
 971-280-8641

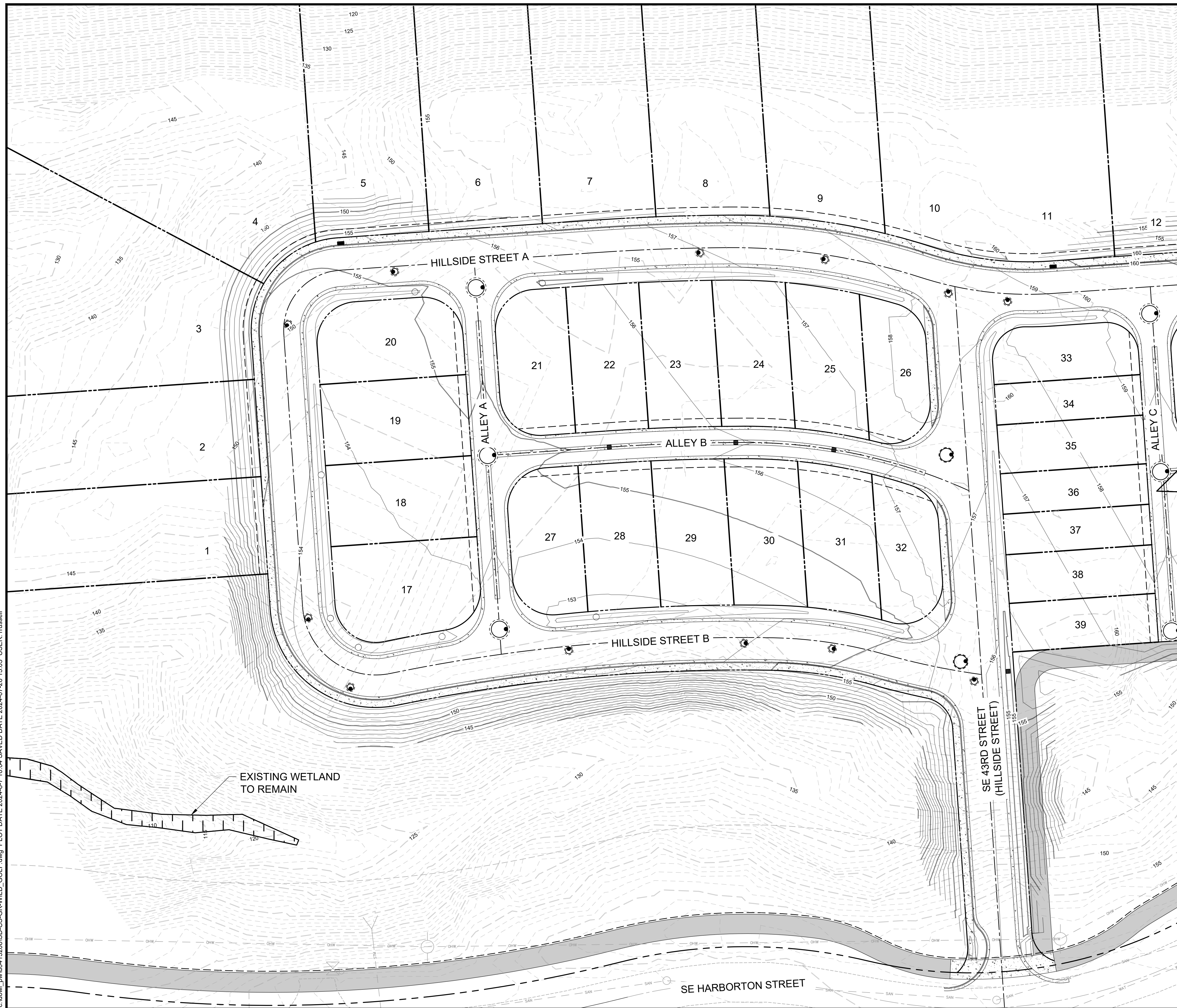
WILDER MASTER PLAN
 REMAINDER PHASE - NEWPORT, OR
TENTATIVE SUBDIVISION PLAN-SOUTH LOTS

PROJECT	2322.14369.02
DATE	07/22/2024

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6



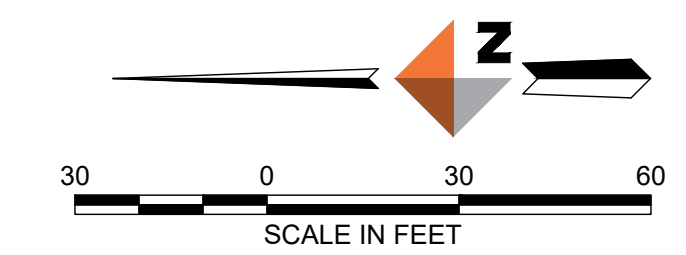
c:\dowl_p\p\0415208\SD-CS-GR-WILD_GOLF.dwg PLOT DATE 2024-8-7 10:04 SAVED DATE 2024-07-26 13:03 USER: russell



LEGEND

- PROPOSED ROW LINE
- PROPOSED LOT LINE
- EXISTING ROW LINE
- PROPOSED STREET CENTERLINE
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED CATCH BASIN
- PROPOSED MANHOLE

MATCHLINE SHEET 8



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WILDER MASTER PLAN
 REMAINDER PHASE - NEWPORT, OR
GRADING PLAN - NORTH LOTS

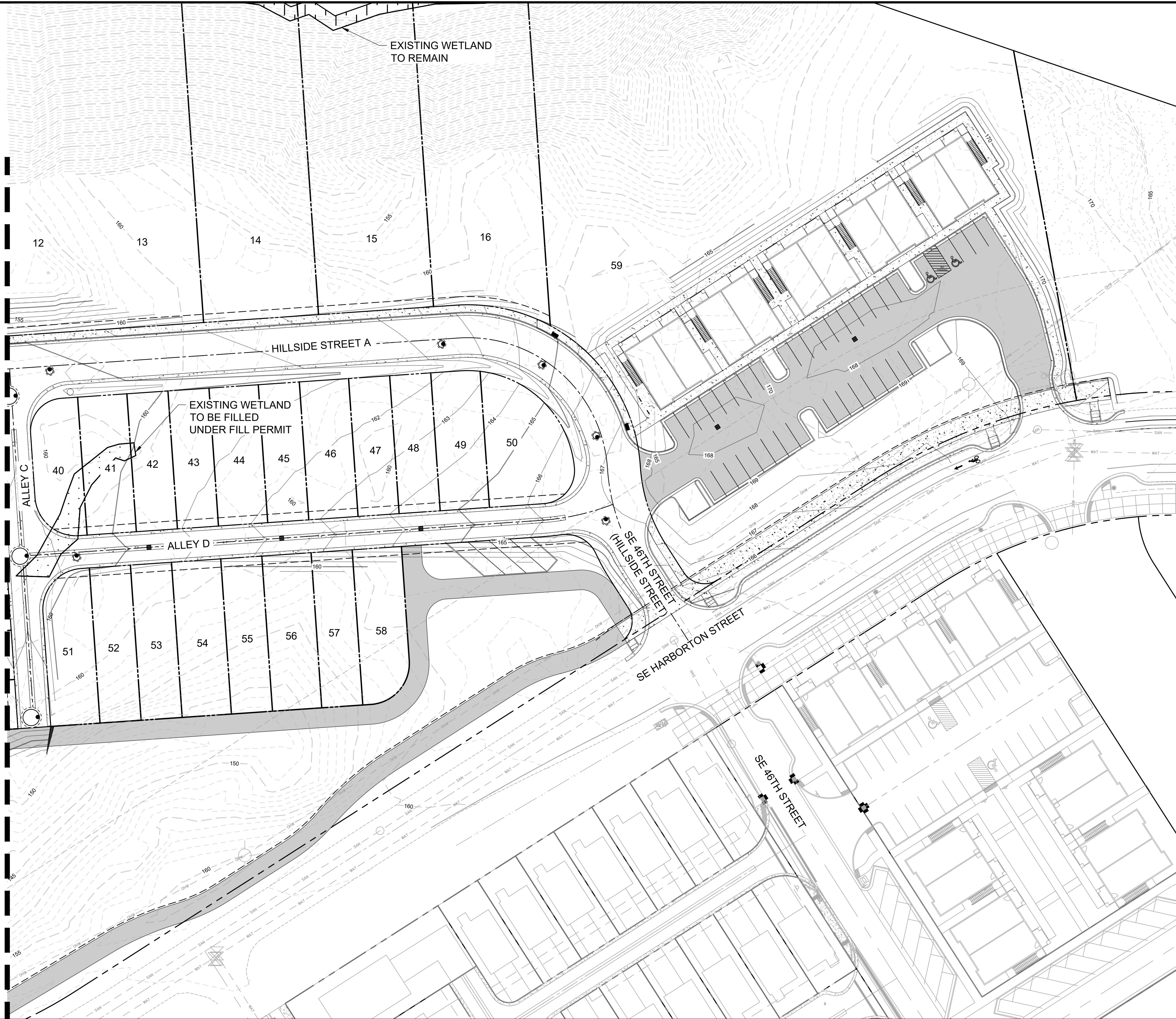
PROJECT 2322.14369.02
 DATE 07/22/2024

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NEWPORT, OREGON - 97386

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MATCHLINE SHEET 7



LEGEND

	PROPOSED ROW LINE
	PROPOSED LOT LINE
	EXISTING ROW LINE
	PROPOSED STREET CENTERLINE
	PROPOSED MAJOR CONTOUR
	PROPOSED MINOR CONTOUR
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	- PROPOSED CATCH BASIN
	- PROPOSED MANHOLE

REV	DATE	DESCRIPTION	BY

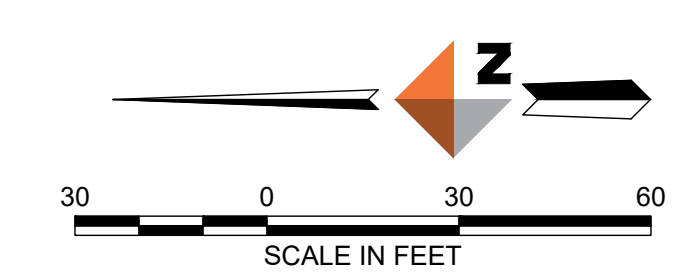
DOWL www.dowl.com
 309 SW 6th Ave, Suite 700
 Portland, Oregon 97204
 971-280-8641

