



AGENDA

Lincoln City Planning Commission
Tuesday, August 16, 2022, 6:00 PM
Council Chambers,
801 SW Highway 101 - 3rd Floor, Lincoln City, OR 97367

1. CALL TO ORDER, PLEDGE OF ALLEGIANCE, & ROLL CALL

2. AGENDA CHANGES OR REVISIONS

3. MINUTES

3.1. Planning Commission - Regular Meeting - Jul 19, 2022 6:00 PM

4. PUBLIC HEARINGS/DELIBERATIONS

4.1. CPA ZC 2022-07 Spyglass Ridge comprehensive plan map amendment/zone change

4.2. ZOA 2022-09 Tiny House Definition and Time Ext Procedure

5. OLD BUSINESS

5.1. Status Update 2043 Comprehensive Plan

6. REPORTS AND COMMENTS

7. FUTURE AGENDA ITEMS & NEXT MEETINGS

8. ADJOURN

All information for this meeting is available on the City of Lincoln City website at www.lincolncity.org, and this meeting will be televised live on Charter Channel 4 Lincoln City and rebroadcast at various times. Planning Commission meetings are streamed live on the Internet through a link on the City of Lincoln City website, and can also be viewed following the meeting. The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, for a hearing impaired device, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to the City Recorder, at 541-996-1203.

**LINCOLN CITY PLANNING COMMISSION
MINUTES
July 19, 2022**

1. CALL TO ORDER, PLEDGE OF ALLEGIANCE, & ROLL CALL

| Attendee Name | Title | Status | Arrived |
|----------------------|--------------|---------------|----------------|
| Steve Griffiths | Commissioner | Present | |
| Mellissa Sumner | Commissioner | Excused | |
| Marci Baker | Commissioner | Present | |
| Robert Vincent | Commissioner | Present | |
| Kim Blackerby | Chair | Present | |
| Charlsy Affuso | Commissioner | Present | |
| Miles Schlesinger | Commissioner | Present | |

1.1. Introduction of New Planning Commissioners

Planning Director Anne Marie Skinner welcomed new Planning Commission members Charlsy Affuso and Steve Griffiths. Commissioner Affuso's term will extend to December 2025 and Commissioner Griffith's term will extend until December 2022. Director Skinner asked each of them to introduce themselves.

2. AGENDA CHANGES OR REVISIONS

Director Skinner reminded the Planning Commission that there would be no public hearings at this meeting. Item 5.1 for VAR 2022-03 was withdrawn by the applicant and Item 5.2 was continued to a later meeting.

3. MINUTES

3.1. Planning Commission - Regular Meeting - Jul 5, 2022 6:00 PM

| | |
|-----------------|----------------------------------------------------------------------------|
| MOTION: | Approve the minutes of the July 5th Planning Commission meeting as written |
| AYES: | Baker, Vincent, Blackerby, Schlesinger |
| ABSTAIN: | Griffiths, Affuso |
| EXCUSED: | Sumner |
| RESULT: | Passed |

4. FINAL ORDERS, RESOLUTION, & WRITTEN COMMUNICATIONS

4.1. Final Order for CUP 2022-04 SE Lee Pump Station

Commissioner Vincent moved to adopt Final Order 2022-08 for CUP 2022-04 SE Lee Pump Station as written. Commissioner Schlesinger seconded and the motion was approved with four members voting.

MOTION: Approve Final Order for CUP 2022-04 SE Lee Pump Station as written
MOVER: Vincent
SECONDER: Schlesinger
AYES: Baker, Vincent, Blackerby, Schlesinger
ABSTAIN: Griffiths, Affuso
EXCUSED: Sumner
RESULT: Passed

4.2. FO 2022-09 for EXT 2022-01 Final Order of Time Extension of The Cove

Commissioner Baker moved to approve Final Order 2022-09 for EXT 2022-01, the time extension for The Cove. Commissioner Vincent seconded and the motion passed with four members voting.

MOTION: Approve FO 2022-09 for EXT 2022-01 Final Order of Time Extension of The Cove as written
MOVER: Baker
SECONDER: Vincent
AYES: Baker, Vincent, Blackerby, Schlesinger
ABSTAIN: Griffiths, Affuso
EXCUSED: Sumner
RESULT: Passed

5. PUBLIC HEARINGS/DELIBERATIONS

5.1. VAR 2022-03 Weston Deck (continued from previous hearings) WITHDRAWN BY APPLICANT

This application has been withdrawn by the applicant.

5.2. CPA ZC 2022-07 Spyglass Ridge (continued to August 16, 2022)

This item has been continued to August 16, 2022.

6. NEW BUSINESS

6.1. Housing Needs Analysis Update

Director Skinner introduced the Housing Needs Analysis Update and the consultant team, including FCS Group and 3J Consulting. She explained to the Commission that findings from this analysis will inform the development of Goals and Strategies for the Housing component of the Comprehensive Plan.

Tim Wood, Senior Analyst for FCS Group, presented the Housing Needs Analysis Update, including population projections, housing inventory and tenancy data, and information regarding housing costs and future demands. Themes from the stakeholder interviews were also reviewed. The presentation concluded with a set of potential housing tools and strategies for consideration by Lincoln City in inclusion of the updated Comprehensive Plan.

Responding to a question from Commissioner Griffiths, Mr. Wood stated that the Portland State University (PSU) projections for a slower growth rate may be revisited in the next update and suggested the City work with their Department of Land Conservation and Development (DLCD) regional representative to advocate for any desired changes. Director Skinner clarified that the projections were for the urban growth boundary, not just the city limits of Lincoln City.

Responding to a question from Chair Blackerby, Mr. Wood stated that the seasonal housing numbers included both second homes and vacation rental dwellings (VRDs), and this data was derived from the United States Census.

Responding to a question from Chair Blackerby, Director Skinner stated that so far this year the City was on track to exceed 2021 numbers for residential building permits.

Responding to a question from Commissioner Griffiths regarding the stakeholder interview results, Director Skinner clarified that although there is a perception that the City lacks smaller lots for smaller homes there is a significant supply. However, with the exception of The Villages many of these are encumbered by wetlands, flood hazard, bluff erosion and/or steep slopes making construction very expensive.

Commissioner Griffiths stated that he was concerned that the PSU population projections did not incorporate impacts that can reasonably be expected from the climate refugee phenomenon. Mr. Wood responded that recent migration changes due to work-from-home models and the pandemic will likely be addressed in future models.

Commissioner Baker asked if the needed acreage for housing included a calculation for roads and public facilities. Mr. Wood responded that the figures used went beyond the 18% factor commonly used and that they had selected a 25% or "safe harbor" factor for Lincoln City.

Responding to a question from Commissioner Blackerby, Director Skinner and Urban Renewal/Economic Development Director Alison Robertson provided an overview of the City's affordable housing fund as well as economic development funds also targeted towards housing. Director Robertson shared that the funding sources included allocations from a development outside of City limits in years prior, but that there was not a continuing budget allocation to the affordable housing fund.

Following a presentation of proposed housing strategies for the Comprehensive Plan Update, Director Skinner identified several that had already been incorporated into the code and were reflected in department practices.

Commissioner Griffiths asked what models exist for employer-provided housing. Mr. Wood shared that Tillamook Creamery has been studying the idea, but obviously they are a very large-scale employer. Commissioner Affuso added that the hospital provided housing but only for their traveling employees.

Mr. Wood shared a set of potential financial resources the City could consider to support affordable housing. Commissioner Griffiths asked for clarification regarding the construction excise tax in place in the City of Newport. Mr. Wood stated that the rate is based on project valuation.

Following the presentation, a member of the public requested an opportunity to speak via telephone. Annette Guido stated that she sees that a lot of work has been done and is impressed with the complexity of the analysis and the value of the consultants. However, she is concerned that the information lacks specificity to the unique characteristics of the Lincoln City community. Voices she feels that might be under-represented such as retirees, people who work from home, and second homeowners, many of whom have long-standing links to the community. She suggested as the Comprehensive Plan process move forward that representation of these groups be added to ensure the mandated statewide planning goal directives are met. She also emphasized the value of considering tsunami impacts in the development of housing policies and strategies.

Responding to a question from Chair Blackerby, Tim Wood stated that the language in the housing memorandum is from the 2017 Housing Analysis report and that there is no Lincoln City Housing Advisory Committee as part of the housing analysis update.

Chair Blackerby moved to the next item on the agenda, the Comprehensive Plan Update.

6.2. Comprehensive Plan Update Public Outreach Results

Director Skinner described the public outreach thus far, including the numerous public meetings and the community questionnaire completed by over 220 participants. The results of the questionnaire were included in the Planning Commission packet. Commissioners were asked to consider the findings and how they might inform the development of policies, goals, and objectives for the Comprehensive Plan Update. Director Skinner added that the Parks Master Plan and the Transportation System Plan will remain the guiding documents for those programs and incorporated as such into the updated Comprehensive Plan, as will be the findings of the visioning work from 2018 and the 2019 tsunami studies.

Responding to comments from Commissioner Vincent about the significance of the affordable housing issue, Director Skinner provided information regarding the local supply of multiple unit housing and the relatively high number of existing affordable units in Lincoln City. Most apartment complexes are specified as affordable, although almost all report long wait times for openings. Several multiple unit developments are under permit review, including the IHI affordable housing project that is a cooperative effort with the City.

In response to Commissioner Griffiths, staff provided an overview of the types of outreach conducted to various groups within the community, and pointed to the participant demographics on packet page 62 for reference.

Commissioner Baker commented on the number of participants that selected "I don't know" responses, and how that likely indicates a need for additional environmental education relating to shoreland protection, impacts to existing natural resources, and access to open space. She supported adding an education goal into the updated Comprehensive Plan relating to natural resources.

Commissioner Griffiths suggested that the updated Comprehensive Plan should address the issue of climate change impacts, such as rising sea level, and increased coastal erosion. Director Skinner responded that this item had not been identified by the Planning Commission as a priority goal for this particular update, and the level of data and work required to do it justice was likely outside of the current scope. She agreed that contacting the National Oceanic and Atmospheric Administration (NOAA) for any available data would be useful.

Commissioner Blackerby noted the number of survey respondents that identified “improving community appearance” as a high priority. Director Skinner stated that this was primarily a private property issue and that the City has no policies that discourage or prevent owners from conducting general upkeep or upgrading their landscaping. New construction such as Oceanlake Veterinary Clinic, Pelican Brewing, and O'Reilly Auto Parts are evidence that the design standards are having a positive impact on new commercial construction.

Commissioner Vincent noted that the questionnaire reflected a general disinterest in the needs of tourists. Commissioner Baker added that the issue of local retail vs. large-scale retail was evident in the findings, and that there is a need for more affordable retail serving local residents basic needs. Commissioner Affuso added that we need to consider the basic needs of local residents for a truly sustainable community economy. Director Skinner stated that she would look to draft a goal to support affordable retail services for long-term economic sustainability.

Commissioner Griffiths noted that survey participants mentioned preserving the natural beauty of our area and maintaining the historic character of our community, and suggested including this in the update.

Commissioner Baker noted participants desire for improved community walkability and supported the potential for neighborhood commercial, and the need for alternative transportation. She added that participants also emphasized the needs of families, including affordable child care and indoor and outdoor recreation.

Director Skinner thanked the commissioners for their feedback, and that future meetings would likely review draft goals and strategies on a goal-by-goal basis, starting with housing.

Annette Guido stated that she worries about the lack of a comprehensive public comment program. She did not see any of the meeting notices, and that the Roads End neighborhood association would have appreciated additional opportunities for input and explanation of next steps. She also felt that the timeline for public meetings was not the same as she had understood from a March City Council meeting. She added that she had no idea if the number of participants in the community questionnaire was valid or not for the critical nature of this process, but that there is no downside to over communicating.

No other members of the public commented.

7. REPORTS AND COMMENTS

Chair Blackerby asked about status of the conditional use permit issued for the Devils Lake/D River dredging project. Director Skinner stated that the timeline for the completion of this project was over a ten-year period to accommodate the multi-agency permit and review process needed. Commissioner Schlesinger provided updates regarding the activities of the Devils Lake Water Improvement District relating to invasive species mitigation.

8. FUTURE AGENDA ITEMS & NEXT MEETINGS

8.1. Future Meetings

Only three agenda items are pending for August Planning Commission meetings, including the Spyglass Ridge zone change (August 16th or later), a zoning ordinance amendment, and the

standing item for the Comprehensive Plan Update. No meetings will be scheduled in September due to staff availability.

9. ADJOURN

Chair Blackerby closed the meeting at 7:54 PM.

Respectfully submitted,

Anne Marie Skinner
Planning Director

Kim Blackerby
Chair

Planning Commission Communication

CPA ZC 2022-07 Spyglass Ridge (cont from July 19, 2022)

| | | | |
|-----------------|---------------------|------------------------|--------------------------|
| Meeting Date: | August 16, 2022 | Primary Staff Contact: | AnneMarie Skinner |
| Department: | Planning Commission | E-Mail: | ASkinner@lincolncity.org |
| Secondary Dept: | | Secondary Contacts: | |
| Approval: | | Estimated Time: | |

Attachments:

CPA ZC 2022-07 Application REDACTED (PDF)
 CPA ZC 2022-07 Narrative_Redacted (PDF)
 Comments letter Sakraida (PDF)
 Comments DLCD (PDF)
 Comments DSL (PDF)
 Comments Ec Dev more (PDF)
 Comments Ec Dev (PDF)
 Comments Fire (PDF)
 Comments Human Resources (PDF)
 Comments ODOT (PDF)
 Comments email Sakraida redacted (PDF)
 CPA ZC 2022-07 Map (JPG)
 OAR 660-012-0060 - Plan and Land Use Regulation Amendments — Oregon
 Administrative Rules(PDF)
 Comments Applicant Response to Sakraida (PDF)
 CPA ZC 2022-07 Staff Report (DOCX)
 CPA ZC 2022-07 TIS (PDF)

Map Amendment/Zone Change Application

THIS IS PUBLIC RECORD

PROPERTY OWNER/CONTRACT PURCHASER (as listed on deed OR purchase contract):

Copy of purchase contract must be included with submittal for application to be accepted.

NAME: _____
ADDRESS: _____
PHONE: _____
E-MAIL: _____

PROPERTY OWNER/CONTRACT PURCHASER (as listed on deed OR purchase contract):

Copy of purchase must be included with submittal for application to be accepted.

NAME: _____
ADDRESS: _____
PHONE: _____
E-MAIL: _____

CONTACT:

NAME: _____
ADDRESS: _____
PHONE: _____
E-MAIL: _____

SITE INFORMATION:

CURRENT COMPREHENSIVE PLAN MAP CLASSIFICATION: MEDIUM-DENSITY RESIDENTIAL (R-7.5)
CURRENT ZONE: SINGLE-UNIT RESIDENTIAL (R-1-7.5)
TAX MAP AND LOT: 07-11-22-DC-06100-00 & 07-11-22-DD-00200-00
TOTAL GROSS ACREAGE: TAX LOT 6100 - 10.3 ACRES / TAX LOT 200 - 20.0 ACRES
SITE ADDRESS (or location if unaddressed): DIRECTLY EAST OF THE TERMINUS OF SE 31ST STREET

REQUEST:

REQUESTED COMPREHENSIVE PLAN MAP CLASSIFICATION: HIGH-DENSITY RESIDENTIAL (R-M)
REQUESTED ZONE: MEDIUM-UNIT RESIDENTIAL (R-M)




TO APPROVE THE REQUEST, THE REVIEW AUTHORITY MUST BE ABLE TO MAKE FINDINGS OF FACT, BASED ON EVIDENCE PROVIDED IN THE APPLICATION MATERIALS AND NARRATIVE, THAT THE REQUEST IS CONSISTENT WITH THE COMPREHENSIVE PLAN AND THE STATEWIDE PLANNING GOALS.

A NARRATIVE ADDRESSING CONSISTENCY WITH THE COMPREHENSIVE PLAN AND THE STATEWIDE PLANNING GOALS MUST ACCOMPANY THIS COMPLETED APPLICATION FORM.


I (We) hereby declare under penalty of perjury under the laws of the State of Oregon that the foregoing information is true, complete, and accurate.

SIGNATURES:



Property Owner/Contract Purchaser (signature required)

6/8/2022
Date

Property Owner/Contract Purchaser (signature required)


Contact (signature required)

Date
6/7/2022
Date

- *All property owners listed on the deed must sign the application.*
- *All contract purchasers listed on the purchase contract must sign the application.*
- *If contract purchasers are individuals other than the property owners shown on the deed, all property owners listed on the deed as well as all contract purchasers listed on the purchase contract must sign the application.*

The following items must be included in the submittal package and saved as separate pdfs, with pdfs titled as indicated:

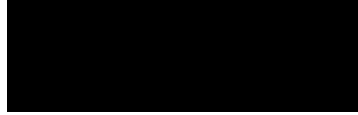
1. Completed application form with all signatures (pdf titled APPLICATION)
2. Written narrative addressing consistency with the comprehensive plan and statewide planning goals (pdf titled NARRATIVE)
3. Online Direct Pay Authorization Agreement Form for Credit/Debit Cards (pdf titled ONLINE DIRECT PAY)
 - o If payment by check is desired, mail to: Lincoln City Planning, PO Box 50, Lincoln City, OR 97367
4. Any other materials in support of the request (pdf titled OTHER MATERIALS)

LEAP

COMPREHENSIVE PLAN MAP AMENDMENT & ZONE CHANGE NARRATIVE

The following is an analysis supporting a proposed Comprehensive Plan Map amendment and zone change for two parcels located within the boundary of Lincoln City.