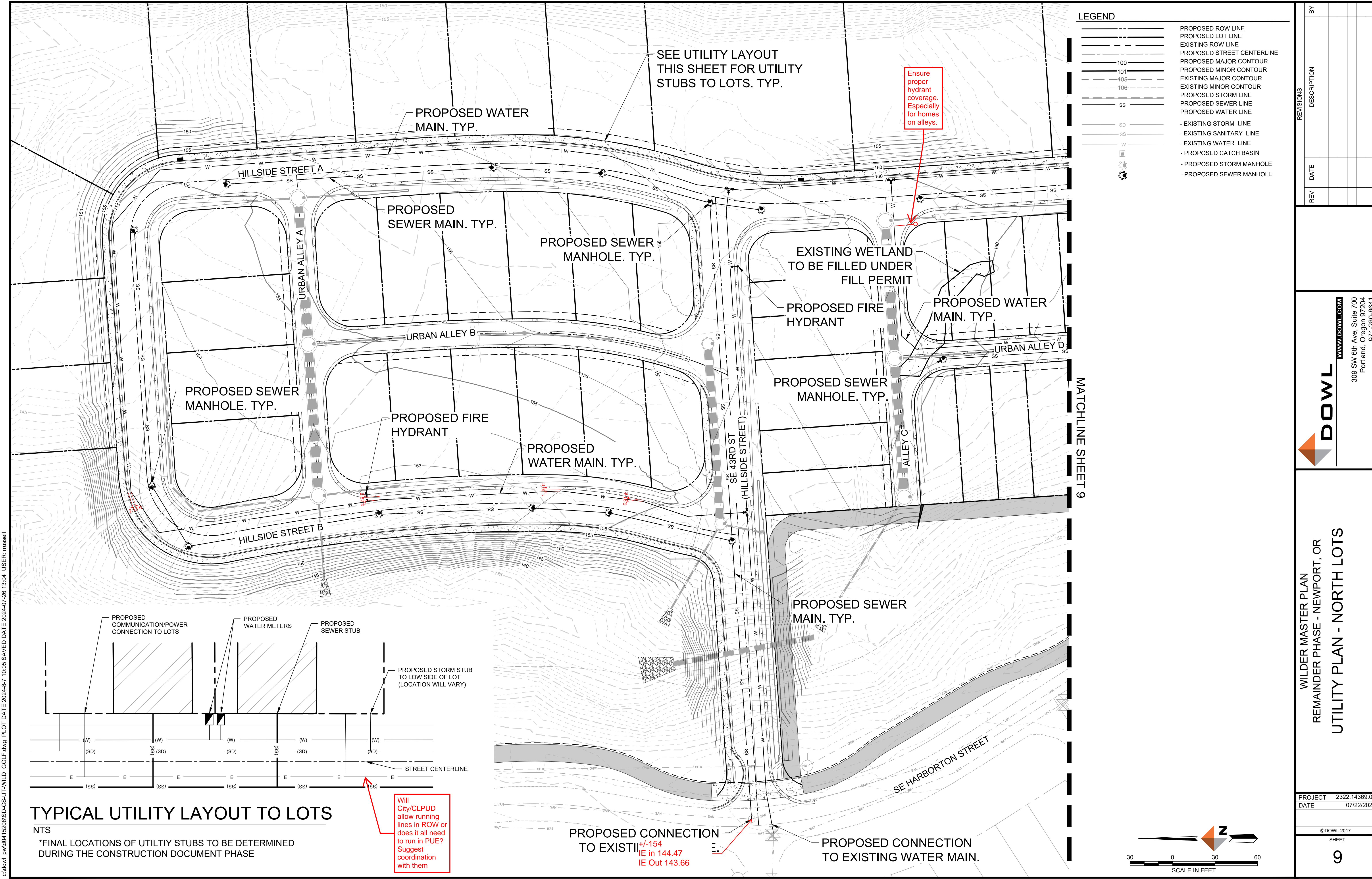
WILDER MASTER PLAN
 REMAINDER PHASE - NEWPORT, OR
 GRADING PLAN - SOUTH LOTS

PROJECT 2322.14369.02
 DATE 07/22/2024

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 SHEET

8





LEGEND

---	PROPOSED ROW LINE
---	PROPOSED LOT LINE
---	EXISTING ROW LINE
---	PROPOSED STREET CENTERLINE
---	PROPOSED MAJOR CONTOUR
---	PROPOSED MINOR CONTOUR
---	EXISTING MAJOR CONTOUR
---	EXISTING MINOR CONTOUR
---	PROPOSED STORM LINE
---	PROPOSED SEWER LINE
---	PROPOSED WATER LINE
---	- EXISTING STORM LINE
---	- EXISTING SANITARY LINE
---	- EXISTING WATER LINE
---	- PROPOSED CATCH BASIN
---	- PROPOSED STORM MANHOLE
---	- PROPOSED SEWER MANHOLE

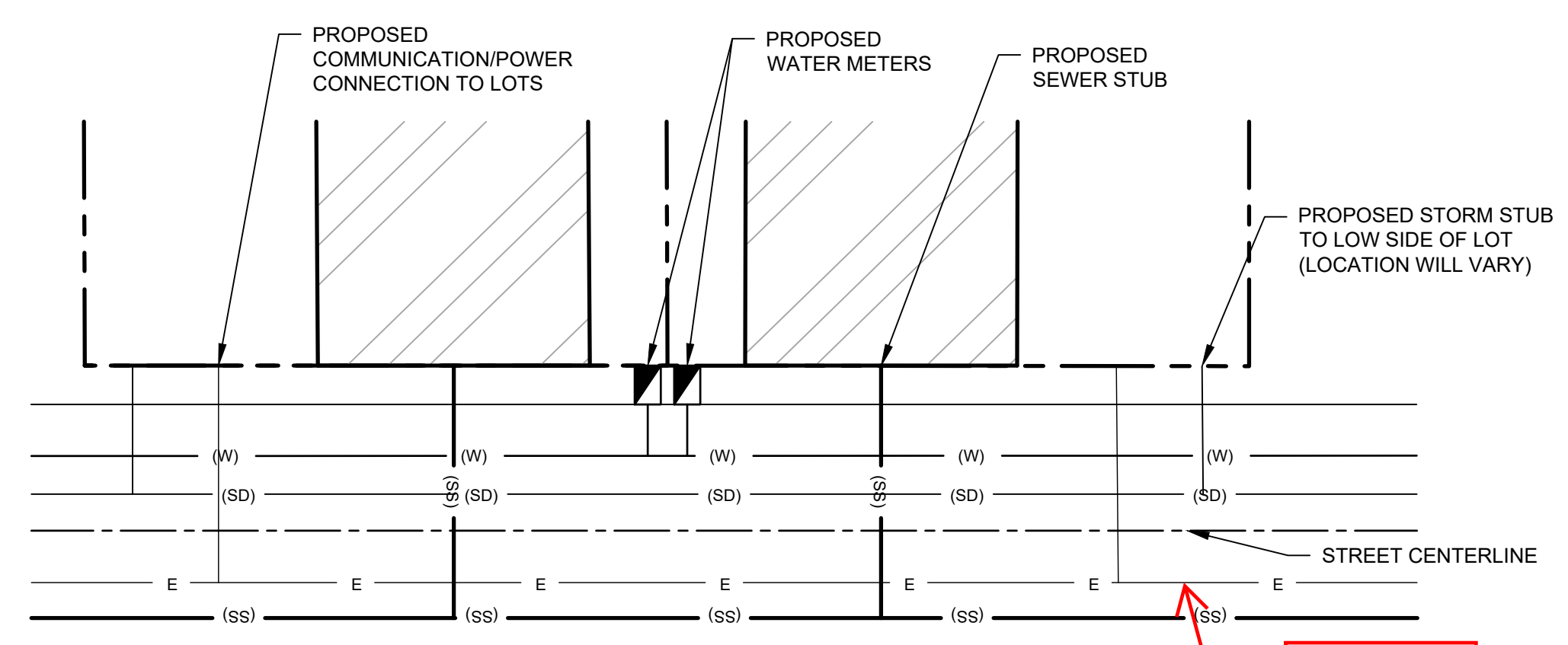
REV	DATE	DESCRIPTION	BY

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WILDER MASTER PLAN
 REMAINDER PHASE - NEWPORT, OR
 UTILITY PLAN - NORTH LOTS

PROJECT	2322.14369.02
DATE	07/22/2024

c:\dowl_p\p\0415208\SD-CS-UT-WILD.dwg PLOT DATE 2024-07-26 13:04 USER: russell



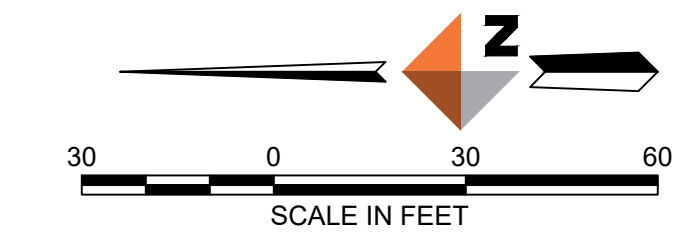
TYPICAL UTILITY LAYOUT TO LOTS

NTS
 *FINAL LOCATIONS OF UTILITY STUBS TO BE DETERMINED DURING THE CONSTRUCTION DOCUMENT PHASE

Will City/CLPUD allow running lines in ROW or does it all need to run in PUE? Suggest coordination with them