Property Owner:



Location: Both tax lots are located directly east of the terminus of SE 31st Street.

Tax Map & Lot: 07-11-22-DC-06100-00 / 07-11-22-DD-00200-00

Comprehensive Plan Designation: Medium-Density Residential District (R-7.5)

Zoning District: Single-Unit Residential (R-1-7.5) Zone

Site Size: Tax Lot 6100 – 10.3 acres / Tax Lot 200 – 20.0 acres

Proposal: Comprehensive Plan Map Amendment from Medium-Density Residential District to High-Density Residential District and Zone Change from R-1-7.5 to R-M

Surrounding Land Uses & Zones:

Tax Lot 6100

North: Undeveloped; R-1-7.5

East: Tax Lot 200; R-1-7.5

South: Dwellings/Undeveloped; R-1-7.5

West: Dwellings; R-1-7.5

Tax Lot 200

North: Undeveloped; Lincoln County's R-1 (Residential)

East: Lincoln County's TC (Timber Conservation)

South: Open Space; OS

West: Tax Lot 6100; R-1-7.5

Authority: Lincoln City Municipal Code (LCMC) 17.76.050.G states that Table 17.76.020-1 identifies the decision authority for each Type III application. Table 17.76.020-1 of LCMC Chapter 17.76 identifies a Comprehensive Plan amendment and a zone change as a Type III application with the decision authority given to the City Council after a recommendation from the Planning Commission.

Applicable Substantive Criteria:

Oregon Statewide Planning Goals, Lincoln City Comprehensive Plan, LCMC 17.77.050 and 17.77.150

BACKGROUND

There are two parcels subject to the proposed Comprehensive Plan Map amendment and zone change. Both parcels are within the urban growth boundary and the City limits and are zoned for residential uses. Tax Lot 6100, which is 10.3 acres in size, lies directly east of the current terminus of SE 31st Street. Tax Lot 200, which is 20.0 acres in size, lies directly east of Lot 6100. The two parcels currently have a Comprehensive Plan designation of Medium-Density Residential District (R-7.5) and are in a Single-Unit Residential (R-1-7.5) zoned district. No development has occurred on either of these parcels.

Tax Lot 6100 is bounded to the north by undeveloped land that is zoned R-1-7.5, to the east by Lot 200, to the south by dwellings and undeveloped land in the R-1-7.5 zone, and to the west by dwellings in the R-1-7.5 zone. Tax Lot 200 is bounded to the north by undeveloped land in Lincoln County's R-1 zone, to the east by forested land in Lincoln County's Timber Conservation (TC) zone, to the south by land zone Open Space (OS) and to the west by Lot 6100.

Both parcels contain areas identified as wetlands in the natural resource overlays, but the parcels do not fall within a flood hazard area.

The property owner proposes to amend the Comprehensive Plan Map to convert the two parcels from Medium-Density Residential District (R-7.5) to High-Density Residential District (R-M) and to rezone the parcels from Single-Unit Residential (R-1-7.5) to Multi-Unit Residential (R-M) zoning. The intent is to provide development options for higher density residential uses which may include workforce housing.

CONSISTANCY ANALYSIS

LINCOLN CITY COMPREHENSIVE PLAN

1. Land Use Planning Goal

"To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions."

Finding: The City Council established a land use policy framework and implementing ordinance through adoption of a Comprehensive Plan and zoning ordinance, respectively. The Land Conservation and Development Commission acknowledged the City of Lincoln City's Comprehensive Plan and implementing land development regulations, including LCMC Title 17 Zoning, as complying with the Oregon Statewide Planning Goals. Review of the proposed amendment in accordance with the Lincoln City Comprehensive Plan and the applicable zoning ordinance provisions, including the provisions of LCMC Chapter 17.77, establishes conformance with this goal.

The Comprehensive Plan Land Use Planning element identifies zoning as the most common method of land use regulation and control. The plan states:

"Essentially, zoning is a means of ensuring that the land uses of an area are properly situated in relation to one another. It provides adequate amounts of space for each type of development."

The proposed map amendment and zone change would convert Tax Lot 6100, which is 10.3 acres in size, and Tax Lot 200, which is 20.0 acres in size, from the Single-Unit Residential (R-1-7.5) zoned district to the Multi-Unit Residential (R-M) zoned district. Although there are no properties directly adjacent to Tax Lots 6100 and 200 that are zoned R-M, the Nelscott Gap Neighborhood Plan has designated all of Tax Lot 6100 and a significant portion of Tax Lot 200 to be converted to R-M to accommodate future development. Converting the entirety of both parcels to R-M zoning provides development options for higher density residential uses, which may include workforce housing, while facilitating the orderly and efficient development of the two parcels, conforming with this goal.

2. Citizen Involvement Goal

“Develop a Citizen Involvement Program which ensures the continued participation of citizens in the land use planning process.”

Finding: The Comprehensive Plan’s Citizen Involvement Program goal is to “develop a Citizen Involvement Program which ensures the continued participation of citizens in the land use planning process.” The City has developed a Citizen Involvement Program through Resolution 94-33. The public hearing process for the proposed map amendment and zone change includes mailed and published notice to the public and property owners, and review of the proposal by the Planning Commission and the City Council, consistent with the Plan, Goal, and Resolution.

Among the policies under the City’s Citizen Involvement Program goal is one that states: “Lincoln City shall assure that a reasonable effort is made to encourage the opportunity for citizens to attend public meetings.” The Planning Commission and City Council meetings are publicized widely with hearing notices mailed to property owners in the affected area, published in The News Guard, and posted on the City’s website. The City holds public hearings in the evening to encourage public attendance. Moreover, for those unable to attend in person, the meetings are televised live, streamed live over the internet, and rebroadcast on cable television. Video of meetings and the packet materials are also available on the City’s website for review, free of charge. These aforementioned items in their totality constitute a more than reasonable effort to encourage citizens to attend public meetings and, as a consequence, meet Goal 2.

3. Public Services and Utilities Goal

“To plan and develop a timely, orderly, and efficient arrangement of public facility and services which compliment [sic] the area and serve as a framework for urban and rural development.”

Finding: There are no public services and utilities currently in place on the parcels as both are undeveloped. Primary access to the two parcels would be provided by the extension of SE 31st Street. This extension would also provide the connection to such services and utilities as water, sewer, power, phone, internet, and cable tv.

The Nelscott Gap Plan District indicates future road connections to the north and south of the parcels which would provide additional access and connectivity while improving the resilience of the utility network.

4. Urbanization Goal

“To promote an orderly and efficient transition of land uses from rural to urban.”

Finding: The parcels affected by the proposed map amendment and zone change are within the Urban Growth Boundary and the City limits and are zoned for residential uses. The Nelscott Gap Neighborhood Plan shows R-M zoning on Tax Lot 6100 and a significant portion of Tax Lot 200. Converting the entirety of both parcels to R-M zoning provides development options for higher density residential uses which may include workforce housing. The range of housing types supported by the R-M zone allow for an orderly and efficient transition of land uses and densities from west to east; from urban to rural. Higher density housing types, such as multi-unit dwellings, can be developed on Tax Lot 6100 and the flatter portions of Tax Lot 200 while lower density housing types, such as duplexes, can be developed on the steep portions of Tax Lot 200. The proposed amendment and zone change preserves the intended development of this land for residential uses and promotes “the orderly and efficient transition of land uses from rural to urban” which is consistent with this goal.

5. Natural Hazard Goal

“The City shall control development in hazardous areas to protect life and property from natural disasters and hazards.”

Finding: The City’s maps show no identified natural hazards on the site. The proposal is consistent with Goal 5.

6. Housing Goal

“To provide for the housing needs of all citizens.”

Finding: The Applicant proposes to convert Tax Lot 6100, which is 10.3 acres in size and Tax Lot 200, which is 20.0 acres in size, from the current Comprehensive Plan Map designation of Medium-Density Residential District to the High-Density Residential District and convert the current zoning of Single-Family Residential (R-1-7.5) to Multiple-Unit Residential (R-M). In both of these zones housing is the outright permitted use, although the permitted housing options are different for each zone. Both zones provide for the housing needs of the citizens of Lincoln City, but with different housing options.

The R-1-7.5 zone allows single-family dwellings, attached single-family dwellings, duplex dwellings, cottage housing developments, manufactured homes, residential homes, bed and breakfast accommodations and accessory uses such as guest houses, home occupations, and accessory dwelling units. The R-M zone allows attached single-unit dwellings, attached single-unit dwellings developments, cottage housing developments, duplexes, multi-unit dwellings, residential facilities, residential homes, and tiny house developments and accessory uses such as bed and breakfast accommodations, home occupations, and vacation rental dwellings.

Both zones permit attached single-family dwellings, duplex dwellings, cottage housing developments, residential homes, bed and breakfast accommodations and accessory uses such as home occupations. The R-1-7.5 zone does not permit attached single-unit dwellings developments, multi-unit dwellings, residential facilities, tiny house developments, and vacation rental dwellings. The R-M zone does not permit single-family dwellings, manufactured homes and accessory uses such as guest houses and accessory dwelling units. Given the range of housing options permitted in both zones, both zones could meet the housing needs of the citizens of Lincoln City and, as a consequence, the proposed rezoning is consistent with Goal 6.

7. Economy Goal

“To support the tourist industry and achieve a degree of diversity in the community which will allow a balanced economy that will, in turn, support an adequate level of services for all members of the area.”

Finding: The Comprehensive Plan states that the City’s primary industry is tourism and concludes that tourism will continue to function as the City’s basic industry. The request to change from one residential zone to another residential zone has some bearing on the tourist industry given the R-M zoning provides development options for higher density residential uses, which may include workforce housing. The rezoning creates opportunities for workforce housing to be built within the community; housing that could support a portion of the tourism workforce.

8. Aesthetic Goal

“To develop a livable and pleasing city which enhances man’s activities while protecting the exceptional aesthetic quality of the area.”

Finding: Landscaping standards and design standards apply to both the R-M zone and the R-1-7.5 zone. The fulfillment of the landscaping and design standards, when the parcels are developed, will satisfy LCMC Title 17, which also satisfies this goal. The request is consistent with the Aesthetic Goal.

9. Transportation Goal

“To provide a safe, convenient and rapid transportation network to facilitate the movement of goods and people.”

Finding: Primary access to the two parcels would be provided by the extension of SE 31st Street into the parcels. SE 31st Street connects directly to HWY 101, which is a principal arterial. The Nelscott Gap Plan District indicates future road connections to the north and south of the parcels which would provide additional access and connectivity. This goal is satisfied.

10. Energy Goal

“To conserve energy.”

Finding: The parcels are close to existing destinations and services and, as mentioned previously, the Nelscott Gap Plan District indicates future road connections to the north and south of the parcels which would provide additional access and connectivity to new destinations and services, including shopping, restaurants, businesses, and schools. Development within the two parcels must meet all energy and building codes. The goal is satisfied.

11. Overall Environmental Goal

“To achieve a balance between the need to provide housing and services and the need to protect and enhance the natural environment of the city.”

Finding: The city’s inventory of natural resources, including wetlands, riparian areas, fish and wildlife habitat, and aesthetic and scenic areas show there are areas of wetlands on both parcels. As part of the development process, steps will be taken to delineate the wetland boundaries and then tailor the layout of the streets, utilities, and housing to protect these resources. Development within the two parcels must meet all City, State and Federal requirements related to the protection of identified natural resources. This goal is satisfied.

12. Shoreland, Beaches, Dunes, Estuary, and Ocean Resources Goal

“To conserve, protect, and enhance the coastal resources of the city.”

Finding: The parcels do not contain any shoreland, beaches, dunes estuaries, or ocean resources and is more than 1/3 of a mile from the Pacific Ocean. Rezoning of the site will not have any impact on the City’s coastal resources; therefore, the proposed request is consistent with this goal, or this goal is not applicable.

STATEWIDE PLANNING GOALS

Goal 1 “Citizen Involvement”

“To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.”

Finding: The application for amending the comprehensive plan map and changing the zoning is available at no cost on the City’s website and is also available for public review and purchase at the counter. Staff are available to explain the proposal and technical information. The City publishes hearing notices in the local newspaper in accordance with notice requirements and mails notices to impacted property owners. The findings concerning the Comprehensive Plan Citizen Involvement are incorporated herein by this reference. Staff will make its report on the land use proposals available on the City’s website in advance of the meeting. The request is consistent with Goal 1.

Goal 2 “Land Use Planning”

“To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.”

Finding: The City Council adopted the Lincoln City Comprehensive Plan and its implementation measure, the Lincoln City Zoning Ordinance, after public hearings and has reviewed them on a periodic cycle to consider changing public policies and circumstances. Citizens and affected governmental units had opportunities for review and comment during preparation, review, and revision of the plan and implementing ordinances. Review of this proposed rezoning in accordance with the Lincoln City Comprehensive Plan and the applicable zoning ordinance provisions establishes conformance with this goal.

The proposed rezoning is consistent with the planning process and policy framework. The proposed map amendment and zone change would convert the two parcels from the Single-Unit Residential (R-1-7.5) zoned district to the Multi-Unit Residential (R-M) zoned district. Although there are no properties directly adjacent to Tax Lots 6100 and 200 that are zoned R-M, the Nelscott Gap Neighborhood Plan has designated all of Tax Lot 6100 and a significant portion of Tax Lot 200 to be converted to R-M to accommodate future development. Converting the entirety of both parcels to R-M zoning provides development options for higher density residential uses, which may include workforce housing, while facilitating the orderly and efficient development of the two parcels.

Findings concerning the Planning goal for the Lincoln City Comprehensive Plan are incorporated herein by this reference. The request is consistent with Goal 2.

Goal 3 “Agricultural Lands”

“To preserve and maintain agricultural lands.”

Finding: The area affected by the proposed rezoning is within the City’s Urban Growth Boundary. The area is currently designated and zoned for urban development and will remain as such following the proposed rezoning. The rezoning will not affect agricultural lands and, as a consequence, Goal 3 is not applicable.

Goal 4 “Forested Lands”

“To conserve forest lands by maintaining the forest land base and to protect the state’s forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.”

Finding: The two parcels affected by the proposed rezoning is within the City’s Urban Growth Boundary. The area is currently designated and zoned for urban development and will remain as

such following the proposed rezoning. The affected area does not contain any designated forest lands and, as a consequence, Goal 4 is not applicable.

Goal 5 “Open Spaces, Scenic and Historic Areas and Natural Resources”

“To protect natural resources and conserve scenic and historic areas and open spaces.”

Finding: The area affected by the proposed rezoning does not include any areas zoned Open Space or Park.

The City’s inventory of natural resources, including wetlands, riparian areas, fish and wildlife habitat, and aesthetic and scenic areas show there are areas of wetlands on both parcels. As part of the development process, steps will be taken to delineate the wetland boundaries and then tailor the layout of the streets, utilities, and housing to protect these resources. Development within the two parcels must meet all City, State and Federal requirements related to the protection of identified natural resources.

The site does not contain any structures, nor is the site listed on the National Register of Historic Places.

The findings concerning the Lincoln City Comprehensive Plan’s Overall Environmental goal, as well as the Shoreland, Beaches, Dunes, Estuary and Ocean Resources goal, are incorporated herein by this reference. The proposal is consistent with Goal 5.

Goal 6 “Air, Water and Land Resources Quality”

“To maintain and improve the quality of the air, water and land resources of the state.”

Finding: Current building and public works standards for new development require protection of these resources. When a development application is submitted for new construction on the site, the plans will be reviewed for compliance with requirements for maintaining the quality of the air, water, and land resources of the state. City standards for discharges regulate solid waste, thermal, noise, atmospheric or water pollutants, contaminants, and other waste byproducts. The findings concerning the Lincoln City Comprehensive Plan’s overall Environmental goal are incorporated herein by this reference. The proposed request is consistent with Goal 6.

Goal 7 “Areas Subject to Natural Disasters and Hazards”

“To protect people and property from natural hazards.”

Findings: City maps show no identified areas subject to natural disasters or hazards on the two parcels. The findings concerning the Lincoln City Comprehensive Plan Natural Hazard goal are incorporated herein by this reference. The proposal is consistent with Goal 7.

Goal 8 “Recreational Needs”

“To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities, including destination resorts.”

Findings: The Nelscott Gap Neighborhood Plan depicts greenways on the two parcels that coincide with the wetlands on the parcels. The Neighborhood Plan also suggests these greenways may offer opportunities for the placement of soft trails that link to the citywide trail system and nearby open space. The Neighborhood Plan also suggests the proposed local street system could provide access to the Spyglass Ridge Open Space trails, which in turn is linked to the regional trail system. New construction within the two parcels will require the protection of the wetlands and, as a consequence, the associated greenways and the proposed development plan will need to address the possible inclusion of trails within the greenways and street connections to the Spyglass Ridge Open Space. The proposal is consistent with Goal 8.

Goal 9 – “Economic Development”

“To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon’s citizens.”

Finding: The Applicant proposes to convert the current zoning of Single-Family Residential (R-1-7.5) to Multiple-Unit Residential (R-M). In both of these zones housing is the outright permitted use, although both zones allow bed and breakfast accommodations and home occupations as an accessory use. These accessory uses would not be considered economic activities vital to the health, welfare, and prosperity of the citizens of Oregon and, as a consequence, Goal 9 is not applicable to this analysis.