PROPOSED CONNECTION TO EXISTING SEWER MAIN
 +/-154
 IE in 144.47
 IE Out 143.66

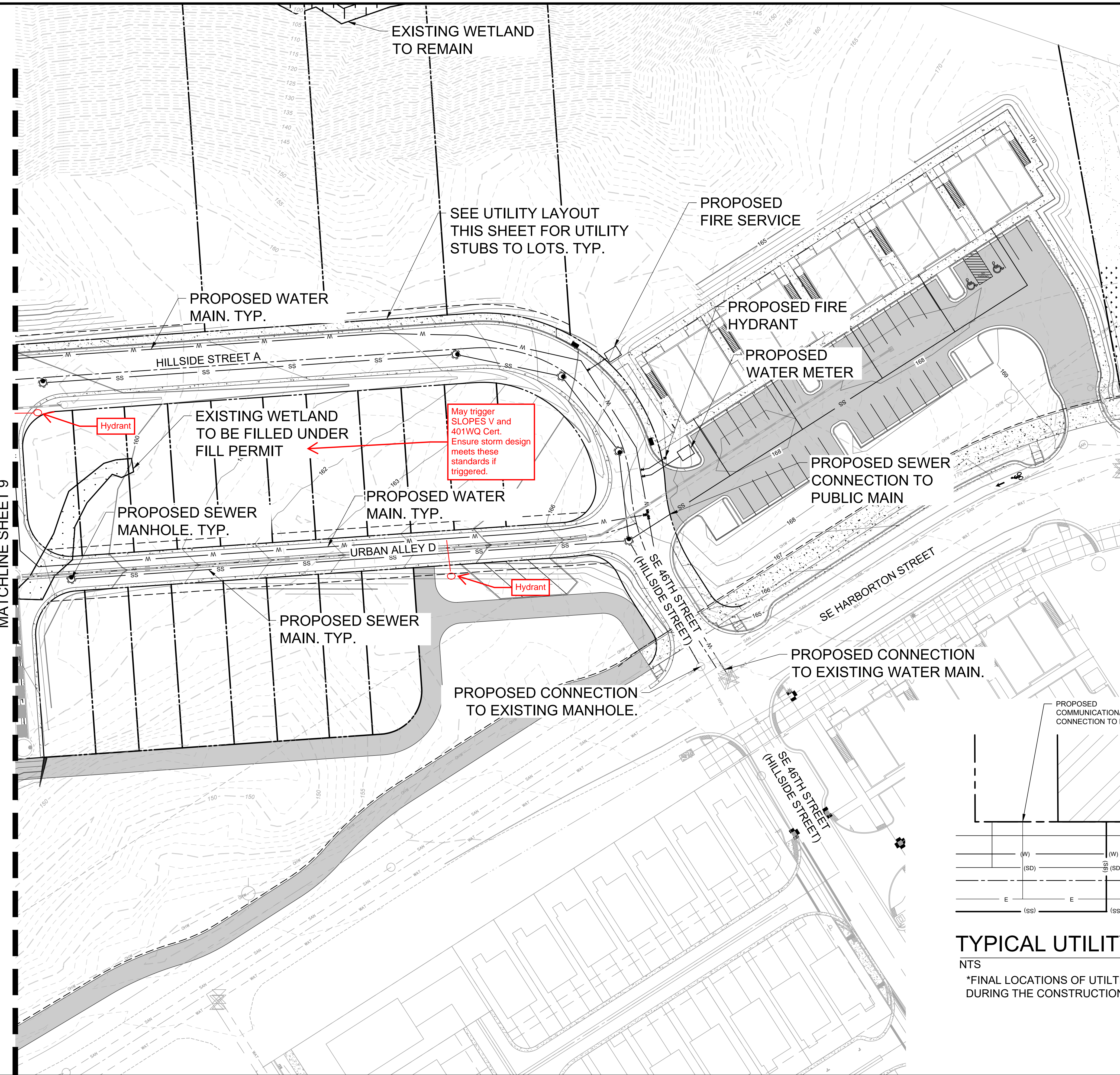
PROPOSED CONNECTION TO EXISTING WATER MAIN.



MATCHLINE SHEET 9

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MATCHLINE SHEET 9



LEGEND

---	PROPOSED ROW LINE
- - - -	PROPOSED LOT LINE
---	EXISTING ROW LINE
---	PROPOSED STREET CENTERLINE
100	PROPOSED MAJOR CONTOUR
101	PROPOSED MINOR CONTOUR
105	EXISTING MAJOR CONTOUR
106	EXISTING MINOR CONTOUR
---	PROPOSED STORM LINE
---	PROPOSED SEWER LINE
---	PROPOSED WATER LINE
SD	- EXISTING STORM LINE
SS	- EXISTING SANITARY LINE
W	- EXISTING WATER LINE
⊠	- PROPOSED CATCH BASIN
⊙	- PROPOSED STORM MANHOLE
⊙	- PROPOSED SEWER MANHOLE

REV	DATE	DESCRIPTION	BY

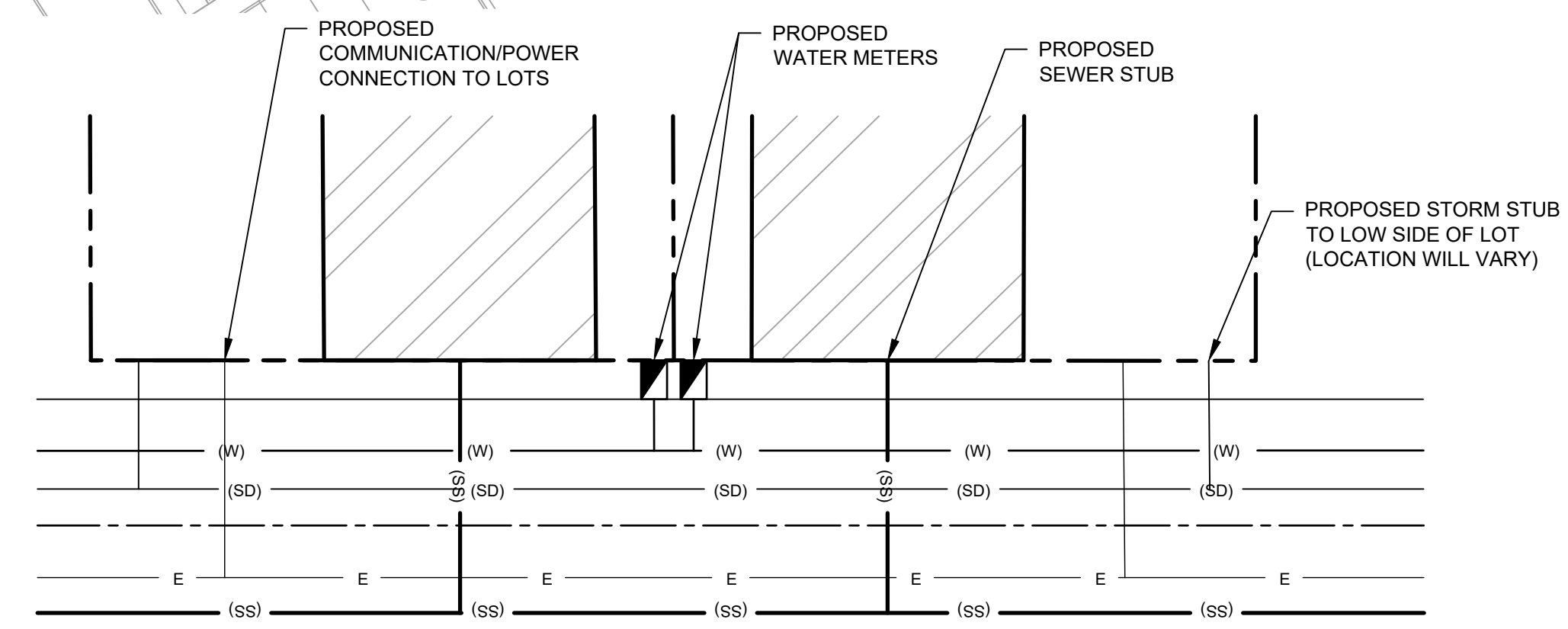
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www.dowl.com
309 SW 6th Ave, Suite 700
Portland, Oregon 97204
971-280-8641

WILDER MASTER PLAN
REMAINDER PHASE - NEWPORT, OR
UTILITY PLAN - SOUTH LOTS

PROJECT	2322.14369.02
DATE	07/22/2024

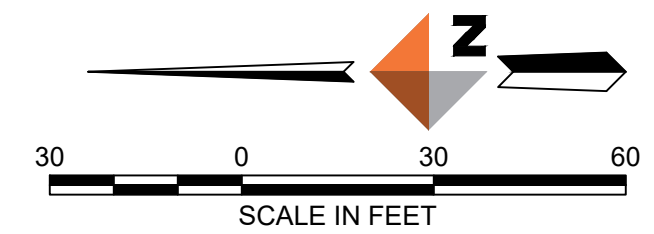
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SHEET

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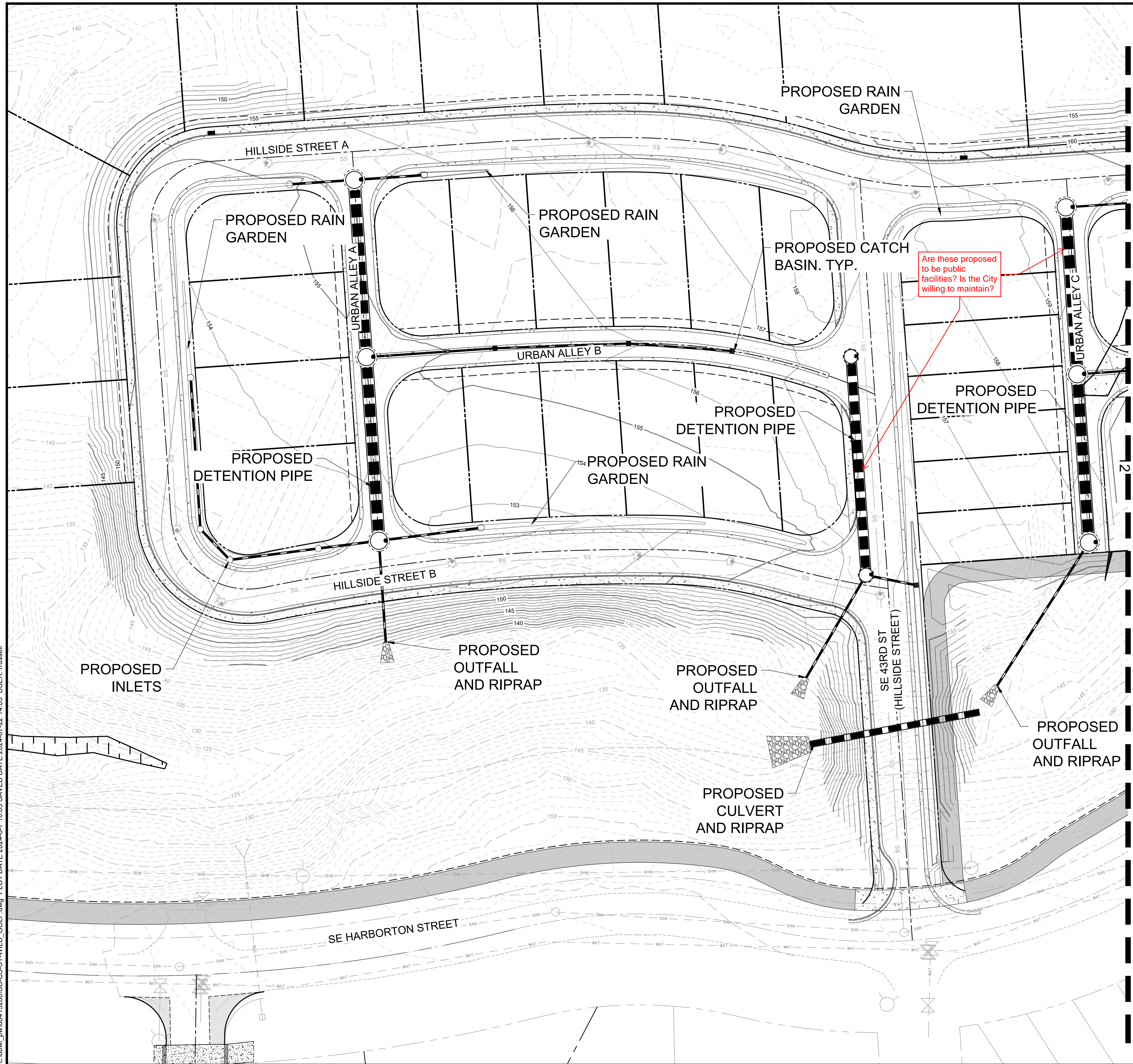