Goal 10 – “Housing”

“To provide for the housing needs of citizens of the state.”

Finding: The Applicant proposes to convert Tax Lot 6100, which is 10.3 acres in size and Tax Lot 200, which is 20.0 acres in size, from the current Comprehensive Plan Map designation of Medium-Density Residential District to the High-Density Residential District and convert the current zoning of Single-Family Residential (R-1-7.5) to Multiple-Unit Residential (R-M). In both of these zones housing is the outright permitted use, although the permitted housing options are different for each zone. Both zones provide for the housing needs of the citizens of Lincoln City, but with different housing options.

The R-1-7.5 zone allows single-family dwellings, attached single-family dwellings, duplex dwellings, cottage housing developments, manufactured homes, residential homes, bed and breakfast accommodations and accessory uses such as guest houses, home occupations, and accessory dwelling units. The R-M zone allows attached single-unit dwellings, attached single-unit dwellings developments, cottage housing developments, duplexes, multi-unit dwellings, residential facilities, residential homes, and tiny house developments and accessory uses such as bed and breakfast accommodations, home occupations, and vacation rental dwellings.

Both zones permit attached single-family dwellings, duplex dwellings, cottage housing developments, residential homes, and accessory uses such as home occupations. The R-1-7.5 zone does not permit attached single-unit dwellings developments, multi-unit dwellings, residential facilities, tiny house developments, and vacation rental dwellings. The R-M zone does not permit single-family dwellings, manufactured homes and accessory uses such as guest houses and accessory dwelling units. Given the range of housing options permitted in both zones, both zones could meet the housing needs of the citizens of Lincoln City.

The findings that address the City's Housing goal are incorporated herein by this reference. The proposal is consistent with Goal 10.

Goal 11 – “Public Facilities and Services”

“To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.”

Finding: There are no public services and utilities currently in place on the parcels as both are undeveloped. Primary access to the two parcels would be provided by the extension of SE 31st Street. This extension would also provide the connection to such services and utilities as water, sewer, power, phone, internet, and cable tv.

The Nelscott Gap Plan District indicates future road connections to the north and south of the parcels which would provide additional access and connectivity while improving the resilience of the utility network.

The findings concerning the City's Public Services and Utilities goal are incorporated herein by this reference. The request is consistent with Goal 11.

Goal 12 – “Transportation”

“To provide and encourage a safe, convenient and economic transportation system.”

Finding: Primary access to the two parcels would be provided by the extension of SE 31st Street into the parcels. SE 31st Street connects directly to HWY 101, which is a principal arterial. The Nelscott Gap Plan District indicates future road connections to the north and south of the parcels which would provide additional access and connectivity.

The findings concerning the City's Transportation goal are incorporated herein by this reference. The rezoning request is consistent with Goal 12.

Goal 13 – “Energy Conservation”

“To conserve energy.”

Finding: Any development on the site must meet the current building and energy codes. The proposed rezoning will not impact the requirements to meet current building and energy codes. The

findings concerning the City's Energy goal are incorporated herein by this reference. The request is consistent with Goal 13.

Goal 14 – “Urbanization”

“To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.”

Finding: The two parcels affected by the proposed rezoning are within the City's Urban Growth Boundary and currently zoned for urban housing development. The proposal does not change the City's Urban Growth Boundary, nor does it change the two parcels intended use for urban housing development. The findings concerning the City's Land Use goal, Housing goal, and Urbanization goal are incorporated herein by this reference. The proposed amendment and zone change are consistent with Goal 14.

Goal 15 – “Willamette Greenway”

“To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.”

Finding: The site is not located within the Willamette River Greenway, nor in proximity to the Willamette River Greenway and, as a consequence, Goal 15 is not applicable.

Goal 16 – “Estuarine Resources”

“To recognize and protect the unique environmental, economic, and social values of each estuary and associated wetlands; and to protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic, and social values, diversity and benefits of Oregon's estuaries.”

Finding: The proposal does not affect any areas adjacent to the Siletz Bay estuary and, as a consequence, Goal 16 is not applicable.

Goal 17 – “Coastal Shorelands”

“To conserve, protect, where appropriate, develop and where appropriate restore the resources and benefits of all coastal shorelands, recognizing their value for protection and maintenance of water quality, fish and wildlife habitat, water-dependent uses, economic resources and recreation and aesthetics. The management of these shoreland areas shall be compatible with the characteristics of the adjacent coastal waters; and to reduce the hazard to human life and property, and the adverse effects upon water quality and fish and wildlife habitat, resulting from the use and enjoyment of Oregon's coastal shorelands.”

Finding: The City's coastal shorelands are not impacted by the proposed request since the two parcels do not contain any coastal shorelands, nor are the two parcels in proximity to any coastal

shorelands. The findings concerning the City's Shoreland, Beaches, Dunes, Estuary and Ocean Resources goal are incorporated herein by this reference. Goal 17 is met or not applicable.

Goal 18 – “Beaches and Dunes”

“To conserve, protect, where appropriate develop, and where appropriate restore the resources and benefits of coastal beach and dune areas; and To reduce the hazard to human life and property from natural or man-induced actions associated with these areas.”

Finding: The proposed rezoning does not affect any areas located within a beach or active dune area. The findings concerning the City's Shoreland, Beaches, Dunes, Estuary and Ocean Resources goal are incorporated herein by this reference. Goal 18 is met or not applicable.

Goal 19: “Ocean Resources”

“To conserve marine resources and ecological functions for the purpose of providing long-term ecological, economic, and social value and benefits to future generations.”

Finding: The two parcels associated with the proposed amendment and zone change are on the dry land area of the City and, as a consequence, the proposal will not affect the near shore, ocean, and continental shelf. The findings concerning the City's Shoreland, Beaches, Dunes, Estuary and Ocean Resources goal are incorporated herein by this reference. Goal 19 is met or not applicable.

MULTI-UNIT RESIDENTIAL (R-M) ZONE CRITERIA

LCMC Section 17.20.020 lists the type of uses permitted within the zone, including:

- Attached single-unit dwellings
- Attached single-unit dwellings developments
- Cottage housing developments
- Duplexes
- Multi-unit dwellings
- Residential facilities
- Residential homes
- Tiny house developments

LCMC 17.20.030 lists the type of accessory uses permitted within the zone, including:

- Bed and breakfast accommodations
- Home occupations
- Vacation rental dwellings

If the parcels are rezoned, all new development or construction would have to meet the requirements of the R-M zone and the other regulations referenced by the zone, including among other requirements, those pertaining to design standards, landscaping, and off-street parking.

As noted previously, Tax Lot 6100 is 10.3 acres in size and Tax Lot 200 is 20.0 acres in size. The R-M zone has a minimum lot area requirement of 2,500 square feet for attached single-unit dwellings, duplexes, and multi-unit dwellings and no minimum lot area requirement for attached single-unit dwellings developments.

The R-M zone has a minimum lot width requirement of 25 feet for attached single-unit dwellings, duplexes, and multi-unit dwellings and no minimum lot width requirement for attached single-unit dwellings developments.

The R-M zone has a minimum density requirement of 15 dwelling units per net acre for attached single-unit dwellings developments and multi-unit dwellings. There is no minimum density requirement for attached single-unit dwellings and duplexes.

The R-M zone has a maximum building height requirement of 35' for attached single-unit dwellings, attached single-unit dwellings developments, and duplexes, and a maximum building height requirement of 40' for multi-unit dwellings.

The R-M zone has a minimum front porch setback requirement of 5' and front wall setback requirement of 10' for attached single-unit dwellings, attached single-unit dwellings developments, and duplexes and the front porch or front wall setback requirements for multi-unit dwellings are reduced to zero.

The R-M zone has a minimum side interior setback requirement of 5' for attached single-unit dwellings, attached single-unit dwellings developments, duplexes, and multi-unit dwellings, but the side interior setback requirement is reduced to zero for attached walls of attached single-unit dwellings and attached single-unit dwellings developments.

The R-M zone has a minimum side street setback requirement of 10' for attached single-unit dwellings, attached single-unit dwellings developments, and duplexes, but the side street setback requirement is reduced to zero for multi-unit dwellings.

The R-M zone has a maximum building coverage requirement of 35% for attached single-unit dwellings, 45% for attached single-unit dwellings developments and duplexes and 65% for multi-unit dwellings.

The R-M zone has a minimum rear setback requirement of 10' for attached single-unit dwellings, attached single-unit dwellings developments, and duplexes and 15' for multi-unit dwellings.

The two parcels meet the lot size and dimension requirements. Compliance with requirements for minimum density, maximum building height, minimum building setbacks, minimum garage setbacks, maximum building coverage, common areas, and vehicle storage space are reviewed during the development permitting process.

To: Lincoln City Planning & Community Development

Re: CPA ZC 202207 Spy Glass Ridge Zoning Change Application

The proposal to change the Comprehensive Plan Classification from Medium Density to High Density and zoning from single residential to medium residential for tax lots #200 and #6100 should be denied. Any changes to zoning of these lots are premature.

The proposed zoning changes are not needed to meet the goals of Lincoln City's Comprehensive Plan or the Nelscott Gap Neighborhood Plan. In addition, the proposed zoning changes are inconsistent or in conflict with several of the stated policies and goals of these plans. The proposed zoning would allow development that negatively affects to the local neighborhood and broader community.

Using topics listed in the Nelscott Gap Neighborhood Plan as a guide we note some of the problems with the proposed zoning changes:

- **Livability and Housing (LH):** Lincoln City's goal: "To provide for the housing needs of all citizens" is not dependent on the proposed zoning changes. It is not necessary to rezone the two parcels to either High-Density Residential District or Multiple-Unit Residential in order to meet the housing needs of the citizens of Lincoln City. Other areas are more suitable High-Density Residential development.

In addition, the proposed changes are in conflict with **LH goal 5:** "East of US 101, prohibit vacation rentals or limit them to owner-occupied or to units near where the owner lives, and limit to accessory use." High density zoning would allow and encourages building of multiple-unit structures more likely used as short term rentals and discourages building of single family homes which are more likely to be available as affordable housing and maintain livability of the neighborhood.

- **Recreation and Health (RH) RH1:** To create and maintain open spaces, parks and paths throughout the plan area for residents and visitors.
The Neighborhood Plan includes pathways between the Agnes Creek and Spyglass open spaces. The pathway within The Plan is primarily within the boundaries of Lot #6100. By increasing the density of that parcel the potential to negatively impact the development of that pathway is increased. Rather than adding density, the city should look at increasing the footprint of those connector pathways and consider expanding the Spyglass Ridge open space.

The Recreational Needs Goal listed in the Comprehensive Plan Map Amendment and Zone Change Narrative does not provide any specific analysis how this goal will be met and is therefore not satisfied.

- **Transportation Choice (TC)** The Nelscott Gap Neighborhood Plan addresses the need to create better connections, slow traffic and add parking in neighborhoods.
Increasing housing density beyond what is currently planned will increase the numbers of cars within the area beyond what is currently forecast thereby increasing the negative impacts to the neighborhood.

As noted in the application “primary access to the two parcels would be provided by the extension of SE 31st Street.” SE 31st St. is a local or quieting street and does not have the capability to function as the primary access to the two parcels. The street has poor access exiting onto Hwy 101 S and is already experiencing negative traffic effects from the extant single residential properties. With a higher density zoning, one would expect a greater number of cars and an incremental increase in traffic making things worse. Increased traffic on SE 31st St. will negatively affect safety and livability of the neighborhood.

SE 31st St does not provide adequate access and connectivity to the two parcels. Development east of SE 31st St. is only viable if the proposed SE Foothills Boulevard (connecting SE 32nd Street to SE 23rd Drive) is constructed. Construction of SE Foothills Boulevard and other road connections to the north and south of the parcels are critical to any development of east of Hwy 101 S. Until SE Foothills Boulevard and other connections become a reality, i.e., they are actually constructed and in use, any proposals to change the zoning for Lot 6100 and Lot 200 are premature and should be denied. The Transportation Goal listed in the Comprehensive Plan Map Amendment and Zone Change Narrative is not satisfied.

- **Ecology and Natural Resources items (ENR 1 -4)** regarding protection of and restoration of natural creeks and drainageways, viewsheds, steep slopes, and wetlands. The Baldy Creek basin specifically named in the Nelscott Gap Neighborhood Plan includes multiple small creeks within the parcels in the zoning change application. The plan notes the need to establish a solution for Baldy Creek and the other drainage systems in the lan area. While the Nelscott Gap Neighborhood Plan has designated a portion of the tax lots in question to be zoned R-M to accommodate future development, converting the entirety of both parcels to high density zoning will add significant negative impacts to these creeks and surrounding areas that are outside the stated policies of The Plan. **ENR4** specifically calls out the desire to: “Improve the ecological condition of Baldy Creek and associated wetlands during development and redevelopment.” High density development of the two parcels will degrade feeder drainages and wetlands and is in direct conflict with this goal.

In order to “protect and restore ecological assets” of this area we need a better and more specific understanding of the effects of local development and more broadly the potential effects of climate change. Additional consideration needs to be given to ways to minimize environmental degradation and protect the wetlands of this area. Higher housing densities translate to greater environmental degradation. The Overall Environmental Goal listed in the Comprehensive Plan Map Amendment and Zone Change Narrative fails to adequately address how natural resources, including wetlands will be protected. Stating that “steps will be taken” is not an analysis. This goal is not satisfied.

The Nelscott Gap Neighborhood Plan lays out a plan for thoughtful development of the neighborhood while protecting the character and livability of the existing neighborhoods within the larger plan area. The council should work to respect that plan and not endorse changes that are in conflict with it. We recognize that some development of the parcels in question is likely inevitable but it should be implemented in a thoughtful manner that preserves and protects the environment and maintains the

character, safety and livability of the local SE 31st St neighborhood. The proposed zoning changes are not critical to meeting City's housing needs. While we have enumerated several issues that need to be addressed before any changes are made, this is not an exhaustive list. The analysis supporting the proposed Comprehensive Plan Map amendment and zoning changes is very generalized and superficial and does not provide the level of detail or specificity to adequately evaluate the proposed changes. Any zoning changes to increase housing density of the two parcels in question is putting the cart before the horse. The requested zoning changes are premature and should be denied at this time.

Matt Sakraida
Val Sakraida
Paul Jenkins
Deb Soper
Stacey Borum
Wayne Borum


From: [PHIPPS Lisa * DLCD](#)
To: [Anne Marie Skinner](#)
Subject: Questions/Comments
Date: Thursday, June 30, 2022 11:01:22 AM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi, Anne Marie

I received the following comment regarding CPA ZC 2022-07:

Lisa, is this the site for which the local wetland protection overlay applies to non-wetland areas? The application states that the intent is to avoid wetlands. We will want to pay attention to see that this happens.

A bit of a heads up and also for some clarification.

Lisa



Lisa M. Phipps

Coastal Policy Specialist | Ocean/Coastal Services Division
Oregon Department of Land Conservation and Development
Cell: 503-812-5448 |

lisa.phipps@dlcd.oregon.gov | www.oregon.gov/LCD

Please note: I am out of the office on Fridays.

From: [BROWN Jevra * DSL](#)
To: [Anne Marie Skinner](#)
Subject: RE: CPA ZC 2022-07 Spyglass Ridge Zone Change
Date: Monday, June 13, 2022 4:24:33 PM
Attachments: [image002.png](#)
[image003.png](#)

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TAX MAP AND LOT: 07-11-22-DC-06100-00 & 07-11-22-DD-00200-00

Hi Anne Marie,

From the removal-fill viewpoint this cursorily looks like a good spot for increased proposed density facilitated by this zone change. There are limited waters and wetlands mapped on both properties so, as always, when an application for ground disturbing activities is submitted, please send a WLUN.

FYI, Clara has retired. Please change out her contact for DSL on the distribution list to SERRA Erin * DSL Erin.SERRA@dsl.oregon.gov I have already forwarded this message to Erin. As always the proprietary program will respond separately if needed.

Thanks,

[Jevra Brown, Aquatic Resource Planner](#)
 Department of State Lands
 Cell 503-580-3172

NOTE NEW EMAIL ADDRESS: Jevra.Brown@DSL.Oregon.gov

Checking for wetlands and waters? – Use the [STATEWIDE WETLANDS INVENTORY](#)

To help prevent the spread of COVID-19 many of the DSL staff are telecommuting.