TYPICAL UTILITY LAYOUT TO LOTS

NTS
*FINAL LOCATIONS OF UTILITY STUBS TO BE DETERMINED DURING THE CONSTRUCTION DOCUMENT PHASE



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LEGEND

	PROPOSED ROW LINE
	PROPOSED LOT LINE
	EXISTING ROW LINE
	PROPOSED STREET CENTERLINE
	PROPOSED MAJOR CONTOUR
	PROPOSED MINOR CONTOUR
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	PROPOSED STORM LINE
	PROPOSED SEWER LINE
	PROPOSED WATER LINE
	- EXISTING STORM LINE
	- EXISTING SANITARY LINE
	- EXISTING WATER LINE
	- PROPOSED CATCH BASIN
	- PROPOSED STORM MANHOLE
	- PROPOSED SEWER MANHOLE

REV	DATE	DESCRIPTION	BY

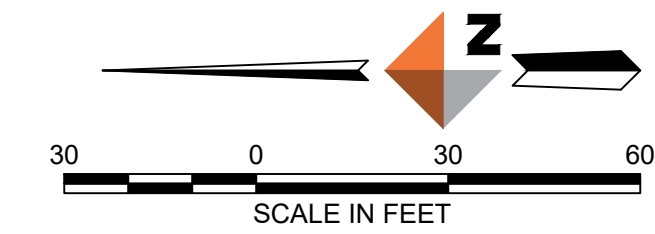
Are these proposed to be public facilities? Is the City willing to maintain?

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 971-280-8641

WILDER MASTER PLAN
 REMAINDER PHASE - NEWPORT, OR
STORMWATER PLAN - NORTH LOTS

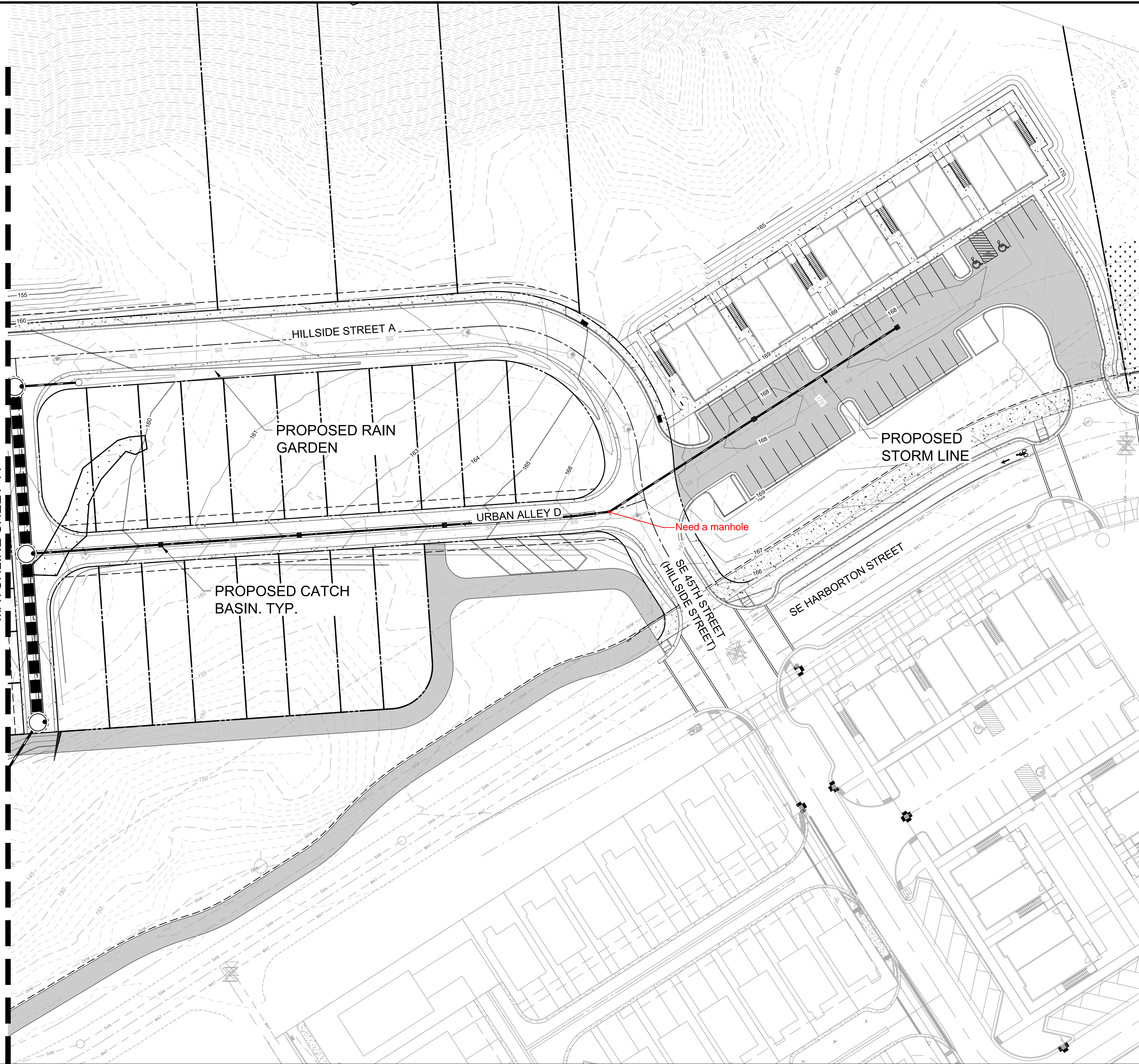
PROJECT 2322.14369.02
 DATE 07/22/2024

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11



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MATCHLINE SHEET 11



LEGEND

	PROPOSED ROW LINE
	PROPOSED LOT LINE
	EXISTING ROW LINE
	PROPOSED STREET CENTERLINE
	PROPOSED MAJOR CONTOUR
	PROPOSED MINOR CONTOUR
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	PROPOSED STORM LINE
	PROPOSED SEWER LINE
	PROPOSED WATER LINE
	- EXISTING STORM LINE
	- EXISTING SANITARY LINE
	- EXISTING WATER LINE
	- PROPOSED CATCH BASIN
	- PROPOSED STORM MANHOLE
	- PROPOSED SEWER MANHOLE

REV	DATE	DESCRIPTION	BY

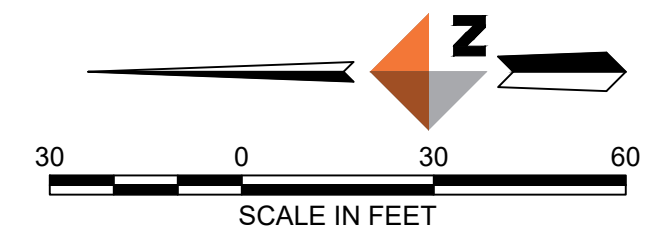
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 Portland, Oregon 97204
 971-280-8641

WILDER MASTER PLAN
 REMAINDER PHASE - NEWPORT, OR
STORMWATER PLAN - SOUTH LOTS

PROJECT 2322.14369.02
 DATE 07/22/2024

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 SHEET

12



Derrick Tokos

From: Peter Anderson <pdanderson@DOWL.COM>
Sent: Wednesday, October 9, 2024 11:39 AM
To: Derrick Tokos
Subject: Wilder Remainder Parcel - Truck Turning
Attachments: Truck Turning.pdf

[WARNING] This message comes from an external organization. Be careful of embedded links.

Hi Derrick,

Attached to this email is a PDF copy of the truck turning map for the Wilder Remainder Phase.

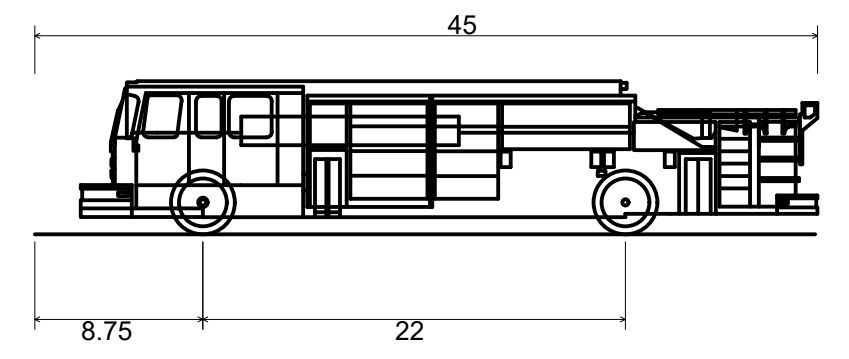
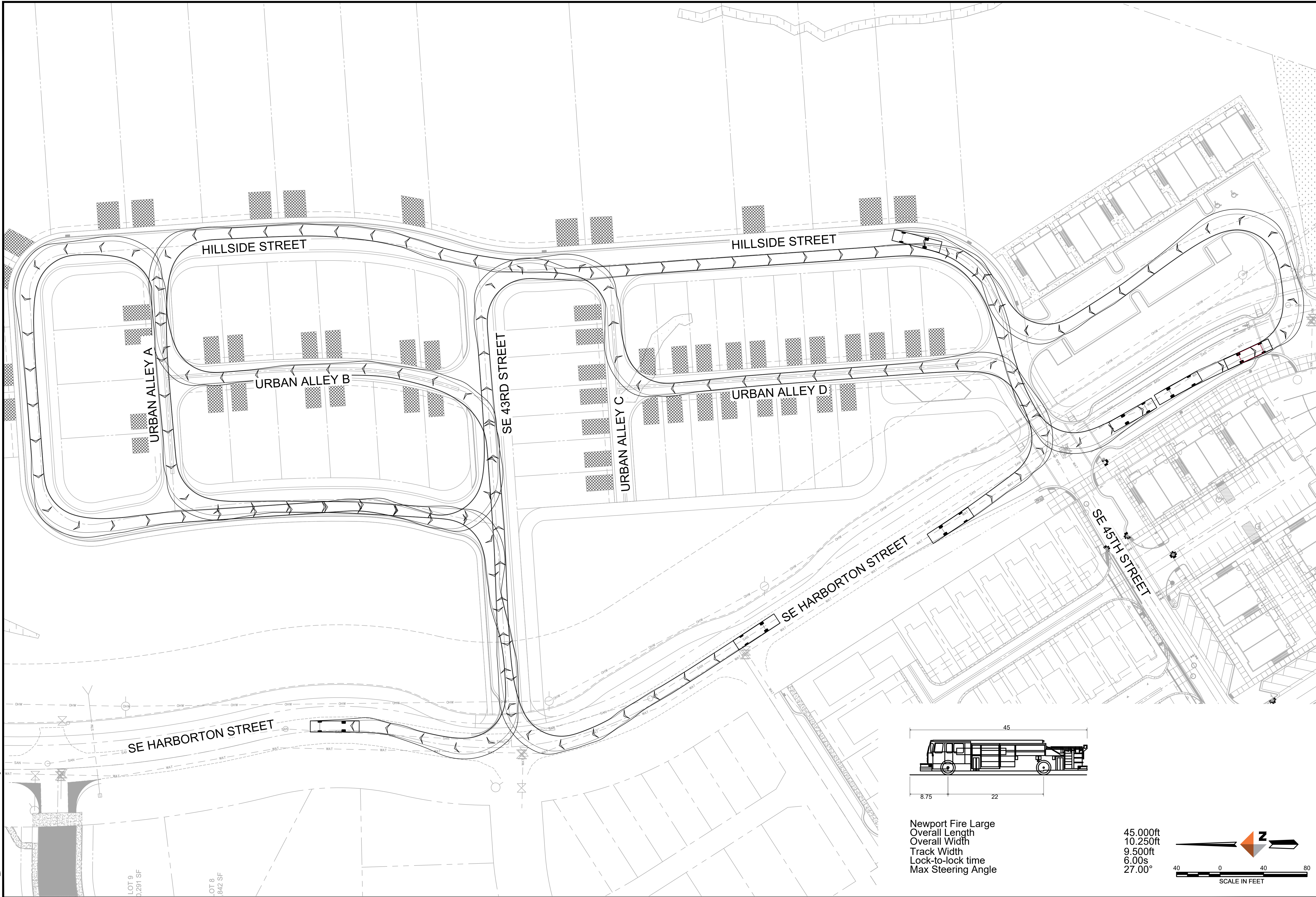
Please let me know if you need anything else in addition to the attached.

Thank you,
Peter Anderson
Land Use Planner

DOWL

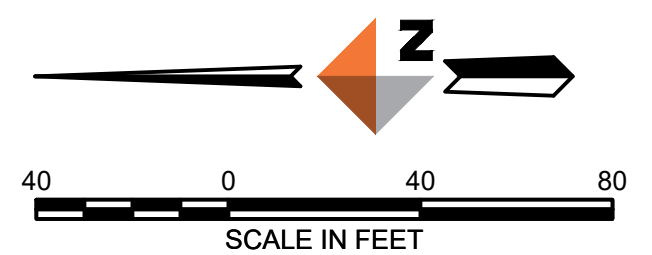
(541) 683-6090 | office
(541) 762-2078 | direct
dowl.com

C:\dowl_p\dw04\12436\TRUCK TURNING.dwg PLOT DATE 2024-6-21 09:38 SAVED DATE 2024-06-21 09:38 USER: russell



Newport Fire Large
Overall Length
Overall Width
Track Width
Lock-to-lock time
Max Steering Angle

45.000ft
10.250ft
9.500ft
6.00s
27.00°



REV	DATE	DESCRIPTION	BY

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 309 SW 6th Ave, Suite 700
 Portland, Oregon 97204
 971-280-8641

WILDER MASTER PLAN
 REMAINDER PHASE - NEWPORT, OR
FIRE TRUCK TURNING REMAINDERPHASE

PROJECT	2322.14369.02
DATE	05/02/2024
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Derrick Tokos

From: Robert Murphy
Sent: Thursday, October 10, 2024 10:18 AM
To: Derrick Tokos
Subject: RE: Wilder Remainder Parcel - Truck Turning

Hi Derrick. Here are spec's on our current first out Pumper (engine):

Overall length: 371 inches (30' – 11")
Wheel base: 195 inches
Track width: 100 inches
Overall width: 133 inches (11' – 1")

I don't have turning radius or max steering angle.

Rob Murphy

Fire Chief
Newport Fire Department
245 NW 10th St.
Newport, OR 97365
541-265-9461
r.murphy@newportoregon.gov



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.

From: Derrick Tokos <D.Tokos@NewportOregon.gov>
Sent: Thursday, October 10, 2024 9:54 AM
To: Robert Murphy <R.Murphy@NewportOregon.gov>
Subject: FW: Wilder Remainder Parcel - Truck Turning

Hi Rob... here is the truck turn radius diagram. I'll include a condition that requires they modify the turn radius at the intersections so that the emergency vehicles don't have to clip lots. It looks like that is an issue where the vehicle is turning into the Urban Alleys. Let me know if you have other thoughts.

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: Peter Anderson <pdanderson@DOWL.COM>
Sent: Wednesday, October 9, 2024 11:39 AM
To: Derrick Tokos <D.Tokos@NewportOregon.gov>
Subject: Wilder Remainder Parcel - Truck Turning

[WARNING] This message comes from an external organization. Be careful of embedded links.

Hi Derrick,

Attached to this email is a PDF copy of the truck turning map for the Wilder Remainder Phase.

Please let me know if you need anything else in addition to the attached.

Thank you,
Peter Anderson
Land Use Planner

DOWL

(541) 683-6090 | office
(541) 762-2078 | direct

dowl.com

**CITY OF NEWPORT
NOTICE OF A PUBLIC HEARING.**

The City of Newport Planning Commission will hold a public hearing on Monday, October 14, 2024, at 7:00 p.m. in the City Hall Council Chambers to consider 1-SUB-24/1 & 2-PD-24, a request submitted by Bonnie Serkin, Landwaves Inc., property owner (Peter Anderson, DOWL, agent). The applicant is applying for modifications in order to allow for development of the portion of the Wilder Planned Development previously identified as the “remainder lot”, located east of SE Harborton Street. The application includes the following requests:

1-SUB-24: Tentative subdivision plan for the portion of the Wilder Planned Development previously identified as the “remainder lot”, located east of SE Harborton Street, to facilitate construction of 56 single family dwellings and 20-30 multi-family housing units. Buildings will be oriented to face new streets and are designed to avoid steep slopes present along the eastern boundary. **1-PD-24:** Major modifications to the approved Final Development Plan for Wilder (Case file #2-PD-09, #6-PD-09, #2-PD-10, #2-PD-14, #3-PD-15, #1-PD-18, #1-PD-21). The Final Development Plan proposes detailed development including streets, buildings, landscaping, open space, etc., within the portion identified as the “Remainder Parcel”, located on the east side of SE Harborton Street. This includes the creation of 57 lots within the identified “Remainder Parcel, of which 56 are single-family residential lots (including 26 narrow lot homes) within the R-2 portion of the site, and one (1) is a multifamily residential lot within the R-3 portion of the site. Three (3) open space tracts - which will contain a City park and multi-use paths – are also proposed, along with the expansion of SE 43rd and SE 46th Streets and the creation of new “Hillside” Streets and urban alleys.

2-PD-24: Major modifications to the approved Preliminary Development Plan (most recently modified in case file #1-PD-16) seek to alter the fence height standards for all lots within Wilder, including the proposed “Remainder Phase” subdivision. Fence heights are proposed to be 42 inches in the front yard, as defined in the application, and a height of 72 inches for side and rear yards. Further modifications are proposed to alter the clear vision requirements at street intersections throughout Wilder, allowing 42” fences within the vision triangle except for those certain lots which fall within the clear vision triangle area adjacent to SE Harborton St. This application also proposes to modify the previously approved ADU standards (#3-PD-15) to defer to the city’s adopted ADU code standards. Additionally, expansion of SE Harborton Street to the southeast extent of Wilder is proposed to accompany “future development” instead of the development of Phase 3, Lot 48. The location of the subject property includes Tax Lot 100 of Assessor’s Tax Map 11-11-20-00. The application must be consistent with those approval criteria as set forth in Section 14.48 (for tentative subdivision plan approval) of the City of Newport’s Municipal Code (NMC); NMC Section 14.35.070 (for preliminary development plan approval); and NMC Section 14.35.100 (for final development plan approval). Pursuant to NMC 14.35.110 (C), major changes to approved preliminary and final development plans, such as changes in character of the development or any increase in the intensity or density of the land use or in the location or amount of land devoted to specific land uses or any change in the location, width, or size of a collector or major thoroughfare street, or that substantially changes the location or specification for utilities but will not materially affect future street or utility plans of the City may be approved by the Planning Commission after public hearing and must satisfy the original approval criteria. Pursuant to NMC Section 14.48.055 (D) (Exceptions for Planned Developments), the standards and requirements otherwise applicable to standard subdivisions under Chapter 14.48 of the Municipal Code may be modified without a variance for planned developments. Testimony and evidence must be directed toward the criteria described above or other criteria in the 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, 169 SW Coast Hwy, Newport, OR 97365, must be received by 3:00 p.m. the day of the hearing or submitted to the Planning Commission during the hearing. The hearing will include a report by staff, testimony (both oral and written) from those in favor (including the applicant) 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 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 a copy purchased at the Newport Community Development (Planning) Department (address above) seven days prior to the hearing. 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 this address. Contact Derrick Tokos, Community Development Director, (541) 574-0626, d.tokos@newportoregon.gov (mailing address above).