From: Anne Marie Skinner <askinner@lincolncity.org>
Sent: Monday, June 13, 2022 1:48 PM
To: Department Heads <Department_Heads@lincolncity.org>; NELSON Scott <Scott.NELSON@odot.oregon.gov>; BROWN Jevra * DSL <Jevra.BROWN@dsl.oregon.gov>; TAYLOR Clara * DSL <Clara.TAYLOR@dsl.oregon.gov>; Daniel Wentz <dwentz@lincolncity.org>; Devils Lake Water Improvement District (lake.manager@dlwid.org) <lake.manager@dlwid.org>; director.nlchm (director.nlchm@gmail.com) <director.nlchm@gmail.com>; LINER Duane J <Duane.J.LINER@odot.oregon.gov>; Frederick Ulrich (fulrich@nlfr.org) <fulrich@nlfr.org>; Joshua.Lee (Joshua.Lee@PacifiCorp.com) <Joshua.Lee@PacifiCorp.com>; Katharine.A.Mott2@usace.army.mil; Lon French (lfrench@northlincolnsanitary.com) <lfrench@northlincolnsanitary.com>; Onno Husing <ohusing@co.lincoln.or.us>; pamelal (pamelal@ctsi.nsn.us) <pamelal@ctsi.nsn.us>; PHIPPS Lisa * DLCD <Lisa.PHIPPS@dlcd.oregon.gov>; Rob Dahlman <rdahlman@nlfr.org>; PARKER Ryan * OPRD <Ryan.PARKER@opr.oregon.gov>; Schurter, Andrew <Andrew.Schurter@nwnatural.com>; Scott Branchfield <sbranchfield@co.lincoln.or.us>; SPANGLER John J * ODFW <John.J.SPANGLER@odfw.oregon.gov>; surveys@co.lincoln.or.us; WILSON Derek R * ODFW <Derek.R.WILSON@odfw.oregon.gov>
Subject: CPA ZC 2022-07 Spyglass Ridge Zone Change

Hello,

Attached please find a comprehensive plan map amendment and zone map change from R-1-7.5 (Single-Unit Residential) to R-M (Multiple-Unit Residential). The public hearings are scheduled with Planning Commission on July 19th and City Council on August 22nd.

Please provide me with any comments by June 30, 2022. No response is necessary if you do not have any comments.



Anne Marie Skinner

DIRECTOR

City of Lincoln City | Planning & Community Development
801 SW Hwy 101 | PO Box 50 | Lincoln City, OR
P: 541.996.1228
E: askinner@LincolnCity.org | W: LincolnCity.org

From: [Alison Robertson](#)
To: [Anne Marie Skinner](#)
Cc: [Department Heads](#); [Brian.S.NELSON \(Brian.S.NELSON@odot.state.or.us\)](#); [BROWN Jevra * DSL](#); [Clara Taylor \(clara.taylor@dsl.oregon.gov\)](#); [Daniel Wentz](#); [Devils Lake Water Improvement District \(lake.manager@dlwid.org\)](#); [director.nlchm \(director.nlchm@gmail.com\)](#); [duane.j.liner \(duane.j.liner@odot.state.or.us\)](#); [Frederick Ulrich \(fulrich@nlfr.org\)](#); [Joshua.Lee \(Joshua.Lee@PacifiCorp.com\)](#); [Katharine.A.Mott2@usace.army.mil](#); [Lon French \(lfrench@northlincolnsanitary.com\)](#); [Onno Husing](#); [pamelal \(pamelal@ctsi.nsn.us\)](#); [PHIPPS Lisa * DLCD \(Lisa.PHIPPS@dlcd.oregon.gov\)](#); [Rob Dahlman](#); [Ryan Parker \(ryan.parker@opr.oregon.gov\)](#); [Schurter, Andrew](#); [Scott Branchfield](#); [SPANGLER John J * ODFW](#); [surveys@co.lincoln.or.us](#); [WILSON Derek R * ODFW](#)
Subject: RE: CPA ZC 2022-07 Spyglass Ridge Zone Change
Date: Tuesday, June 14, 2022 9:39:28 AM
Attachments: [image001.png](#)

Hi Anne Marie,

I would like to emphasize in my earlier comment, Lincoln City needs more housing units for the local workforce at all income levels. While Vacation Rental Dwellings (VRDs) are an important component to visitor lodging options, where undeveloped larger (for Lincoln City) land parcels have an opportunity to create residential communities needed to support the local tourism-based economy, I believe workforce housing is a higher need than additional VRD units. For that reason I humbly suggest not allowing VRDs in new residential construction greater than one unit, which would be the case for parcels involved in this re-zone application.

Best regards,

Alison



Alison Robertson, AICP, LEED AP
DIRECTOR

City of Lincoln City | Urban Renewal & Economic Development
 801 SW Hwy 101 | PO Box 50 | Lincoln City, OR
 P: 541.996.1207
 E: ARobertson@LincolnCity.org | W: LincolnCity.org

From: Alison Robertson
Sent: Monday, June 13, 2022 3:02 PM
To: Anne Marie Skinner <askinner@lincolncity.org>
Cc: Department Heads <Department_Heads@lincolncity.org>; [Brian.S.NELSON \(Brian.S.NELSON@odot.state.or.us\)](#) <Brian.S.NELSON@odot.state.or.us>; [BROWN Jevra * DSL](#) <Jevra.BROWN@dsl.oregon.gov>; [Clara Taylor \(clara.taylor@dsl.oregon.gov\)](#) <clara.taylor@dsl.oregon.gov>; [Daniel Wentz](#) <dwentz@lincolncity.org>; [Devils Lake Water Improvement District \(lake.manager@dlwid.org\)](#) <lake.manager@dlwid.org>; [director.nlchm \(director.nlchm@gmail.com\)](#) <director.nlchm@gmail.com>; [duane.j.liner \(duane.j.liner@odot.state.or.us\)](#) <duane.j.liner@odot.state.or.us>; [Frederick Ulrich \(fulrich@nlfr.org\)](#) <fulrich@nlfr.org>; [Joshua.Lee \(Joshua.Lee@PacifiCorp.com\)](#)

<Joshua.Lee@PacifiCorp.com>; Katharine.A.Mott2@usace.army.mil; Lon French (lfrench@northlincolnsanitary.com) <lfrench@northlincolnsanitary.com>; Onno Husing <ohusing@co.lincoln.or.us>; pamelal (pamelal@ctsi.nsn.us) <pamelal@ctsi.nsn.us>; PHIPPS Lisa * DLCD (Lisa.PHIPPS@dlcd.oregon.gov) <Lisa.PHIPPS@dlcd.oregon.gov>; Rob Dahlman <rdahlman@nlfr.org>; Ryan Parker (ryan.parker@opr.oregon.gov) <ryan.parker@opr.oregon.gov>; Schurter, Andrew <Andrew.Schurter@hwnatural.com>; Scott Branchfield <sbranchfield@co.lincoln.or.us>; SPANGLER John J * ODFW <John.J.SPANGLER@odfw.oregon.gov>; surveys@co.lincoln.or.us; WILSON Derek R * ODFW <Derek.R.WILSON@odfw.oregon.gov>

Subject: RE: CPA ZC 2022-07 Spyglass Ridge Zone Change

Hi Anne Marie,

Ec Dev staff support this re-zone which sounds like it would further housing objectives by allowing a greater number of residential units; the Lincoln City and surrounding areas need more housing units for the local workforce at all income levels.

I'm not sure if there's any way to incorporate into the planning of the future development, for the concept road outlined in the 2017 Nelscott Gap Neighborhood Plan. In that Plan, the road is called Foothills Blvd., but in reality it would be called SE Lee Avenue (between SE 23rd Drive and SE 32nd Street). If I remember correctly, the 2015 Transportation System Plan discusses the need for new roads/improvement of existing roads to create route alternatives to Highway 101. This section would be vital to implement this connection-route in concept and if not accommodated through this property, could render the SE Lee Avenue road concept unbuildable (as it would have to take a longer route outside of the Urban Growth Boundary).

Thank you for the opportunity to provide input.

Best regards,
Alison



Alison Robertson, AICP, LEED AP
DIRECTOR

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P: 541.996.1207
E: ARobertson@LincolnCity.org | W: LincolnCity.org

From: Anne Marie Skinner <askinner@lincolncity.org>

Sent: Monday, June 13, 2022 1:48 PM

To: Department Heads <Department_Heads@lincolncity.org>; Brian.S.NELSON (Brian.S.NELSON@odot.state.or.us) <Brian.S.NELSON@odot.state.or.us>; BROWN Jevra * DSL <Jevra.BROWN@dsl.oregon.gov>; Clara Taylor (clara.taylor@dsl.oregon.gov) <clara.taylor@dsl.oregon.gov>; Daniel Wentz <dwentz@lincolncity.org>; Devils Lake Water Improvement District (lake.manager@dlwid.org) <lake.manager@dlwid.org>; director.nlchm (director.nlchm@gmail.com) <director.nlchm@gmail.com>; duane.j.liner (duane.j.liner@odot.state.or.us) <duane.j.liner@odot.state.or.us>; Frederick Ulrich (fulrich@nlfr.org) <fulrich@nlfr.org>; Joshua.Lee (Joshua.Lee@PacifiCorp.com) <Joshua.Lee@PacifiCorp.com>; Katharine.A.Mott2@usace.army.mil; Lon French (lfrench@northlincolnsanitary.com) <lfrench@northlincolnsanitary.com>; Onno Husing <ohusing@co.lincoln.or.us>; pamelal (pamelal@ctsi.nsn.us) <pamelal@ctsi.nsn.us>; PHIPPS Lisa * DLCDC (Lisa.PHIPPS@dlcd.oregon.gov) <Lisa.PHIPPS@dlcd.oregon.gov>; Rob Dahlman <rdahlman@nlfr.org>; Ryan Parker (ryan.parker@opr.oregon.gov) <ryan.parker@opr.oregon.gov>; Schurter, Andrew <Andrew.Schurter@nwnatural.com>; Scott Branchfield <sbranchfield@co.lincoln.or.us>; SPANGLER John J * ODFW <John.J.SPANGLER@odfw.oregon.gov>; surveys@co.lincoln.or.us; WILSON Derek R * ODFW <Derek.R.WILSON@odfw.oregon.gov>

Subject: CPA ZC 2022-07 Spyglass Ridge Zone Change

Hello,

Attached please find a comprehensive plan map amendment and zone map change from R-1-7.5 (Single-Unit Residential) to R-M (Multiple-Unit Residential). The public hearings are scheduled with Planning Commission on July 19th and City Council on August 22nd.

Please provide me with any comments by June 30, 2022. No response is necessary if you do not have any comments.



Anne Marie Skinner
DIRECTOR

City of Lincoln City | Planning & Community Development
801 SW Hwy 101 | PO Box 50 | Lincoln City, OR
P: 541.996.1228
E: askinner@LincolnCity.org | W: LincolnCity.org

From: [Alison Robertson](#)
To: [Anne Marie Skinner](#)
Cc: [Department Heads](#); [Brian.S.NELSON \(Brian.S.NELSON@odot.state.or.us\)](#); [BROWN Jevra * DSL](#); [Clara Taylor \(clara.taylor@dsl.oregon.gov\)](#); [Daniel Wentz](#); [Devils Lake Water Improvement District \(lake.manager@dlwid.org\)](#); [director.nlchm \(director.nlchm@gmail.com\)](#); [duane.j.liner \(duane.j.liner@odot.state.or.us\)](#); [Frederick Ulrich \(fulrich@nlfr.org\)](#); [Joshua.Lee \(Joshua.Lee@PacifiCorp.com\)](#); [Katharine.A.Mott2@usace.army.mil](#); [Lon French \(lfrench@northlincolnsanitary.com\)](#); [Onno Husing](#); [pamelal \(pamelal@ctsi.nsn.us\)](#); [PHIPPS Lisa * DLCD \(Lisa.PHIPPS@dlcd.oregon.gov\)](#); [Rob Dahlman](#); [Ryan Parker \(ryan.parker@opr.oregon.gov\)](#); [Schurter, Andrew](#); [Scott Branchfield](#); [SPANGLER John J * ODFW](#); [surveys@co.lincoln.or.us](#); [WILSON Derek R * ODFW](#)
Subject: RE: CPA ZC 2022-07 Spyglass Ridge Zone Change
Date: Monday, June 13, 2022 3:02:06 PM
Attachments: [image001.png](#)

Hi Anne Marie,

Ec Dev staff support this re-zone which sounds like it would further housing objectives by allowing a greater number of residential units; the Lincoln City and surrounding areas need more housing units for the local workforce at all income levels.

I'm not sure if there's any way to incorporate into the planning of the future development, for the concept road outlined in the 2017 Nelscott Gap Neighborhood Plan. In that Plan, the road is called Foothills Blvd., but in reality it would be called SE Lee Avenue (between SE 23rd Drive and SE 32nd Street). If I remember correctly, the 2015 Transportation System Plan discusses the need for new roads/improvement of existing roads to create route alternatives to Highway 101. This section would be vital to implement this connection-route in concept and if not accommodated through this property, could render the SE Lee Avenue road concept unbuildable (as it would have to take a longer route outside of the Urban Growth Boundary).

Thank you for the opportunity to provide input.

Best regards,

Alison



Alison Robertson, AICP, LEED AP
DIRECTOR

City of Lincoln City | Urban Renewal & Economic Development
 801 SW Hwy 101 | PO Box 50 | Lincoln City, OR
 P: 541.996.1207
 E: ARobertson@LincolnCity.org | W: LincolnCity.org

From: Anne Marie Skinner <askinner@lincolncity.org>

Sent: Monday, June 13, 2022 1:48 PM

To: Department Heads <Department_Heads@lincolncity.org>; Brian.S.NELSON

(Brian.S.NELSON@odot.state.or.us) <Brian.S.NELSON@odot.state.or.us>; BROWN Jevra * DSL <Jevra.BROWN@dsl.oregon.gov>; Clara Taylor (clara.taylor@dsl.oregon.gov) <clara.taylor@dsl.oregon.gov>; Daniel Wentz <dwentz@lincolncity.org>; Devils Lake Water Improvement District (lake.manager@dlwid.org) <lake.manager@dlwid.org>; director.nlchm (director.nlchm@gmail.com) <director.nlchm@gmail.com>; duane.j.liner (duane.j.liner@odot.state.or.us) <duane.j.liner@odot.state.or.us>; Frederick Ulrich (fulrich@nlfr.org) <fulrich@nlfr.org>; Joshua.Lee (Joshua.Lee@PacifiCorp.com) <Joshua.Lee@PacifiCorp.com>; Katharine.A.Mott2@usace.army.mil; Lon French (lfrench@northlincolnsanitary.com) <lfrench@northlincolnsanitary.com>; Onno Husing <ohusing@co.lincoln.or.us>; pamelal (pamelal@ctsi.nsn.us) <pamelal@ctsi.nsn.us>; PHIPPS Lisa * DLCD (Lisa.PHIPPS@dlcd.oregon.gov) <Lisa.PHIPPS@dlcd.oregon.gov>; Rob Dahlman <rdahlman@nlfr.org>; Ryan Parker (ryan.parker@opr.oregon.gov) <ryan.parker@opr.oregon.gov>; Schurter, Andrew <Andrew.Schurter@nwnatural.com>; Scott Branchfield <sbranchfield@co.lincoln.or.us>; SPANGLER John J * ODFW <John.J.SPANGLER@odfw.oregon.gov>; surveys@co.lincoln.or.us; WILSON Derek R * ODFW <Derek.R.WILSON@odfw.oregon.gov>

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Anne Marie Skinner
DIRECTOR

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P: 541.996.1228
E: askinner@LincolnCity.org | W: LincolnCity.org

From: [Rob Dahlman](#)
To: [Anne Marie Skinner](#)
Subject: RE: CPA ZC 2022-07 Spyglass Ridge Zone Change
Date: Monday, June 13, 2022 5:14:57 PM
Attachments: [image004.png](#)

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Left you a VM. I will be in the office early tomorrow then in Newport all day. According to the Tax Code, 414, it lists "Urban Ren Lcity" and is currently collecting 0.0824. This might be expiring?

This area is what is considered "Unprotected Area" and may be subject to the Oregon Department of Forestry "Forestland Classification".

This is a fee assessed to protect forest land and is usually 10 acres or more.

There are no structures in these parcels.

NLFR would not respond unless requested by ODF and only as mutual aid.

Now if the fire was moving into land and structures we did protect, we would do our best to prevent that.

Rob

Rob Dahlman
 Fire Chief
 North Lincoln Fire & Rescue District #1
 PO Box 200
 Lincoln City, OR 97367
 541.996.2233 Office
 541.992.4233 Cell
rdahlman@nlfr.org



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From: Anne Marie Skinner <askinner@lincolncity.org>
Sent: Monday, June 13, 2022 4:52 PM
To: Rob Dahlman <rdahlman@nlfr.org>
Subject: RE: CPA ZC 2022-07 Spyglass Ridge Zone Change

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Hi Rob,

There is not an urban renewal district established for this area. There are plans for one in a few years, but nothing right now.

Who responds in case of a fire?