(FOR PUBLICATION ONCE ON Wednesday, October 2, 2024)

Public Notices



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999 Public Notices

Ordinance was enacted or amended, and that the use has not been discontinued for a continuous 12 month period. The approval authority must also verify the nature and extent of the nonconforming use, considering (1) a description of the use; (2) The types and quantities of goods or services provided and the activities conducted; (3) The scope of the use (volume, intensity, frequency, etc.) including fluctuations in the level of activity; (4) The number, location and size of physical improvements associated with the use; (5) The amount of land devoted to the use; and (6) Other factors the approval authority may determine appropriate to identify the nature and extent of a particular use (NMC Section 14.32.080(B)). Pursuant to NMC Section 14.32.070, after verification of the status of a nonconforming use pursuant to subsection 14.32.030, the approval authority may authorize alteration, expansion, or replacement of any nonconforming use or structure when it is found that such alteration, expansion, or replacement will not result in a greater adverse impact on the neighborhood when considering the following factors: (A) (1) The character and history of the use and of development in the surrounding area; (2) The comparable degree of noise, vibration, dust, odor, fumes, glare, or smoke detectable within the neighborhood; (3) Adequacy of infrastructure, including sewer, water, and streets, to accommodate the use; (4) The comparative numbers and kinds of vehicular trips to the site; (5) The comparative amount and nature of outside storage, loading, and parking; (6) The comparative visual appearance; (7) The comparative hours of operation; (8) The comparative effect on solar access and privacy; (9) Other factors which impact the character or needs of the neighborhood. (B) The approval authority must consider the purpose of the current zoning provisions that cannot be satisfied when determining whether or not the alteration, expansion, or replacement of a nonconforming use or structure will have a greater adverse impact on the neighborhood. (C) To the extent there is a rational nexus, and the City can establish that needed improvements are roughly proportional to proposed development, an alteration, expansion, or replacement of a nonconforming use or structure shall be brought into compliance with provisions of the Zoning Ordinance that relate to: (1) Surfacing of parking

999 Public Notices

areas and landscaping; (2) Exterior design of structures; and (3) Outdoor displays, storage, and signage. Testimony and evidence must be directed toward the criteria described above or other criteria in the Comprehensive Plan and its implementing ordinances that the person believes to apply to the decision. Failure to raise an issue with sufficient specificity to afford the city and the parties an opportunity to respond to that issue precludes an appeal (including to the Land Use Board of Appeals) based on that issue. Testimony may be submitted in written or oral form. Oral testimony and written testimony will be taken during the course of the public hearing. Letters sent to the Newport Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, OR 97365, must be received by 3:00 p.m. the day of the hearing to be included as part of the hearing or must be personally presented during testimony at the public hearing. The hearing will include a report by staff, testimony (both oral and written) from the applicant and 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 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 a copy purchased for reasonable cost at the Newport Community Development Department (address above) seven days prior to the hearing. The application materials, the applicable criteria, and other file material are available for inspection at no cost or copies may be purchased for reasonable cost at this address as well. Contact Derrick Tokos, Community Development Director, (541) 574-0626, d.tokos@newportoregon.gov (mailing address above).

999 Public Notices

allow for development of the portion of the Wilder Planned Development previously identified as the "remainder lot", located east of SE Harborton Street. The application includes the following requests: 1-SUB-24: Tentative subdivision plan for the portion of the Wilder Planned Development previously identified as the "remainder lot", located east of SE Harborton Street, to facilitate construction of 56 single family dwellings and 20- 30 multi-family housing units. Buildings will be oriented to face new streets and are designed to avoid steep slopes present along the eastern boundary. 1-PD-24: Major modifications to the approved Final Development Plan for Wilder (Case file #2-PD-09, #6- PD-09, #2-PD-10, #2-PD-14, #3-PD-15, #1-PD-18, #1-PD- 21). The Final Development Plan proposes detailed development including streets, buildings, landscaping, open space, etc., within the portion identified as the "Remainder Parcel", located on the east side of SE Harborton Street. This includes the creation of 57 lots within the identified "Remainder Parcel, of which 56 are single-family residential lots (including 26 narrow lot homes) within the R-2 portion of the site, and one (1) is a multifamily residential lot within the R-3 portion of the site. Three (3) open space tracts - which will contain a City park and multi-use paths - are also proposed, along with the expansion of SE 43rd and SE 48th Streets and the creation of new "Hillside" Streets and urban alleys. 2-PD-24: Major modifications to the approved Preliminary Development Plan (most recently modified in case file #1-PD-18) seek to alter the fence height standards for all lots within Wilder, including the proposed "Remainder Phase" subdivision. Fence heights are proposed to be 42 inches in the front yard, as defined in the application, and a height of 72 inches for side and rear yards. Further modifications are proposed to alter the clear vision requirements at street intersections throughout Wilder, allowing 42" fences within the vision triangle except for those certain lots which fall within the clear vision triangle area adjacent to SE Harborton St. This application also proposes to modify the previously approved ADU standards (#3-PD-15) to defer to the city's adopted ADU code standards. Additionally, expansion of SE Harborton Street to the southeast extent of Wilder is proposed to accompany "future development" instead of the development of Phase 3, Lot

999 Public Notices

48. The location of the subject property includes Tax Lot 100 of Assessor's Tax Map 11-11-20-00. The application must be consistent with those approval criteria as set forth in Section 14.48 (for tentative subdivision plan approval) of the City of Newport's Municipal Code (NMC); NMC Section 14.35.070 (for preliminary development plan approval); and NMC Section 14.35.100 (for final development plan approval). Pursuant to NMC 14.35.110 (C), major changes to approved preliminary and final development plans, such as changes in character of the development or any increase in the intensity or density of the land use or in the location or amount of land devoted to specific land uses or any change in the location, width, or size of a collector or major thoroughfare street, or that substantially changes the location or specification for utilities but will not materially affect future street or utility plans of the City may be approved by the Planning Commission after public hearing and must satisfy the original approval criteria. Pursuant to NMC Section 14.48.055 (D) (Exceptions for Planned Developments), the standards and requirements otherwise applicable to standard subdivisions under Chapter 14.48 of the Municipal Code may be modified without a variance for planned developments. Testimo-

999 Public Notices

ny and evidence must be directed toward the criteria described above or other criteria in the 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, 169 SW Coast Hwy, Newport, OR 97365, must be received by 3:00 p.m. the day of the hearing or submitted to the Planning Commission during the hearing. The hearing will include a report by staff, testimony (both oral and written) from those in favor (including the applicant) 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 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

999 Public Notices

or a copy purchased at the Newport Community Development (Planning) Department (address above) seven days prior to the hearing. 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 this address. Contact Derrick Tokos, Community Development Director, (541) 574-0626, d.tokos@newportoregon.gov (mailing address above).

LCL24-3114 IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR THE COUNTY OF LINCOLN PROBATE DEPARTMENT

Case No.: 24PB06600 NOTICE TO INTERESTED PERSONS In the Matter of the Estate of ANN JOHNETTE TODD, Deceased. The Circuit Court of the State of Oregon for the County of Lincoln, (probate department), in Case No. 24PB06600, has appointed Jonna "Jolie" Bowles ("personal representative"), as the personal representative of the Estate of Ann Johnette Todd ("Estate"), deceased. Within four months after the date of first publication of this notice, all persons having claims against the Estate shall present the claims to the personal representa-

Super Crossword

Answers

B	A	F	T	A	T	O	B	A	G	O	T	S	A	E	L	K	S						
A	M	I	R	I	I	R	A	Q	I	S	A	E	R	O	N	A	U						
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A	S	H	L	A	R	S	S	A	T	I	N	D	A	M	A	S	K						
R	E	G	N	U	C	L	E	I	R	A	T	T	L	E									
C	A	R	N	A	T	I	O	N	F	A	M	I	L	I	M	I							
A	M	A	I	D	C	O	I	N	O	P	S	O	O	N	E	R							
D	I	D	L	A	P	S	C	O	R	A	L	S	P	R	I	N	G	S					
I	L	E	S	E	A	R	W	A	X	W	A	I	L	E	R								
A	E	R	C	A	N	A	A	N	P	A	N	D	A	S	A	B	C						
M	O	R	T	A	R	P	A	Y	E	S	K	N	E	E									
P	E	A	C	H	O	B	B	L	E	R	S	H	T	E	T	L	S						
U	R	B	A	N	E	O	I	L	I	E	R	R	E	I	M	S							
B	E	E	F	P	A	N	S	E	A	R	E	D	S	A	L	M	O	N					
E	A	M	O	N	N	H	A	L	O	E	D	I	N	A									
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Z	I	R	C	O	N	I	A	S	H	A	D	E	S	O	F	P	I	N	K				
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R	E	N	T	E	C	O	S	O	U	N	D	S	S	T	E	A	D						

myeloma. Your symptoms suggest that your disease isn't under good control. But the majority of people treated with the best available treatments do live longer than four years.

DEAR DR. ROACH: I've had stronger body odor during the past few months and can't figure out why. I am a healthy, 69-year-old

Administrative form with fields for name, address, and contact information.

Advertisement for Dr. Keith's health services, featuring a portrait of Dr. Keith and the text "to your good health WITH Dr. Keith".

**CITY OF NEWPORT
NOTICE OF A PUBLIC HEARING¹**

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Newport, Oregon, will hold a public hearing on Monday, October 14, 2024, to consider the following requests related to the Wilder development.

File No. 1-SUB-24 / 1 & 2-PD-24.

Applicant & Owner: Bonnie Serkin, Landwaves Inc., property owner (Peter Anderson, DOWL, agent).

Requests:

1-SUB-24: Approval of a tentative subdivision plan for the portion of the Wilder Planned Development previously identified as the “remainder lot”, located east of SE Harborton Street, to facilitate construction of 56 single family dwellings and 20-30 multi-family housing units. Buildings will be oriented to face new streets and are designed to avoid steep slopes present along the eastern boundary.

1-PD-24: Major modifications to the approved Final Development Plan for Wilder (Case file #2-PD-09, #6-PD-09, #2-PD-10, #2-PD-14, #3-PD-15, #1-PD-18, #1-PD-21). The Final Development Plan proposes detailed development including streets, buildings, landscaping, open space, etc., within the portion identified as the “Remainder Parcel”, located on the east side of SE Harborton Street. This includes the creation of 57 lots within the identified “Remainder Parcel, of which 56 are single-family residential lots (including 26 narrow lot homes) within the R-2 portion of the site, and one (1) is a multifamily residential lot within the R-3 portion of the site. Three (3) open space tracts - which will contain a City park and multi-use paths – are also proposed, along with the expansion of SE 43rd and SE 46th Streets and the creation of new “Hillside” Streets and urban alleys.

2-PD-24: Major modifications to the approved Preliminary Development Plan (most recently modified in case file #1-PD-16) seek to alter the fence height standards for all lots within Wilder, including the proposed “Remainder Phase” subdivision. Fence heights are proposed to be 42 inches in the front yard, as defined in the application, and a height of 72 inches for side and rear yards. Further modifications are proposed to alter the clear vision requirements at street intersections throughout Wilder, allowing 42” fences within the vision triangle except for those certain lots which fall within the clear vision triangle area adjacent to SE Harborton St. This application also proposes to modify the previously approved ADU standards (#3-PD-15) to defer to the city’s adopted ADU code standards. Additionally, expansion of SE Harborton Street to the southeast extent of Wilder is proposed to accompany “future development” instead of the development of Phase 3, Lot 48.

Location: The subject property includes Tax Lot 100 of Assessor’s Tax Map 11-11-20-00.