Anne Marie Skinner

DIRECTOR

City of Lincoln City | Planning & Community Development
801 SW Hwy 101 | PO Box 50 | Lincoln City, OR
P: 541.996.1228
E: askinner@LincolnCity.org | W: LincolnCity.org

From: Rob Dahlman <rdahlman@nlfr.org>

Sent: Monday, June 13, 2022 4:43 PM

To: Anne Marie Skinner <askinner@lincolncity.org>; Department Heads <Department_Heads@lincolncity.org>; Brian.S.NELSON (Brian.S.NELSON@odot.state.or.us) <Brian.S.NELSON@odot.state.or.us>; BROWN Jevra * DSL <Jevra.BROWN@dsl.oregon.gov>; Clara Taylor (clara.taylor@dsl.oregon.gov) <clara.taylor@dsl.oregon.gov>; Daniel Wentz <dwentz@lincolncity.org>; Devils Lake Water Improvement District (lake.manager@dlwid.org) <lake.manager@dlwid.org>; director.nlchm (director.nlchm@gmail.com) <director.nlchm@gmail.com>; duane.j.liner (duane.j.liner@odot.state.or.us) <duane.j.liner@odot.state.or.us>; Frederick Ulrich <fulrich@nlfr.org>; Joshua.Lee (Joshua.Lee@PacifiCorp.com) <Joshua.Lee@PacifiCorp.com>; Katharine.A.Mott2@usace.army.mil; Lon French (lfrench@northlincolnsanitary.com) <lfrench@northlincolnsanitary.com>; Onno Husing <ohusing@co.lincoln.or.us>; pamelal (pamelal@ctsi.nsn.us) <pamelal@ctsi.nsn.us>; PHIPPS Lisa * DLCD (Lisa.PHIPPS@dlcd.oregon.gov) <Lisa.PHIPPS@dlcd.oregon.gov>; Ryan Parker (ryan.parker@opr.oregon.gov) <ryan.parker@opr.oregon.gov>; Schurter, Andrew <Andrew.Schurter@nwnatural.com>; Scott Branchfield <sbranchfield@co.lincoln.or.us>; SPANGLER John J * ODFW <John.J.SPANGLER@odfw.oregon.gov>; surveys@co.lincoln.or.us; WILSON Derek R * ODFW <Derek.R.WILSON@odfw.oregon.gov>

Subject: RE: CPA ZC 2022-07 Spyglass Ridge Zone Change

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Anne Marie,

Neither of these properties lie within the boundaries of North Lincoln Fire & Rescue. It also appears that they are currently in an Urban Renewal District and therefore ineligible to pay for fire protection within the NLFR taxing District.

The District has no objection to a zone change however, they would not be eligible for fire protection and the District would not be interested in annexing because of their inability to pay for services.

Chief Dahlman

Rob Dahlman
Fire Chief
North Lincoln Fire & Rescue District #1
PO Box 200
Lincoln City, OR 97367
541.996.2233 Office
541.992.4233 Cell
rdahlman@nlfr.org



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From: Anne Marie Skinner <askinner@lincolncity.org>

Sent: Monday, June 13, 2022 1:48 PM

To: Department Heads <Department_Heads@lincolncity.org>; Brian.S.NELSON (<Brian.S.NELSON@odot.state.or.us> <Brian.S.NELSON@odot.state.or.us>); BROWN Jevra * DSL (<Jevra.BROWN@dsl.oregon.gov> <Jevra.BROWN@dsl.oregon.gov>); Clara Taylor (<clara.taylor@dsl.oregon.gov> <clara.taylor@dsl.oregon.gov>); Daniel Wentz (<dwentz@lincolncity.org> <dwentz@lincolncity.org>); Devils Lake Water Improvement District (<lake.manager@dlwid.org> <lake.manager@dlwid.org>); director.nlchm (<director.nlchm@gmail.com> <director.nlchm@gmail.com>); duane.j.liner (<duane.j.liner@odot.state.or.us> <duane.j.liner@odot.state.or.us>); Frederick Ulrich (<fulrich@nlfr.org> <fulrich@nlfr.org>); Joshua.Lee (<Joshua.Lee@PacifiCorp.com> <Joshua.Lee@PacifiCorp.com>); Katharine.A.Mott2@usace.army.mil (<Katharine.A.Mott2@usace.army.mil> <Katharine.A.Mott2@usace.army.mil>); Lon French (<lfrench@northlincolnsanitary.com> <lfrench@northlincolnsanitary.com>); Onno Husing (<ohusing@co.lincoln.or.us> <ohusing@co.lincoln.or.us>); pamelal (<pamelal@ctsi.nsn.us> <pamelal@ctsi.nsn.us>); PHIPPS Lisa * DLCD (<Lisa.PHIPPS@dlcd.oregon.gov> <Lisa.PHIPPS@dlcd.oregon.gov>); Rob Dahlman (<rdahlman@nlfr.org> <rdahlman@nlfr.org>); Ryan Parker (<ryan.parker@opr.oregon.gov> <ryan.parker@opr.oregon.gov>); Schurter, Andrew (<Andrew.Schurter@nwnatural.com> <Andrew.Schurter@nwnatural.com>); Scott Branchfield (<sbranchfield@co.lincoln.or.us> <sbranchfield@co.lincoln.or.us>); SPANGLER John J * ODFW (<John.J.SPANGLER@odfw.oregon.gov> <John.J.SPANGLER@odfw.oregon.gov>); surveys@co.lincoln.or.us; WILSON Derek R * ODFW (<Derek.R.WILSON@odfw.oregon.gov> <Derek.R.WILSON@odfw.oregon.gov>)

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DIRECTOR

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P: 541.996.1228
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From: [Abigail Edwards](#)
To: [Anne Marie Skinner](#)
Subject: RE: CPA ZC 2022-07 Spyglass Ridge Zone Change
Date: Tuesday, June 14, 2022 5:58:34 PM
Attachments: [image001.png](#)

Anne Marie,

I would echo what Alison said—the need for affordable housing/workforce housing has come up repeatedly in union negotiations. One of the biggest drivers for their salary proposals is affordability for housing here in Lincoln City.

Thanks!
 Abby



Abigail Edwards
 H.R. Director

City of Lincoln City | Administration
 801 SW Hwy 101 | PO Box 50 | Lincoln City, OR
 P: 541.996.1201 | C: 541.921.0840
 E: aedwards@lincolncity.org | W: LincolnCity.org

From: Anne Marie Skinner <askinner@lincolncity.org>
Sent: Tuesday, June 14, 2022 10:06 AM
To: Alison Robertson <arobertson@lincolncity.org>
Cc: Department Heads <Department_Heads@lincolncity.org>; Brian.S.NELSON (Brian.S.NELSON@odot.state.or.us) <Brian.S.NELSON@odot.state.or.us>; BROWN Jevra * DSL <Jevra.BROWN@dsl.oregon.gov>; Clara Taylor (clara.taylor@dsl.oregon.gov) <clara.taylor@dsl.oregon.gov>; Daniel Wentz <dwentz@lincolncity.org>; Devils Lake Water Improvement District (lake.manager@dlwid.org) <lake.manager@dlwid.org>; director.nlchm (director.nlchm@gmail.com) <director.nlchm@gmail.com>; duane.j.liner (duane.j.liner@odot.state.or.us) <duane.j.liner@odot.state.or.us>; Joshua.Lee (Joshua.Lee@PacifiCorp.com) <Joshua.Lee@PacifiCorp.com>; Katharine.A.Mott2@usace.army.mil; Lon French (lfrench@northlincolnsanitary.com) <lfrench@northlincolnsanitary.com>; pamelal (pamelal@ctsi.nsn.us) <pamelal@ctsi.nsn.us>; PHIPPS Lisa * DLCD (Lisa.PHIPPS@dlcd.oregon.gov) <Lisa.PHIPPS@dlcd.oregon.gov>; Rob Dahlman <rdahlman@nlfr.org>; Ryan Parker (ryan.parker@opr.oregon.gov) <ryan.parker@opr.oregon.gov>; Schurter, Andrew <Andrew.Schurter@nwnatural.com>; Scott Branchfield <sbranchfield@co.lincoln.or.us>; SPANGLER

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Subject: RE: CPA ZC 2022-07 Spyglass Ridge Zone Change

Thank you for your additional comments and clarification. I have added this email to the project file.



Anne Marie Skinner
DIRECTOR

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E: askinner@LincolnCity.org | W: LincolnCity.org

From: Alison Robertson <arobertson@lincolncity.org>
Sent: Tuesday, June 14, 2022 9:39 AM
To: Anne Marie Skinner <askinner@lincolncity.org>
Cc: Department Heads <Department_Heads@lincolncity.org>; Brian.S.NELSON (<Brian.S.NELSON@odot.state.or.us> <Brian.S.NELSON@odot.state.or.us>); BROWN Jevra * DSL (<Jevra.BROWN@dsl.oregon.gov> <Jevra.BROWN@dsl.oregon.gov>); Clara Taylor (<clara.taylor@dsl.oregon.gov> <clara.taylor@dsl.oregon.gov>); Daniel Wentz (<dwentz@lincolncity.org> <dwentz@lincolncity.org>); Devils Lake Water Improvement District (<lake.manager@dlwid.org> <lake.manager@dlwid.org>); director.nlchm (<director.nlchm@gmail.com> <director.nlchm@gmail.com>); duane.j.liner (<duane.j.liner@odot.state.or.us> <duane.j.liner@odot.state.or.us>); Frederick Ulrich (<fulrich@nlfr.org> <fulrich@nlfr.org>); Joshua.Lee (<Joshua.Lee@PacifiCorp.com> <Joshua.Lee@PacifiCorp.com>); Katharine.A.Mott2@usace.army.mil; Lon French (<lfrench@northlincolnsanitary.com> <lfrench@northlincolnsanitary.com>); Onno Husing (<ohusing@co.lincoln.or.us> <ohusing@co.lincoln.or.us>); pamelal (<pamelal@ctsi.nsn.us> <pamelal@ctsi.nsn.us>); PHIPPS Lisa * DLCDC (<Lisa.PHIPPS@dlcd.oregon.gov> <Lisa.PHIPPS@dlcd.oregon.gov>); Rob Dahlman (<rdahlman@nlfr.org> <rdahlman@nlfr.org>); Ryan Parker (<ryan.parker@opr.oregon.gov> <ryan.parker@opr.oregon.gov>); Schurter, Andrew (<Andrew.Schurter@nwnatural.com> <Andrew.Schurter@nwnatural.com>); Scott Branchfield (<sbranchfield@co.lincoln.or.us> <sbranchfield@co.lincoln.or.us>); SPANGLER John J * ODFW (<John.J.SPANGLER@odfw.oregon.gov> <John.J.SPANGLER@odfw.oregon.gov>); surveys@co.lincoln.or.us; WILSON Derek R * ODFW (<Derek.R.WILSON@odfw.oregon.gov> <Derek.R.WILSON@odfw.oregon.gov>)
Subject: RE: CPA ZC 2022-07 Spyglass Ridge Zone Change

Hi Anne Marie,

I would like to emphasize in my earlier comment, Lincoln City needs more housing units for the local workforce at all income levels. While Vacation Rental Dwellings (VRDs) are an important component to visitor lodging options, where undeveloped larger (for Lincoln City) land parcels have an

opportunity to create residential communities needed to support the local tourism-based economy, I believe workforce housing is a higher need than additional VRD units. For that reason I humbly suggest not allowing VRDs in new residential construction greater than one unit, which would be the case for parcels involved in this re-zone application.

Best regards,
Alison



Alison Robertson, AICP, LEED AP
DIRECTOR

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Sent: Monday, June 13, 2022 3:02 PM

To: Anne Marie Skinner <askinner@lincolncity.org>

Cc: Department Heads <Department_Heads@lincolncity.org>; Brian.S.NELSON (<Brian.S.NELSON@odot.state.or.us> <Brian.S.NELSON@odot.state.or.us>); BROWN Jevra * DSL (<Jevra.BROWN@dsl.oregon.gov> <Jevra.BROWN@dsl.oregon.gov>); Clara Taylor (<clara.taylor@dsl.oregon.gov> <clara.taylor@dsl.oregon.gov>); Daniel Wentz (<dwentz@lincolncity.org> <dwentz@lincolncity.org>); Devils Lake Water Improvement District (<lake.manager@dlwid.org> <lake.manager@dlwid.org>); director.nlchm (<director.nlchm@gmail.com> <director.nlchm@gmail.com>); duane.j.liner (<duane.j.liner@odot.state.or.us> <duane.j.liner@odot.state.or.us>); Frederick Ulrich (<fulrich@nlfr.org> <fulrich@nlfr.org>); Joshua.Lee (<Joshua.Lee@PacifiCorp.com> <Joshua.Lee@PacifiCorp.com>); Katharine.A.Mott2@usace.army.mil; Lon French (<lfrench@northlincolnsanitary.com> <lfrench@northlincolnsanitary.com>); Onno Husing (<ohusing@co.lincoln.or.us> <ohusing@co.lincoln.or.us>); pamelal (<pamelal@ctsi.nsn.us> <pamelal@ctsi.nsn.us>); PHIPPS Lisa * DLCD (<Lisa.PHIPPS@dlcd.oregon.gov> <Lisa.PHIPPS@dlcd.oregon.gov>); Rob Dahlman (<rdahlman@nlfr.org> <rdahlman@nlfr.org>); Ryan Parker (<ryan.parker@opr.oregon.gov> <ryan.parker@opr.oregon.gov>); Schurter, Andrew (<Andrew.Schurter@nwnatural.com> <Andrew.Schurter@nwnatural.com>); Scott Branchfield (<sbranchfield@co.lincoln.or.us> <sbranchfield@co.lincoln.or.us>); SPANGLER John J * ODFW (<John.J.SPANGLER@odfw.oregon.gov> <John.J.SPANGLER@odfw.oregon.gov>); surveys@co.lincoln.or.us; WILSON Derek R * ODFW (<Derek.R.WILSON@odfw.oregon.gov> <Derek.R.WILSON@odfw.oregon.gov>)

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Thank you for the opportunity to provide input.

Best regards,

Alison



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Branchfield <sbranchfield@co.lincoln.or.us>; SPANGLER John J * ODFW
<John.J.SPANGLER@odfw.oregon.gov>; surveys@co.lincoln.or.us; WILSON Derek R * ODFW
<Derek.R.WILSON@odfw.oregon.gov>

Subject: CPA ZC 2022-07 Spyglass Ridge Zone Change

Hello,

Attached please find a comprehensive plan map amendment and zone map change from R-1-7.5 (Single-Unit Residential) to R-M (Multiple-Unit Residential). The public hearings are scheduled with Planning Commission on July 19th and City Council on August 22nd.

Please provide me with any comments by June 30, 2022. No response is necessary if you do not have any comments.



Anne Marie Skinner
DIRECTOR

City of Lincoln City | Planning & Community Development
801 SW Hwy 101 | PO Box 50 | Lincoln City, OR
P: 541.996.1228
E: askinner@LincolnCity.org | W: LincolnCity.org

From: Anne Marie Skinner
To: ["FELDMANN James"](#)
Cc: [LINER Duane J](#)
Subject: RE: Yes_Schwab
Date: Thursday, June 16, 2022 8:49:00 AM
Attachments: [image001.png](#)

The TIS will be required as part of the preliminary plat/development review application, rather than the zone change application.

The code section for TIS is 17.52.300.

Remember also that for amendments to the comprehensive plan and comprehensive plan map, proposals must be consistent with provisions in the Oregon Transportation Planning rule, OAR 660-012-0060.



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From: FELDMANN James <James.FELDMANN@odot.oregon.gov>
Sent: Thursday, June 16, 2022 8:32 AM
To: Anne Marie Skinner <askinner@lincolncity.org>
Cc: LINER Duane J <Duane.J.LINER@odot.oregon.gov>
Subject: FW: Yes_Schwab

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Hi Anne Marie,

I reviewed CPA ZC 2022-07 Spyglass Ridge Zone Change and the Goal 12 discussion only describes access to US101 and the future local street network without mention of a traffic impact study and without TPR compliance analysis (significant effect). Is the City not requiring a TIS or is the City considering this project exempt from the TPR analysis? Otherwise, I'd expect those to evaluate the application.

By the way, the TSP appendix refers to LCMC 17.88 on Amendments but that was repealed. If there's

other guidance I should look to on that, could you point that out?

Thank you,
James

James Feldmann AICP | Sr Transportation Planner

ODOT Region 2 Area 4 | Lincoln Benton Linn County
Corvallis Office | 541-257-7669

From: ODOT Reg 2 Planning Manager <ODOTR2PLANMGR@odot.oregon.gov>
Sent: Tuesday, June 14, 2022 11:24 AM
To: NELSON Scott <Scott.NELSON@odot.oregon.gov>; FELDMANN James <James.FELDMANN@odot.oregon.gov>
Cc: ODOT Reg 2 Planning Manager <ODOTR2PLANMGR@odot.oregon.gov>; LINER Duane J <Duane.J.LINER@odot.oregon.gov>
Subject: RE: Yes_Schwab

Done – ne DRS Case 12619

From: NELSON Scott <Scott.NELSON@odot.oregon.gov>
Sent: Tuesday, June 14, 2022 8:04 AM
To: FELDMANN James <James.FELDMANN@odot.oregon.gov>
Cc: ODOT Reg 2 Planning Manager <ODOTR2PLANMGR@odot.oregon.gov>; LINER Duane J <Duane.J.LINER@odot.oregon.gov>
Subject: Yes_Schwab

Doug, please create a DRS file for this zone change request. James will be the lead.

Thanks
Scott

From: Anne Marie Skinner <askinner@lincolncity.org>
Sent: Monday, June 13, 2022 1:48 PM
To: Department Heads <Department_Heads@lincolncity.org>; NELSON Scott <Scott.NELSON@odot.oregon.gov>; BROWN Jevra * DSL <Jevra.BROWN@dsl.oregon.gov>; Clara Taylor <clara.taylor@dsl.oregon.gov> <clara.taylor@dsl.oregon.gov>; Daniel Wentz <dwentz@lincolncity.org>; Devils Lake Water Improvement District <lake.manager@dlwid.org> <lake.manager@dlwid.org>; director.nlchm <director.nlchm@gmail.com> <director.nlchm@gmail.com>; LINER Duane J <Duane.J.LINER@odot.oregon.gov>; Frederick Ulrich <fulrich@nlfr.org> <fulrich@nlfr.org>; Joshua.Lee <Joshua.Lee@PacifiCorp.com> <Joshua.Lee@PacifiCorp.com>; Katharine.A.Mott2@usace.army.mil; Lon French <lfrench@northlincolnsanitary.com> <lfrench@northlincolnsanitary.com>; Onno Husing

<ohusing@co.lincoln.or.us>; pamelal (pamelal@ctsi.nsn.us) <pamelal@ctsi.nsn.us>; PHIPPS Lisa * DLCDC <Lisa.PHIPPS@dlcd.oregon.gov>; Rob Dahlman <rdahlman@nlfr.org>; PARKER Ryan * OPRD <Ryan.PARKER@opr.oregon.gov>; Schurter, Andrew <Andrew.Schurter@nwnatural.com>; Scott Branchfield <sbranchfield@co.lincoln.or.us>; SPANGLER John J * ODFW <John.J.SPANGLER@odfw.oregon.gov>; surveys@co.lincoln.or.us; WILSON Derek R * ODFW <Derek.R.WILSON@odfw.oregon.gov>

Subject: CPA ZC 2022-07 Spyglass Ridge Zone Change

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

Hello,

Attached please find a comprehensive plan map amendment and zone map change from R-1-7.5 (Single-Unit Residential) to R-M (Multiple-Unit Residential). The public hearings are scheduled with Planning Commission on July 19th and City Council on August 22nd.

Please provide me with any comments by June 30, 2022. No response is necessary if you do not have any comments.



Anne Marie Skinner
DIRECTOR

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801 SW Hwy 101 | PO Box 50 | Lincoln City, OR
P: 541.996.1228
E: askinner@LincolnCity.org | W: LincolnCity.org

From: Anne Marie Skinner
To: ["Matthew Sakraida"](#)
Subject: RE: CPA & ZC 2022-07 Spyglass Ridge
Date: Thursday, July 14, 2022 9:19:00 AM
Attachments: [image001.png](#)

The comments have been added to the file.

For your information, the public hearing has been continued to August 16, 2022.



Anne Marie Skinner
DIRECTOR

City of Lincoln City | Planning & Community Development
801 SW Hwy 101 | PO Box 50 | Lincoln City, OR
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From: Matthew Sakraida [REDACTED]
Sent: Wednesday, July 13, 2022 6:10 PM
To: Anne Marie Skinner <askinner@lincolncity.org>
Subject: CPA & ZC 2022-07 Spyglass Ridge
Importance: High

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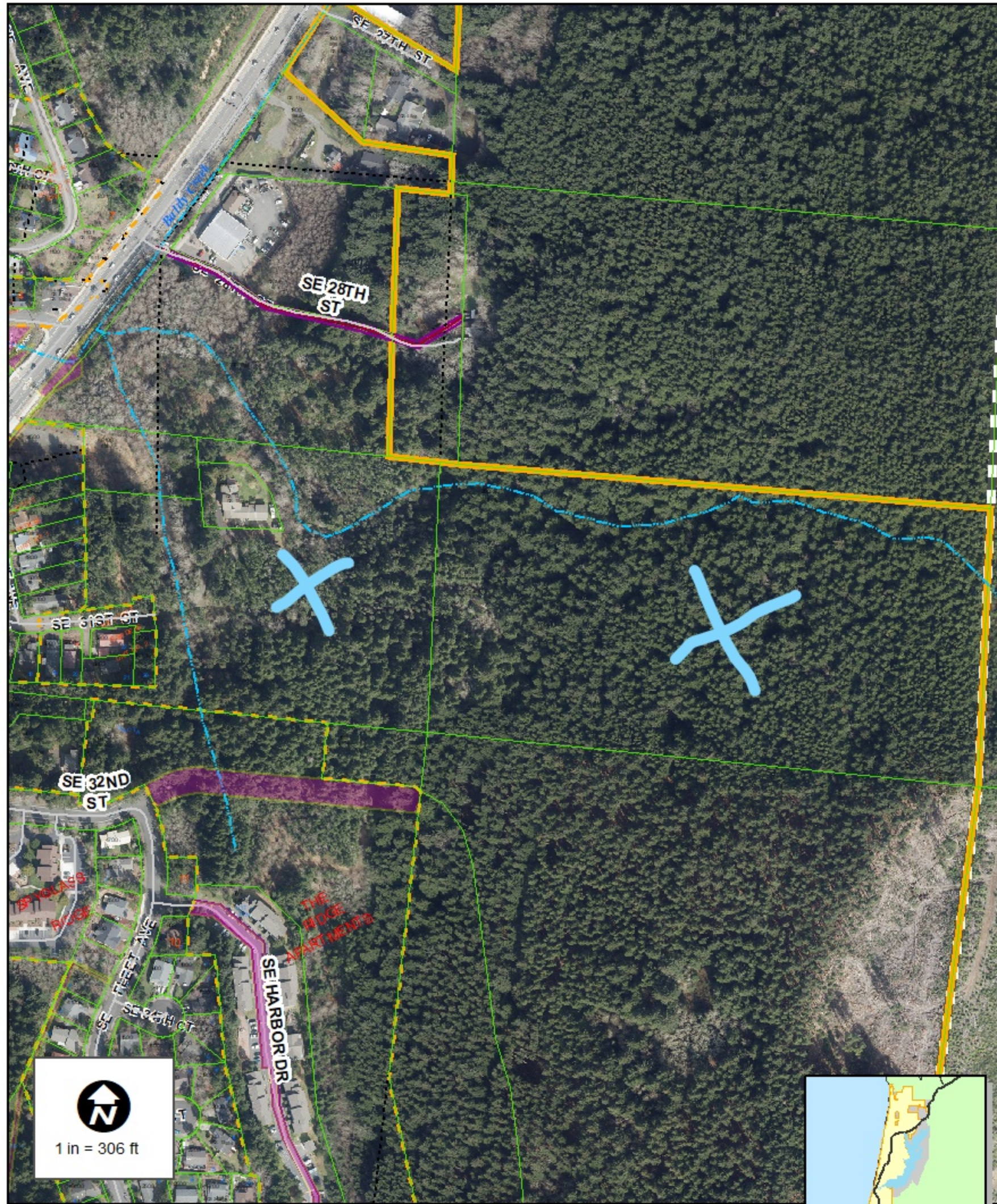
Hello,

I am writing as one of, and on behalf of the owners of property located at 1015 SE 31st St. with regard to the CPA & ZC 2022-07 Spyglass Ridge Zoning change application. We are unable to attend the public hearing scheduled July 19 regarding the application, but would like to have the attached statement read and introduced into the comments and record.

Please confirm receipt of the comments.

Thank you,
Matt Sakraida

Sent from [Mail](#) for Windows



Vicinity Map

City of Lincoln City government use only. Use for any other purpose is entirely at the risk of the user. This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

Date: 6/13/2022

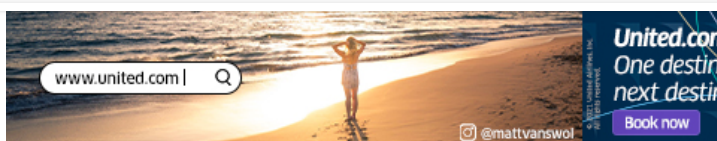


Location

Oregon Land Conservation and Development Department

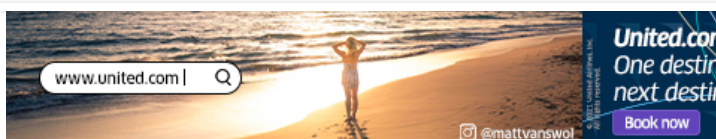
Rule 660-012-0060**Plan and Land Use Regulation
Amendments**

- (1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:
- (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
 - (b) Change standards implementing a functional classification system; or
 - (c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.
 - (A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
 - (B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or
 - (C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.
- (2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below, unless the amendment meets the balancing test in subsection (2)(e) of this section or qualifies for partial mitigation in section (11) of this rule. A local government



providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.

- (a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.
- (b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.
- (c) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.
- (d) Providing other measures as a condition of development or through a development agreement or similar funding method, including, but not limited to, transportation system management measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.
- (e) Providing improvements that would benefit modes other than the significantly affected mode, improvements to facilities other than the significantly affected facility, or improvements at other locations, if:
 - (A) The provider of the significantly affected facility provides a written statement that the system-wide benefits are sufficient to balance the significant effect, even though the improvements would not result in consistency for all performance standards;
 - (B) The providers of facilities being improved at other locations provide written statements of approval; and
 - (C) The local jurisdictions where facilities are being improved provide written statements of approval.
- (3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:
 - (a) In the absence of the amendment, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP;



facility by the time of the development through one or a combination of transportation improvements or measures;

- (c) The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C); and
 - (d) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (c) of this section.
- (4) Determinations under sections (1)–(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.
- (a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.
 - (b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:
 - (A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.
 - (B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.
 - (C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.
 - (D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT



(E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.

(c) Within interstate interchange areas, the improvements included in (b)(A)–(C) are considered planned facilities, improvements and services, except where:

(A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or

(B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b)(D) and (E) of this section.

(d) As used in this section and section (3):

(A) Planned interchange means new interchanges and relocation of existing interchanges that are authorized in an adopted transportation system plan or comprehensive plan;

(B) Interstate highway means Interstates 5, 82, 84, 105, 205 and 405; and

(C) Interstate interchange area means:

(i) Property within one-quarter mile of the ramp terminal intersection of an existing or planned interchange on an Interstate Highway; or

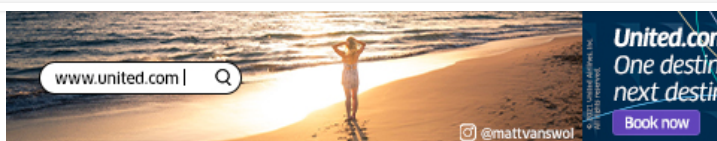
(ii) The interchange area as defined in the Interchange Area Management Plan adopted as an amendment to the Oregon Highway Plan.

(e) For purposes of this section, a written statement provided pursuant to paragraphs (b) (D), (b)(E) or (c)(A) provided by ODOT, a local government or transportation facility provider, as appropriate, shall be conclusive in determining whether a transportation facility, improvement or service is a planned transportation facility, improvement or service. In the absence of a written statement, a local government can only rely upon planned transportation facilities, improvements and services identified in paragraphs (b) (A)–(C) to determine whether there is a significant effect that requires application of the remedies in section (2).

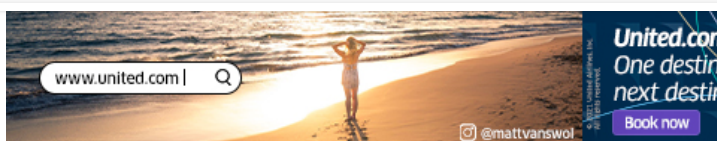
(5) The presence of a transportation facility or improvement shall not be a basis for an exception to allow residential, commercial, institutional or industrial development on rural



- (6) In determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in sections (1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in subsections (a)–(d) below;
- (a) Absent adopted local standards or detailed information about the vehicle trip reduction benefits of mixed-use, pedestrian-friendly development, local governments shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10% fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual that do not specifically account for the effects of mixed-use, pedestrian-friendly development. The 10% reduction allowed for by this section shall be available only if uses which rely solely on auto trips, such as gas stations, car washes, storage facilities, and motels are prohibited;
- (b) Local governments shall use detailed or local information about the trip reduction benefits of mixed-use, pedestrian-friendly development where such information is available and presented to the local government. Local governments may, based on such information, allow reductions greater than the 10% reduction required in subsection (a) above;
- (c) Where a local government assumes or estimates lower vehicle trip generation as provided in subsection (a) or (b) above, it shall assure through conditions of approval, site plans, or approval standards that subsequent development approvals support the development of a mixed-use, pedestrian-friendly center or neighborhood and provide for on-site bike and pedestrian connectivity and access to transit as provided for in OAR 660-012-0045 (Implementation of the Transportation System Plan)(3) and (4). The provision of on-site bike and pedestrian connectivity and access to transit may be accomplished through application of acknowledged ordinance provisions which comply with 660-012-0045 (Implementation of the Transportation System Plan)(3) and (4) or through conditions of approval or findings adopted with the plan amendment that assure compliance with these rule requirements at the time of development approval; and
- (d) The purpose of this section is to provide an incentive for the designation and implementation of pedestrian-friendly, mixed-use centers and neighborhoods by lowering the regulatory barriers to plan amendments which accomplish this type of development. The actual trip reduction benefits of mixed-use, pedestrian-friendly development will vary from case to case and may be somewhat higher or lower than presumed pursuant to subsection (a) above. The Commission concludes that this assumption is warranted given general information about the expected effects of mixed-use, pedestrian-friendly development and its intent to encourage changes to plans and development patterns. Nothing in this section is intended to affect the application of provisions in local plans or ordinances which provide for the calculation or assessment



- (7) Amendments to acknowledged comprehensive plans and land use regulations which meet all of the criteria listed in subsections (a)–(c) below shall include an amendment to the comprehensive plan, transportation system plan the adoption of a local street plan, access management plan, future street plan or other binding local transportation plan to provide for on-site alignment of streets or accessways with existing and planned arterial, collector, and local streets surrounding the site as necessary to implement the requirements in OAR 660-012-0020 (Elements of Transportation System Plans)(2)(b) and 660-012-0045 (Implementation of the Transportation System Plan)(3):
- (a) The plan or land use regulation amendment results in designation of two or more acres of land for commercial use;
 - (b) The local government has not adopted a TSP or local street plan which complies with OAR 660-012-0020 (Elements of Transportation System Plans)(2)(b) or, in the Portland Metropolitan Area, has not complied with Metro’s requirement for street connectivity as contained in Title 6, Section 3 of the Urban Growth Management Functional Plan; and
 - (c) The proposed amendment would significantly affect a transportation facility as provided in section (1).
- (8) A “mixed-use, pedestrian-friendly center or neighborhood” for the purposes of this rule, means:
- (a) Any one of the following:
 - (A) An existing central business district or downtown;
 - (B) An area designated as a central city, regional center, town center or main street in the Portland Metro 2040 Regional Growth Concept;
 - (C) An area designated in an acknowledged comprehensive plan as a transit oriented development or a pedestrian district; or
 - (D) An area designated as a special transportation area as provided for in the Oregon Highway Plan.
 - (b) An area other than those listed in subsection (a) above which includes or is planned to include the following characteristics:
 - (A) A concentration of a variety of land uses in a well-defined area, including the following:
 - (i) Medium to high density residential development (12 or more units per acre);
 - (ii) Offices or office buildings;
 - (iii) Retail stores and services;



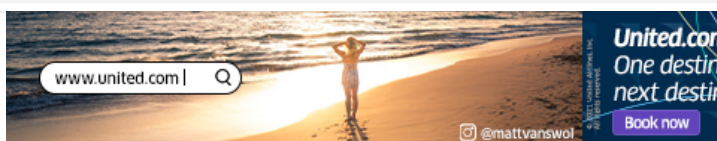
- (v) Public open space or private open space which is available for public use, such as a park or plaza.
 - (B) Generally include civic or cultural uses;
 - (C) A core commercial area where multi-story buildings are permitted;
 - (D) Buildings and building entrances oriented to streets;
 - (E) Street connections and crossings that make the center safe and conveniently accessible from adjacent areas;
 - (F) A network of streets and, where appropriate, accessways and major driveways that make it attractive and highly convenient for people to walk between uses within the center or neighborhood, including streets and major driveways within the center with wide sidewalks and other features, including pedestrian-oriented street crossings, street trees, pedestrian-scale lighting and on-street parking;
 - (G) One or more transit stops (in urban areas with fixed route transit service); and
 - (H) Limit or do not allow low-intensity or land extensive uses, such as most industrial uses, automobile sales and services, and drive-through services.

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

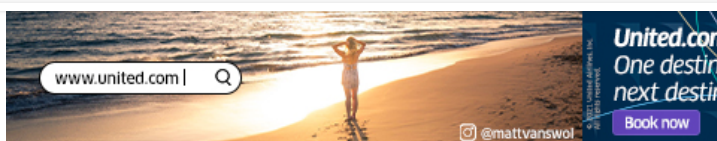
- (10) Notwithstanding sections (1) and (2) of this rule, a local government may amend a functional plan, a comprehensive plan or a land use regulation without applying performance standards related to motor vehicle traffic congestion (e.g. volume to capacity ratio or V/C), delay or travel time if the amendment meets the requirements of subsection (a) of this section. This section does not exempt a proposed amendment from other transportation performance standards or policies that may apply including, but not limited to, safety for all modes, network connectivity for all modes (e.g. sidewalks, bicycle lanes) and accessibility for freight vehicles of a size and frequency required by the development.