Applicable Criteria: Must be consistent with those approval criteria as set forth in Section 14.48 (for tentative subdivision plan approval) of the City of Newport’s Municipal Code (NMC); NMC Section 14.35.070 (for preliminary development plan approval); and NMC Section 14.35.100 (for final development plan approval). Pursuant to NMC 14.35.110 (C), major changes to approved preliminary and final development plans, such as changes in character of the development or any increase in the intensity or density of the land use or in the location or amount of land devoted to specific land uses or any change in the location, width, or size of a collector or major thoroughfare street, or that substantially changes the location or specification for utilities but will not materially affect future street or utility plans of the City may be approved by the Planning Commission after public hearing and must satisfy the original approval criteria. Pursuant to NMC Section 14.48.055 (D) (Exceptions for Planned Developments), the standards and requirements otherwise applicable to standard subdivisions under Chapter 14.48 of the Municipal Code may be modified without a variance for planned developments.

Testimony: Testimony and evidence must be directed toward the criteria described above or other criteria in the Comprehensive Plan and its implementing ordinances that a person believes applies to the decision. Failure to raise

¹ This notice is being sent to affected property owners within 200 feet of the subject property (according to Lincoln County tax records), affected public/private utilities/agencies within Lincoln County, and affected city departments.

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 under "Reports/Application Material") must be received by 3:00 p.m. the day of the hearing or submitted to the Planning Commission during the hearing. The hearing will include a report by staff, testimony (both oral and written) from those in favor (including the applicant) 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 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.

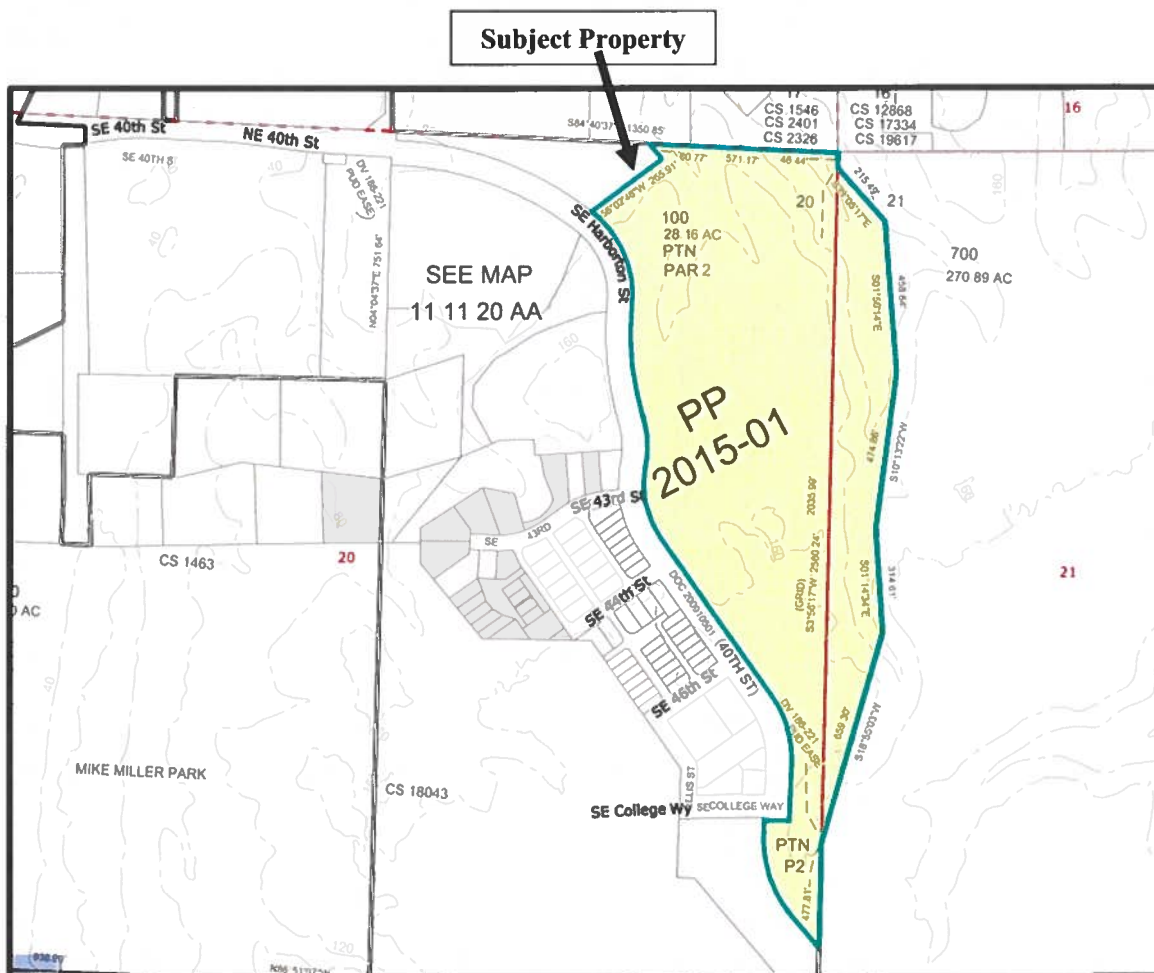
Reports/Application Material: The staff report may be reviewed or a copy purchased at the Newport Community Development (Planning) Department, City Hall, 169 SW Coast Hwy, Newport, Oregon 97365, seven days prior to the hearing. The application materials (including the application and all documents and 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 this address.

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

Time/Place of Hearing: Monday, October 14, 2024, 7:00 p.m. in the Newport City Hall Council Chambers (address above in "Reports/Application Materials").

MAILED: September 16, 2024.

PUBLISHED: Wednesday, October 2, 2024/Lincoln County Leader.



ABBOTT MICHAEL W & ABBOTT
HANNAH M
620 SE 7TH ST
TOLEDO, OR 97391

ALMQUIST MOLLY
4340 SE ELLIS ST
NEWPORT, OR 97365

BANCROFT MORGAN & HORTON
CHERYL
4356 SE ELLIS ST
NEWPORT, OR 97365

BASS RICHARD ALLAN COTSTEE &
BASS CONSTANCE ANN COTSTEE
1574 COBURG RD #288
EUGENE, OR 97401

BENJAMIN STEVEN A COTSTEE &
BENJAMIN MONY I COTSTEE
15622 UPLAND WAY SE
NORTH BEND, WA 98045

BGB LLC
16538 SW GLENEAGLE DR
SHERWOOD, OR 97140

BOSSERMAN LARISA ELIZABETH ANN
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BOXALL GREGORY
PO BOX 342
YACHATS, OR 97498

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4345 SE FLEMING ST
SOUTH BEACH, OR 97366

CITY OF NEWPORT
CITY MANAGER
169 SW COAST HWY
NEWPORT, OR 97365

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COLLEEN THOMAS TSTEE
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MICHAEL
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ALEJANDRINA TOPETE
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CORVALLIS, OR 97330

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NEWPORT, OR 97365

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EICHENBERGER SHEILA
4550 SE HARBORTON ST
NEWPORT, OR 97366

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2712 SE 20TH AVE
PORTLAND, OR 97202

EQUITY TRUST CO CUSTODIAN &
YEOMANS MICHAEL IRA FBO
7494 E TRADERS TRL
PRESCOTT VALLEY, AZ 86314

F&S NEWPORT LLC
PO BOX 449
LINCOLN CITY, OR 97367

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75 BEATTIE PL
STE 300
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JULIE A
724 SE 44TH ST
NEWPORT, OR 97366

GAUDET JOHN & GAUDET ANGELA
PO BOX 2036
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GLASER MATTHEW & GLASER CARRIE
DONNELLY
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NEWPORT, OR 97366

GROSS CECILIA M
14949 WOODS VALLEY RD
VALLEY CENTER, CA 92082

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20827 BOBWHITE CT
BEND, OR 97701

HARBORTON AT WILDER LLC
PO BOX 449
LINCOLN CITY, OR 97367

HARRIS ROBIN R TRUSTEE
4520 SE HARBORTON ST
NEWPORT, OR 97366

HICE SAMUEL V & HICE DENISE M
715 SE 43RD ST
SOUTH BEACH, OR 97366

HIGGINBOTHAM CAROL &
HIGGINBOTHAM DAVID
1311 NE WATSON
BEND, OR 97701

HOVEY ZACHARY & BRUNNER ABIGAIL
4530 SE HARBORTON ST
NEWPORT, OR 97366

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410 SE 43RD ST
SOUTH PEACH, OR 97366

INGHAM ROBERT L & INGHAM JULIE A
2551 DARTMOUTH AVE N
SAINT PETERSBURG, FL 33713

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MACCHIA OSIO MARGARITA D J
PMB 8
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NEWPORT, OR 97365

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MARICRIS
17312 SW BERRY LN
BEAVERTON, OR 97007

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NOAH HILLEL
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FALMOUTH, ME 04105

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SOUTH BEACH, OR 97366

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460 NW WESTWOOD ST
TOLEDO, OR 97391

LANDWAVES INC
2712 SE 20TH AVE
PORTLAND, OR 97202

LEVANDER MATTHEW ALLEN TRUSTEE
4344 SW 36TH ST
REDMOND, OR 97756

MAES KENNETH & MAES CARI
3513 SW WILLAMETTE AVE
CORVALLIS, OR 97333

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1717 E MORTEN AVE UNIT 17
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NEWPORT, OR 97365

MCLAUGHLIN DAN & ELMEN EVENDA L
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MESKIL ANDREW J & CHEYNEY
MELISSA J & CHEYNEY MESKIL
NINKASI CEDAR
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SOUTH BEACH, OR 97366

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NEWPORT, OR 97365

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705 SE 43RD ST
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COLLEGE DISTRICT
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DOUGLAS
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NEWPORT, OR 97365

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4350 SE ELLIS ST
SOUTH BEACH, OR 97366

SALVAGE MARK B & SALVAGE CAROL
S
405 SE 43RD ST
SOUTH BEACH, OR 97366

SHELL HOLLY
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NEWPORT, OR 97365

SCHREIBER SARA BARTON TSTEE
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SOUTH BEACH, OR 97366

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NEWPORT, OR 97365

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JOSEPH PATRICK
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KRISTINA M TSTEE
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SOUTH BEACH, OR 97366

SOUTH BEACH CHURCH
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NEWPORT, OR 97365

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UNIVERSITY
LEASING & STRAT REAL PROP MGT
850 SW 35TH ST
CORVALLIS, OR 97333

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MARIE
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YACHATS, OR 97498

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WAHL STACY A
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SOUTH BEACH, OR 97366