- Is a map or text amendment affecting only land entirely within a multimodal mixed-use area (MMA); and
- (A) use area (MMA); and
- (B) Is consistent with the definition of an MMA and consistent with the function of the MMA as described in the findings designating the MMA.
- (b) For the purpose of this rule, “multimodal mixed-use area” or “MMA” means an area:
- (A) With a boundary adopted by a local government as provided in subsection (d) or (e) of this section and that has been acknowledged;
- (B) Entirely within an urban growth boundary;
- (C) With adopted plans and development regulations that allow the uses listed in paragraphs (8)(b)(A) through (C) of this rule and that require new development to be consistent with the characteristics listed in paragraphs (8)(b)(D) through (H) of this rule;
- (D) With land use regulations that do not require the provision of off-street parking, or regulations that require lower levels of off-street parking than required in other areas and allow flexibility to meet the parking requirements (e.g. count on-street parking, allow long-term leases, allow shared parking); and
- (E) Located in one or more of the categories below:
- (i) At least one-quarter mile from any ramp terminal intersection of existing or planned interchanges;
- (ii) Within the area of an adopted Interchange Area Management Plan (IAMP) and consistent with the IAMP; or
- (iii) Within one-quarter mile of a ramp terminal intersection of an existing or planned interchange if the mainline facility provider has provided written concurrence with the MMA designation as provided in subsection (c) of this section.
- (c) When a mainline facility provider reviews an MMA designation as provided in subparagraph (b)(E)(iii) of this section, the provider must consider the factors listed in paragraph (A) of this subsection.
- (A) The potential for operational or safety effects to the interchange area and the mainline highway, specifically considering:
- (i) Whether the interchange area has a crash rate that is higher than the statewide crash rate for similar facilities;
- (ii) Whether the interchange area is in the top ten percent of locations identified by the safety priority index system (SPIS) developed by ODOT; and



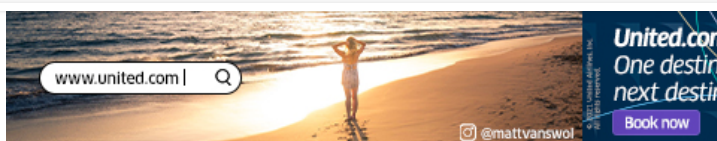
- (B)** If there are operational or safety effects as described in paragraph (A) of this subsection, the effects may be addressed by an agreement between the local government and the facility provider regarding traffic management plans favoring traffic movements away from the interchange, particularly those facilitating clearing traffic queues on the interchange exit ramps.
- (d)** A local government may designate an MMA by adopting an amendment to the comprehensive plan or land use regulations to delineate the boundary following an existing zone, multiple existing zones, an urban renewal area, other existing boundary, or establishing a new boundary. The designation must be accompanied by findings showing how the area meets the definition of an MMA. Designation of an MMA is not subject to the requirements in sections (1) and (2) of this rule.
- (e)** A local government may designate an MMA on an area where comprehensive plan map designations or land use regulations do not meet the definition, if all of the other elements meet the definition, by concurrently adopting comprehensive plan or land use regulation amendments necessary to meet the definition. Such amendments are not subject to performance standards related to motor vehicle traffic congestion, delay or travel time.
- (11)** A local government may approve an amendment with partial mitigation as provided in section (2) of this rule if the amendment complies with subsection (a) of this section, the amendment meets the balancing test in subsection (b) of this section, and the local government coordinates as provided in subsection (c) of this section.
- (a)** The amendment must meet paragraphs (A) and (B) of this subsection or meet paragraph (D) of this subsection.
- (A)** Create direct benefits in terms of industrial or traded-sector jobs created or retained by limiting uses to industrial or traded-sector industries.
- (B)** Not allow retail uses, except limited retail incidental to industrial or traded sector development, not to exceed five percent of the net developable area.
- (C)** For the purpose of this section:
- (i)** “Industrial” means employment activities generating income from the production, handling or distribution of goods including, but not limited to, manufacturing, assembly, fabrication, processing, storage, logistics, warehousing, importation, distribution and transshipment and research and development.
- (ii)** “Traded-sector” means industries in which member firms sell their goods or services into markets for which national or international competition exists.
- (D)** Notwithstanding paragraphs (A) and (B) of this subsection, an amendment complies with subsection (a) if all of the following conditions are met:



- (ii) The amendment would provide land for “Other Employment Use” or “Prime Industrial Land” as those terms are defined in OAR 660-009-0005 (Definitions).
- (iii) The amendment is located outside of the Willamette Valley as defined in ORS 215.010 (Definitions).
 - (E) The provisions of paragraph (D) of this subsection are repealed on January 1, 2017.
- (b) A local government may accept partial mitigation only if the local government determines that the benefits outweigh the negative effects on local transportation facilities and the local government receives from the provider of any transportation facility that would be significantly affected written concurrence that the benefits outweigh the negative effects on their transportation facilities. If the amendment significantly affects a state highway, then ODOT must coordinate with the Oregon Business Development Department regarding the economic and job creation benefits of the proposed amendment as defined in subsection (a) of this section. The requirement to obtain concurrence from a provider is satisfied if the local government provides notice as required by subsection (c) of this section and the provider does not respond in writing (either concurring or non-concurring) within forty-five days.
- (c) A local government that proposes to use this section must coordinate with Oregon Business Development Department, Department of Land Conservation and Development, area commission on transportation, metropolitan planning organization, and transportation providers and local governments directly impacted by the proposal to allow opportunities for comments on whether the proposed amendment meets the definition of economic development, how it would affect transportation facilities and the adequacy of proposed mitigation. Informal consultation is encouraged throughout the process starting with pre-application meetings. Coordination has the meaning given in ORS 197.015 (Definitions for ORS chapters 195, 196, 197 and ORS 197A.300 to 197A.325) and Goal 2 and must include notice at least 45 days before the first evidentiary hearing. Notice must include the following:
 - (A) Proposed amendment.
 - (B) Proposed mitigating actions from section (2) of this rule.
 - (C) Analysis and projections of the extent to which the proposed amendment in combination with proposed mitigating actions would fall short of being consistent with the function, capacity, and performance standards of transportation facilities.
 - (D) Findings showing how the proposed amendment meets the requirements of subsection (a) of this section.
 - (E) Findings showing that the benefits of the proposed amendment outweigh the negative effects on transportation facilities.



Original Source: Rule 660-012-0060 — Plan and Land Use Regulation Amendments, <https://secure.sos.state.or.us/oard/view.action?ruleNumber=660-012-0060> (last accessed Jun. 8, 2021).



LEAP

MEMORANDUM

To: Anne Marie Skinner

Date: 4 August 2022

From: Lamoine Eiler

Subject: CPA ZC 2022-07 – Applicant’s Responses to Neighbor’s Concerns

The Applicant, Dwight Schwab, is proposing to amend the Comprehensive Plan Map to convert two parcels from Medium-Density Residential District (R-7.5) to High-Density Residential District (R-M) and to rezone the parcels from Single-Unit Residential (R-1-7.5) to Multi-Unit Residential (R-M) zoning. The intent is to provide development options for higher density residential uses which include workforce housing.

Both parcels are within the urban growth boundary and the City limits and are zoned for residential uses. Tax Lot 6100, which is 10.3 acres in size, lies directly east of the current terminus of SE 31st Street. Tax Lot 200, which is 20.0 acres in size, lies directly east of Lot 6100. No development has occurred on either of these parcels.

Following the mailing of the Notice of Public Hearings for the proposed Comprehensive Plan Map Amendment and Zoning Change, neighbors living near the parcels submitted a letter to the Lincoln City Planning and Community Development office requesting the amendment and rezoning be denied. Within the letter the neighbors outlined their concerns and reasons for denial. The following contains the neighbors’ comments (in italics), as they relate to specific issues, and the Applicant’s responses to the issues raised.

LIVABILITY AND HOUSING (LH)

Lincoln City’s goal: “To provide for the housing needs of all citizens” is not dependent on the proposed zoning changes. It is not necessary to rezone the two parcels to either High-Density Residential District or Multiple-Unit Residential in order to meet the housing needs of the citizens of Lincoln City. Other areas are more suitable High-Density Residential development.

Response: The Nelscott Gap Neighborhood Plan has designated all of Tax Lot 6100 and at least 25% of Tax Lot 200 as Village Community which supports a variety of housing types, including small apartment buildings. In addition, goals under Livability and Housing include the following:

- *LH4: Prioritize and incentivize construction of workforce housing for individuals and families.*

As noted in the Nelscott Gap Neighborhood Plan, this goal builds on existing housing policies to “increase the amount of decent and affordable housing, especially rentals available to lower income households.”

The Applicant’s intent is to address these housing needs by building small apartments tailored for the workforce and people with more modest means. The inclusion of the entirety of both parcels in the amendment and rezoning provides more flexibility for the site design and development program, while providing economies of scale that facilitate the construction of more affordable housing.

*In addition, the proposed changes are in conflict with **LH goal 5**: “East of US 101, prohibit vacation rentals or limit them to owner-occupied or to units near where the owner lives, and limit to accessory use.” High density zoning would allow and encourages building of multiple-unit structures more likely used as short term rentals and discourages building of single family homes which are more likely to be available as affordable housing and maintain livability of the neighborhood.*

Response: The Applicant is proposing to rezone the parcels from Single-Unit Residential (R-1-7.5) to Multi-Unit Residential (R-M) zoning. The R-M zone precludes renting a dwelling for more than 30 nights in any calendar year, which makes it economically unfeasible to build apartments solely for use as short-term rentals. The Applicant has no intent of renting any of the apartment units as short-term rentals, instead favoring longer term leases that allow renters to create personal connections with their neighbors and develop a strong sense of community. These apartments will become an integral component within the evolving Nelscott Gap neighborhood, adding diversity to the housing stock and affordable options for the residents of Lincoln City.

Although single family homes are used on occasion to address affordable housing needs, high land and development costs usually preclude their use without significant subsidies of some kind. The current zoning requires a minimum lot size of 7,500 square feet for each home, greatly limiting the number of single-family homes that could be built on this land, which in turn drives the cost per home up. Also, the development cost for roads and other infrastructure are shared by fewer homes, again driving the cost per home up. Very quickly, purchasing a modest home built on one of these lots becomes unaffordable for many people in the workforce, especially given the size of the down payment and mortgage payments that will be required. If the intent is to provide housing for the Lincoln City workforce and those with more modest means, building single family homes is not a viable solution.

RECREATION AND HEALTH (RH)

RH1: To create and maintain open spaces, parks and paths throughout the plan area for residents and visitors.

The Neighborhood Plan includes pathways between the Agnes Creek and Spyglass open spaces. The pathway within The Plan is primarily within the boundaries of Lot #6100. By increasing the density of that parcel the potential to negatively impact the development of that pathway is increased. Rather than adding density, the city should look at increasing the footprint of those connector pathways and consider expanding the Spyglass Ridge open space.

The Recreational Needs Goal listed in the Comprehensive Plan Map Amendment and Zone Change Narrative does not provide any specific analysis how this goal will be meet and is therefore not satisfied.

Response: The Nelscott Gap Neighborhood Plan envisioned placing a variety of uses, including higher density housing, in close proximity to Baldy Creek, the wetlands, and path. This path runs generally in a north/south direction through Tax Lot 6100, abutting Baldy Creek and wetland areas. Prior to preparing a Master Plan for the phased development of the site, the stream and wetlands will be delineated by qualified professionals. This delineation will define the edges of these features and any required setbacks and additional protections that must be put in place prior to construction of paths, streets, and other types of development in close proximity to these features. Proposed development, whether for a single-family

subdivision or a project with multi-family dwellings, will be reviewed by all the appropriate agencies to ensure the natural features are protected and the placement and construction of the path supports the Nelscott Gap Neighborhood Plan and meets the City’s standards. Any potential impacts associated with the increased density will be factored into the review and required mitigations will be included as conditions of approval in the development approval.

The Applicant considers the stream, path, and other open space areas on the site to be valuable amenities that enhance the overall character of the site and help to create a sense of place and connection to the natural environment. When developing the Master Plan for this site the design team will focus on protecting these features as well as creating smaller open space areas and pocket parks within the site and providing additional connections to both the on-site and off-site open space areas.

Two other goals within this section are also worth discussing. RH2 states the following: “Develop and implement standards for streets that accommodate automobile traffic and parking, as well as safe routes to schools, parks and other amenities for pedestrians and bicyclists of all ages and abilities.” RH3 states the following: “Through shared use paths, sidewalks, bicycle lanes, and north-south routes off US 101, connect Nelscott Gap neighborhoods with safe transportation routes to Taft Elementary and High School and the Oregon Coast Community College campus.” All of the streets within the site will be built to the current City standards which provide for safe routes for automobile traffic, bicyclists, and pedestrians and include parking. The construction of Foothill Boulevard within the site, which would include a connection to SE 32nd Street to the south, would provide a direct connection to the schools to the south of the site for automobile traffic, bicyclists, and pedestrians as well as providing access to the signaled intersection at SE 32 Street and US 101.

TRANSPORTATION CHOICE (TC)

The Nelscott Gap Neighborhood Plan addresses the need to create better connections, slow traffic and add parking in neighborhoods.

Increasing housing density beyond what is currently planned will increase the numbers of cars within the area beyond what is currently forecast thereby increasing the negative impacts to the neighborhood.

As noted in the application “primary access to the two parcels would be provided by the extension of SE 31st Street.” SE 31st St. is a local or quieting street and does not have the capability to function as the primary access to the two parcels. The street has poor access exiting onto Hwy 101 S and is already experiencing negative traffic effects from the extant single residential properties. With a higher density zoning, one would expect a greater number of cars and an incremental increase in traffic making things worse. Increased traffic on SE 31st St. will negatively affect safety and livability of the neighborhood.

SE 31st St does not provide adequate access and connectivity to the two parcels. Development east of SE 31st St. is only viable if the proposed SE Foothills Boulevard (connecting SE 32nd Street to SE 23rd Drive) is constructed. Construction of SE Foothills Boulevard and other road connections to the north and south of the parcels are critical to any development of east of Hwy 101 S. Until SE Foothills Boulevard and other connections become a reality, i.e., they are actually constructed and in use, any proposals to change the zoning for Lot 6100 and Lot 200 are premature and should be denied. The Transportation Goal listed in the Comprehensive Plan Map Amendment and Zone Change Narrative is not satisfied.

Response: Current zoning (R-1-7.5) supports a number of residential uses, including attached single-unit dwelling developments. The Nelscott Gap Neighborhood Plan envisions placing a variety of housing types, including cottages, attached single-unit dwelling developments, and small apartment buildings, within this site. Both the current zoning and the Nelscott Gap Neighborhood Plan support development on the two parcels that would far exceed what could be achieved by developing the site with 7,500 square foot single family lots. Foothill Boulevard is one of the mitigation measures proposed to address traffic impacts associated with development on the site and the Applicant supports the timely construction of the boulevard.

Until such time as the Foothill Boulevard connection is made to SE 32nd Street, SE 31st Street will be the primary access to the site. A traffic analysis is currently being finalized, but early findings suggest SE31st Street has capacity to support some development on the site before triggering the need for additional street connections to the site. Based on this analysis there is capacity to support the development of 57 single family homes or 112 units in 4-plexes under the current R-1-7.5 zoning or 151 multi-dwelling units under the proposed R-M zoning. The timing of the construction of the portion of Foothill Boulevard that extends through the site and connects to SE 32nd will be based, in part, on the number of units and mix of housing types that are ultimately proposed for the site, the associated traffic this development will create, and the phasing of development.

Any proposed development on the site will be required to update the traffic analysis to reflect the actual number of units and mix of housing types that are ultimately proposed for the site. Using the traffic impacts associated with the development program, a threshold will be established that will trigger need for additional street connections. This threshold for development would likely be included within the conditions of approval for the proposed development.

Ecology and Natural Resources

(ENR 1 -4) regarding protection of and restoration of natural creeks and drainageways, viewsheds, steep slopes, and wetlands.

*The Baldy Creek basin specifically named in the Nelscott Gap Neighborhood Plan includes multiple small creeks within the parcels in the zoning change application. The plan notes the need to establish a solution for Baldy Creek and the other drainage systems in the lan area. While the Nelscott Gap Neighborhood Plan has designated a portion of the tax lots in question to be zoned R-M to accommodate future development, converting the entirety of both parcels to high density zoning will add significant negative impacts to these creeks and surrounding areas that are outside the stated policies of The Plan. **ENR4** specifically calls out the desire to: “Improve the ecological condition of Baldy Creek and associated wetlands during development and redevelopment.” High density development of the two parcels will degrade feeder drainages and wetlands and is in direct conflict with this goal.*

In order to “protect and restore ecological assets” of this area we need a better and more specific understanding of the effects of local development and more broadly the potential effects of climate change. Additional consideration needs to be given to ways to minimize environmental degradation and protect the wetlands of this area. Higher housing densities translate to greater environmental degradation. The Overall Environmental Goal listed in the Comprehensive Plan Map Amendment and Zone Change Narrative fails to adequately address how natural resources, including wetlands will be protected. Stating that “steps will be taken” is not an analysis. This goal is not satisfied.

Response: The assumption that is being proposed above is that higher density housing results in greater environmental degradation. In point of fact, any development can result in environmental degradation if a thoughtful approach is not taken in the design and construction of the project and appropriate mitigation measures are not put in place.

In many cases higher density housing reduces environmental impacts. Less land is needed to accommodate the same number of units, thus reducing the need to convert farms and forests to residential uses. Less infrastructure is needed to serve higher density housing, given the smaller site size required to serve the same number of units. This reduction in infrastructure reduces installation costs, both the cost to purchase the materials and put them in place and the embodied environmental costs associated with accessing and processing the raw materials, manufacturing the products, and delivering the products to the site. Reduced infrastructure also results in a reduction in the longer-term maintenance costs of that infrastructure and the embodied environmental costs associated with that maintenance. Higher density housing places a greater number of people in closer proximity to their jobs, service providers, retail, schools, entertainment, and in this case, open space and trails. This proximity increases the possibility of reducing the length of some automobile trips and eliminating some of these trips altogether with bicycling and walking becoming a viable mode of transportation, which also has positive health benefits. Higher density housing also improves the viability of transit, concentrating potential riders in a single location.