WALES ANN
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PORTLAND, OR 97202

WILDER HOMEOWNERS ASSOC
2712 SE 20TH AVE
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NEWPORT, OR 97365

YECK MARY LOU TRUSTEE
3580 SE LEEKS HIGH RD
SOUTH BEACH, OR 97366

PETER ANDERSON
DOWL
309 SW 6TH AVE, SUITE 700
PORTLAND, OR 97204

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: Keith Kaminski
 355 NE 1st St
 Newport OR 97365

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 Library District
 PO Box 2027
 Newport OR 97365

US Post Office
ATTN: Postmaster
 310 SW 2nd St
 Newport OR 97365

OR Parks & Recreation Dept.
 5580 S Coast Hwy
 South Beach OR 97366

Secretary of State
 136 State St Capitol
 Salem OR 97310

Lincoln County Planning Dept
 210 SW 2nd St
 Newport OR 97365

Robert Moser
Public Works

Joseph Lease
Building Official

Laura Kimberly
Library

Ron Welsh
Engineering

Beth Young
Associate Planner

Nina Vetter
City Manager

Michael Cavanaugh
Parks & Rec

Rob Murphy
Fire Chief

Steve Baugher
Finance

Chris Beatty
Engineering

Jason Malloy
Police Chief

Lance Vanderbeck
Airport

EXHIBIT 'A'
(Affected Agencies)
1-SUB-24 / 1 & 2-PD-24

Sherri Marineau

From: Derrick Tokos
Sent: Friday, October 11, 2024 5:42 PM
To: Bill Branigan; Bob Berman; Gary East; Jim Hanselman; 'Braulio Escobar'; Braulio Escobar; John Updike
Cc: Sherri Marineau
Subject: FW: [EXT] Link to Staff Report for Monday Night's Hearing
Attachments: Wilder Remainder Parcel - Truck Turning.pdf

This relates to the hearing item. We will update it to the packets on Monday.

Derrick

From: Peter Anderson [REDACTED]
Sent: Friday, October 11, 2024 4:16 PM
To: Derrick Tokos <D.Tokos@NewportOregon.gov>
Cc: Bonnie Serkin [REDACTED] Mike Towle [REDACTED]
Subject: RE: [EXT] Link to Staff Report for Monday Night's Hearing

[WARNING] This message comes from an external organization. Be careful of embedded links.

Hi Derrick,

Thanks for sending this along. After reviewing the decision and conditions of approval, we prepared an updated exhibit depicting vehicle access to Lot 37, and hook and ladder fire truck access to Lot 57 (see attached). We would like to modify the 35' maximum building height condition of approval to only apply to the R-2 portion of the site containing single family dwellings (Lots 1-56) since a hook and ladder fire truck could easily access the multifamily housing located on the R-3 portion of the site (Lot 57). Instead of the general 35' maximum building height condition, we would like to implement a 45' maximum building height for Lot 57 and a 35' maximum building height for Lots 1-56.

Would we be able to request this modification to the condition of approval at the hearing, or are there additional forms / information needed?

Please let me know if you need anything else.

Thank you,
Peter Anderson
Land Use Planner

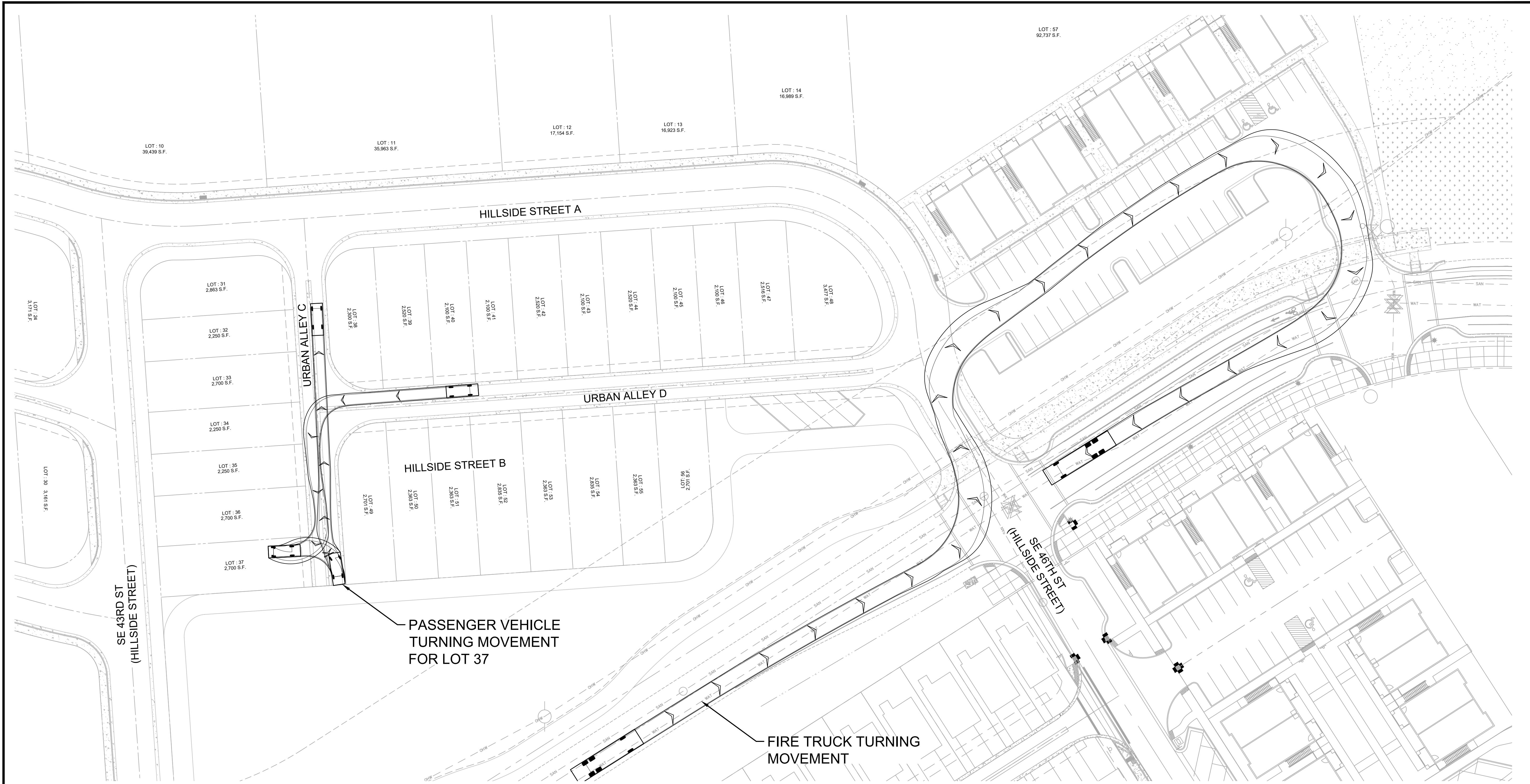
DOWL

(541) 683-6090 | office
(541) 762-2078 | direct

dowl.com

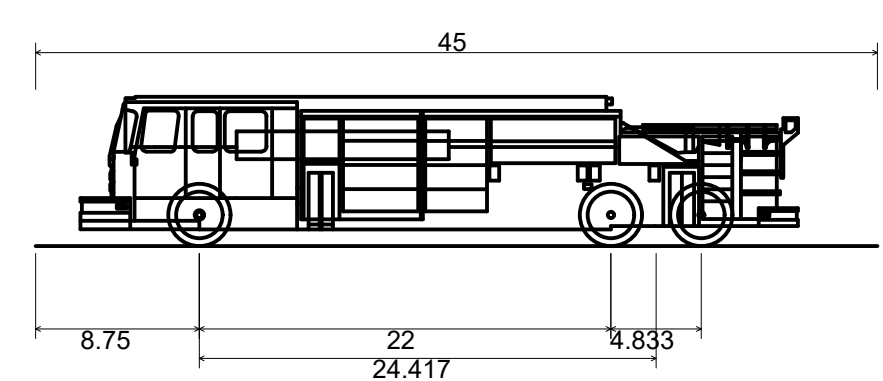
[REDACTED]

C:\dowl_p\p\0415208\SD-CS-TSD-WILD_GOLF-TRUCK.dwg PLOT DATE 2024-10-11 14:26 SAVED DATE 2024-10-11 14:25 USER: russell

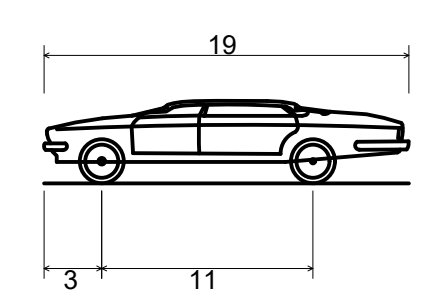


PASSENGER VEHICLE
TURNING MOVEMENT
FOR LOT 37

FIRE TRUCK TURNING
MOVEMENT



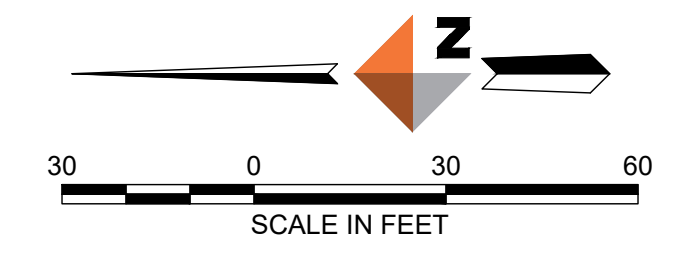
NEWPORT FIRE - LADDER TRUCK
 Overall Length 45.000ft
 Overall Width 10.250ft
 Overall Body Height 7.978ft
 Min Body Ground Clearance 0.889ft
 Track Width 9.500ft
 Lock-to-lock time 6.00s
 Max Steering Angle (Virtual) 27.00°



P - Passenger Car
 Overall Length 19.000ft
 Overall Width 7.000ft
 Overall Body Height 4.300ft
 Min Body Ground Clearance 1.115ft
 Track Width 6.000ft
 Lock-to-lock time 4.00s
 Max Steering Angle (Virtual) 31.60°

LEGEND

	PROPOSED ROW LINE
	PROPOSED LOT LINE
	EXISTING ROW LINE
	PROPOSED STREET CENTERLINE



REV	DATE	DESCRIPTION	BY

DOWL
WWW.DOWL.COM
 309 SW 6th Ave, Suite 700
 Portland, Oregon 97204
 971-280-8641

WILDER MASTER PLAN
 REMAINDER PHASE - NEWPORT, OR
TRUCK TURNING EXHIBIT

PROJECT	2322.14369.02
DATE	07/22/2024

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