There is a process in place that will review all proposed development plans for this site, assess the potential impacts, determine the validity of the proposal, and ascribe mitigations to address potential impacts. With the Applicant, City agencies and the residents of Lincoln City working together, a responsive and resilient Master Plan can be achieved.

Comprehensive Plan Map Amendment Zone Change Staff Report for Planning Commission Public Hearing on August 16, 2022 Case File CPA ZC 2022-07

| | |
|-----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Date: | August 4, 2022 |
| Case File: | CPA ZC 2022-07 Spyglass Ridge |
| Property Owner: | Knott Holdings LLC Schwab Holdings LLC, Mark and Andrea Bowman, and Doris J. Eades Trustee |
| Situs Address: | Unaddressed |
| Location: | Eastern terminus of SE 31 st St, approximately 310 feet south of SE 28 th St |
| Tax Map and Lot: | 07-11-22-DC-06100-00 07-11-22-DD-00200-00 |
| Comprehensive Plan Designation: | Medium-Density Residential District (R-7.5) |
| Zoning District: | Single-Unit Residential (R-1-7.5) Zone |
| Site Size: | 30.3 acres |
| Proposal: | Request to approve Comprehensive Plan Map Amendment from R-7.5 to R-M and Zone Change from R-1-7.5 to R-M |
| Surrounding Land Uses and Zones: | North: Residential; R-1-7.5, Lincoln County South: Undeveloped, open space: R-1-7.5, OS East: Undeveloped; Lincoln County West: Residential; R-1-7.5 |
| Authority: | Lincoln City Municipal Code (LCMC) 17.76.020 states that all land use applications and approvals shall be decided by using Type I, II, III, or IV procedures. The procedure types govern the decision-making process for that application. Table 17.76.020-1 in LCMC Chapter 17.76 lists a comprehensive plan map amendment and a zone change as a Type III procedure with the decision authority given to the City Council after a recommendation from the Planning Commission. |
| Procedure: | The application was received on June 8, 2022. The application was deemed complete on June 15, 2022. On June 27, 2022, pursuant to LCMC 17.76.050.E, the Planning and Community Development Department mailed a notice of public hearing to property owners within 500 feet of the subject property. <i>The News Guard</i> published the public hearing notice on July 5, 2022. The applicant requested a continuance on July 13, 2022. |



Applicable Substantive Criteria: Oregon Statewide Planning Goals
Lincoln City Comprehensive Plan
LCMC 17.77.050 and 17.77.150

BACKGROUND

The subject property (site) is unaddressed, located on the east side of the terminus of SE 31st St, approximately 310 feet south of SE 28th St. The site's tax lot numbers are Tax Map 07-11-22-DC-06100-00 (owned by Knott Holdings LLC) and Tax Map 07-11-22-DD-00200-00 (owned by Schwab Holdings LLC, Mark and Andrea Bowman, and Doris J. Eades Trustee), with assessed acreages of 10.3 acres and 20.0 acres, respectively. The site is undeveloped. North of the site is undeveloped, with the portion to the northwest in the R-1-7.5 zone and the portion to the northeast in unincorporated Lincoln County. South of the site is undeveloped with the portion to the southwest in the R-1-7.5 zone and the portion to the southeast in the OS zone. East of the site is undeveloped in unincorporated Lincoln County. West of the site is developed with residential uses in the R-1-7.5 zone.

Lincoln City's GIS mapping shows the site does not contain bluff erosion hazards, designated trails, aesthetic resource, floodway, or flood hazard areas. The site does contain mapped natural resource overlays in the form of significant wetlands.

COMMENTS

Comments were received from Matt Sakraida, Val Sakraida, Paul Jenkins, Dep Soper, Stacy Borum, and Wayne Borum, via email, on July 14, 2022, stating that the proposed zoning changes are not needed to meet the goals of Lincoln City's Comprehensive Plan or the Nelscott Gap Neighborhood Plan, that the changes are inconsistent or in conflict with several of the stated policies and goals of these plans, and that the proposed zoning would allow development that negatively affects the local neighborhood and broader community. The emailed document additionally outlines perceived conflicts with the Nelscott Gap Neighborhood Plan as reasons for denying the request.

Comments were received from North Lincoln Fire & Rescue District #1, via email, on June 13, 2022, indicating that the site is not part of the district.

Comments were received from Oregon Department of State Lands, via email, on June 13, 2022, stating the following: "From the removal-fill viewpoint this cursorily looks like a good spot for increased proposed density facilitated by this zone change. There are limited waters and wetlands mapped on both properties so, as always, when an application for ground disturbing activities is submitted, please send a WLUN."

Comments were received from Lincoln City Economic Development, via email, on June 13, 2022, stating that "Ec Dev staff support this rezone which sounds like it would further housing objectives by allowing a greater number of residential units; the Lincoln City and surrounding areas need more housing units for the local workforce at all income levels" and expressing desire for incorporation of the future SE Lee Ave that is part of the 2015 Transportation System Plan.

Additional comments were received from Lincoln City Economic Development, via email, on June 14, 2022, stating the following: "I would like to emphasize in my earlier comment, Lincoln City needs more housing units for the local workforce at all income levels. While Vacation Rental Dwellings (VRDs) are an important component to visitor lodging options, where undeveloped larger (for Lincoln City) land parcels have an opportunity to create residential communities needed to support the local tourism-based economy, I believe workforce housing is a higher need than additional VRD units. For that reason I humbly suggest not allowing VRDs in new residential construction greater than one unit, which would be the case for parcels involved in this re-zone application."

Comments were received from Lincoln City Human Resources, via email, on June 14, 2022, stating the following: “I would echo what Alison said – the need for affordable housing/workforce housing has come up repeatedly in union negotiations. One of the biggest drivers for their salary proposals is affordability for housing here in Lincoln City.”

Comments were received from Oregon Department of Transportation, via email, on June 16, 2022, wondering about a traffic impact study and compliance with Statewide Planning Goal 12.

Comments were received from Oregon Department of Land Conservation and Development, via email, on June 30 2022, wondering if the local wetland protection overlay applies to non-wetland areas.

ANALYSIS

A. Lincoln City Comprehensive Plan

1. Land Use Planning Goal

“To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.”

The City Council established a land use policy framework and implementing ordinance through adoption of a comprehensive plan and zoning ordinance, respectively. The Oregon Land Conservation and Development Commission acknowledged the City of Lincoln City’s Comprehensive Plan (hereinafter referred to as Comprehensive Plan) and implementing land development regulations, including LCMC Title 17 Zoning, as complying with the Oregon Statewide Planning Goals. Citizens and affected governmental units had opportunities for review and comment during preparation, review, and revision of the plan and implementing ordinances. Review of this proposed comprehensive plan map amendment and rezoning in accordance with the Comprehensive Plan and the applicable zoning ordinance provisions establishes conformance with this goal. The application procedure for the comprehensive plan map amendment and zone change is integrated and consistent with the planning process and policy framework.

2. Citizen Involvement Goal

“Develop a Citizen Involvement Program which ensures the continued participation of citizens in the land use planning process.”

The Comprehensive Plan’s Citizen Involvement Program goal is to “develop a Citizen Involvement Program which ensures the continued participation of citizens in the land use planning process.” Lincoln City has developed a Citizen Involvement Program through Resolution 94-33. The public hearing process for the proposed map amendment and zone change included mailed and published notice to the public and property owners as required by state law and city ordinance, and review of the proposal by Lincoln City Planning Commission and Lincoln City City Council, consistent with the Comprehensive Plan, Citizen Involvement Goal, and Resolution 94-33.

Among the policies under the City’s Citizen Involvement Program goal is one that states: “Lincoln City shall assure that a reasonable effort is made to encourage the opportunity for citizens to attend public meetings.” The Planning Commission and City Council meetings are publicized with hearing notices mailed to property owners in the affected area, published in *The News Guard*, and posted on the City’s website. The City holds public hearings in the evening to encourage public attendance. Moreover, for those unable to attend in person, the meetings are televised live, streamed live over the internet, and rebroadcast on cable television. Additionally, persons unable to attend in person have the option of calling in to the meeting to participate by phone. Video of meetings and the packet materials are also available on the City’s website for review, free of

charge. These aforementioned items in their totality constitute a more than reasonable effort to encourage citizens to attend public meetings and meet the Citizen Involvement Goal.

3. Public Services and Utilities Goal

“To plan and develop a timely, orderly, and efficient arrangement of public facility and services which compliment [sic] the area and serve as a framework for urban and rural development.”

Public services and utilities are available in the area of the map amendment and zone change. The available public services and utilities are as follows:

- a. Power – Pacific Power provides electric power to adjacent development. When the site develops, underground power lines will be installed to service the future use.
- b. Water – Lincoln City provide water to adjacent development. There is a pressurized water main line in SE 31st St. When the site develops, the main line will be extended and service lines will be installed to service the future use.
- c. Sewer – Lincoln City provides sanitary sewer service to adjacent development. There is a gravity main line in SE 31st St. When the site develops, the main line will be extended and service lines will be installed to service the future use. If necessary, a pump station will be installed as part of future development.
- d. Various providers provide land line and cellular telephone service. When the site develops, service lines will be installed to service the future use.

The proposed changes will have no impact to the existing public facilities and services and will have no direct impact to the extension of existing public facilities and services to the site. At the time of development, the extensions of services takes place whether the site is zoned R-1-7.5 or R-M. Both zones are residential and the same public facilities and services are needed for either R-1-7.5 and R-M. The public services and utilities goal is met.

4. Urbanization Goal

“To promote an orderly and efficient transition of land uses from rural to urban.”

The area affected by the proposed map amendment and zone change is within the urban growth boundary and city limits and is, therefore, already urban and poised for urban development. The proposed amendment and zone change will not remove the site from city limits or the urban growth boundary. The site will be utilized for urban development with or without the proposed change. This goal is met or is not applicable.

5. Natural Hazard Goal

“The City shall control development in hazardous areas to protect life and property from natural disasters and hazards.”

The map amendment and zone change on their own do not allow development in hazardous areas. Development in such areas is controlled by existing comprehensive plan and zoning ordinance standards, as well as building code requirements. Additionally, the City’s maps show no identified natural hazards on the site. This goal is not applicable.

6. Housing Goal

“To provide for the housing needs of all citizens.”

The request is to change the plan map from one residential district to another and the zone from one residential zone to another residential zone. Both zones allow housing as permitted uses, with each zone allowing different types of housing. The request would convert the 30.3-acre site from Single-Unit Residential R-1-7.5 to Multiple-Unit Residential R-M. As stated previously, housing is an outright permitted use in both zones. The housing options are different in the two zones with the R-1-7.5 zone allowing detached single-unit dwellings, attached single-unit dwellings, duplexes, cottage housing developments, manufactured homes, residential homes, four-flat dwellings, and accessory dwelling units. The R-M zone allows attached single-unit dwellings, cottage housing developments, duplexes, multi-unit dwellings, residential homes, and tiny house developments. Both zones, then, provide for the housing needs of the citizens of Lincoln City, just with different options.

Based on the requirements of the R-1-7.5 zone and deducting 30% from the site’s gross 30.3 acres for significant wetland preservation and infrastructure, the property could support the following: (these are approximate numbers)

| | |
|------------------------------------|--------------------------------------------------|
| 123 detached single-unit dwellings | (246 units – house plus accessory dwelling unit) |
| 369 attached single-unit dwellings | (369 units) |
| 123 duplexes | (246 units) |
| 557 cottage houses | (557 units) |
| 123 manufactured homes | (123 units) |
| 123 residential homes | (123 units) |
| 263 four-flat dwellings | (1,052 units) |
| 450 cottage houses | (450 units) |

Based on the requirements of the R-M zone and deducting 30% from the gross acreage for significant wetland preservation and infrastructure development, the property could support the following: (these are approximate numbers)

| | |
|------------------------------------|---------------|
| 367 attached single-unit dwellings | (367 units) |
| 557 cottage houses | (557 units) |
| 367 duplexes | (734 units) |
| 1,066 multi-unit dwellings | (1,066 units) |
| 123 residential homes | (123 units) |
| 600 tiny houses | (600 units) |

At maximum capacity, the R-M zone will provide 14 more units than the R-1-7.5 zone. Additionally, multi-unit dwellings and tiny houses (which are allowed in the R-M zone but not in the R-1-7.5 zone) can be less expensive to construct than individual detached houses, which allows for more affordable housing for the citizens of Lincoln City. Accordingly, the request is consistent with the housing goal.

7. Economy Goal

“To support the tourist industry and achieve a degree of diversity in the community which will allow a balanced economy that will, in turn, support an adequate level of services for all members of the area.”

The area affected by the proposed rezoning is within the urban growth boundary and city limits and currently designated and zoned for residential development. The affected area does not contain any commercial lands

that will be directly impacted by the request. Indirectly, affordable or work force housing affects the tourist industry. Local businesses, shops, and eating and drinking establishments need employees to provide their services to tourists. The employees need affordable housing. A healthy supply of affordable and work force housing allows people to accept jobs in Lincoln City that they may not otherwise be able to accept without a place to live. When businesses have a steady employment rate, they are able to maintain more open hours and more consistent open hours, which attracts tourists and encourages lengthier stays. The economy goal is either not applicable or is met.

8. Aesthetic Goal

“To develop a livable and pleasing city which enhances man’s activities while protecting the exceptional aesthetic quality of the area.”

The site does not contain any designated aesthetic resources. Future development must adhere to Title 17 of Lincoln City Municipal Code, which has landscaping requirements, tree plan requirements, landscaping maintenance requirements, and development standards. Adherence to these requirements and standards is required whether the site is zoned R-1-7.5 or R-M. The aesthetic goal is met or is not applicable.

9. Transportation Goal.

“To provide a safe, convenient and rapid transportation network to facilitate the movement of goods and people.”

The site has access from the terminus of SE 31st St. Development will require adherence to the 2015 Lincoln City Transportation System Plan and Lincoln City Municipal Code (LCMC). LCMC 16.16.010 states: “The following improvements shall be installed at the expense of the subdivider or partitioner in accordance with the city requirements: streets, including drainage adequate to serve the property and streets; sanitary sewers and services; water distribution lines and services; sidewalks in any pedestrian ways; street name signs and street light poles; sot, street and perimeter monumentation; underground power lines; underground telephone lines; bicycle, equestrian or special “ways”; underground cable TV lines.” “All improvements shall be constructed to the subdivision or partition boundary.” “Where dedicated or undedicated open space is proposed or provided, it shall be the subdivider’s or partitioner’s responsibility to provide, if required, standard public improvements to and through the open space.”

LCMC 16.16.020 states: “The developer shall be responsible for improving all streets, including alleys, within the subdivision or partition, and streets adjacent, but only partially within the subdivision or partition, and streets adjacent to a subdivision or partition, whether included or excluded from the subdivision or partition.” “Construction of all streets and alleys shall be to city section standards for permanent street and alley construction, pursuant to requirements set forth in the city transportation system plan and public works/engineering standards.”

The surrounding area of the site has requirements from the 2015 Lincoln City Transportation System Plan, which are listed below. The site may or may not contain any of these; however, nexus and proportionality shall be applied at the time of development to ensure that the development constructs or contributes street improvements in proportion to the development where such improvements are on the site.

- SE Lee Extension – Extend SE Lee Ave to SE 23rd Dr; install sidewalks along the west side and a shared use path along the site side (work done by developer/city)

- SE Fleet Extension – Extend SE Fleet Ave to SE 23rd Dr while also connecting to stub streets east of Hwy 101; install sidewalks along the west side and a shared use path along the east side (work done by developer/city)
- SE 27th St Extension – Extend SE 27th St east to the proposed SE Lee/Fleet Ave extension, and upgrade existing facility; improvement includes sidewalks (work to be done by developer)
- SE 28th St Realignment – Realign SE 28th St to the intersection of Hwy 101 and SW 29th St, extend SE 28th St east to the proposed SE Lee/Fleet Ave extension, and upgrade existing facility; install sidewalks along the north side and a shared use path along the south side (work to be done by developer)
- SW 30th Extension – Extend SW 30th St from SW Coast Ave to Hwy 101 at SE 31st St; improvement includes sidewalks (work to be done by developer)

Streets built within the future development must extend to the edges of the site for future connection as determined by city requirements. Future development must also meet all access requirements for emergency services. The request is immaterial to the requirements, since the site is undeveloped and any development is going to require the same whether the development takes place in the R-1-7.5 zone or the R-M zone. The maximum capacity in the R-M zone is only 14 more units than that in the R-1-7.5 zone, and the addition of 14 units will have little to no impact on transportation. The transportation goal is met.

10. Energy Goal

“To conserve energy.”

Future development of the site must meet all current codes, including building and energy codes. The proposed changes will not impact the requirements to meet current building and energy codes, nor are any changes to the building and energy codes being requested as part of the proposal. This goal is met or is not applicable.

11. Overall Environmental Goal

“To achieve a balance between the need to provide housing and services and the need to protect and enhance the natural environment of the city.”

The site has mapped significant wetlands. LCMC Chapter 17.46 outlines the requirements for preserving significant wetlands. The requirements for preservation of or development around natural resources are the same regardless of the map designation or zone classification. The requested map amendment and zone change in and of themselves have no impact on the natural resources present on the site. Future development must adhere to the zoning code requirements, including LCMC Chapter 17.46, regardless of the type of development. The proposal does not include a request to change the adopted significant natural resources maps or amend the area mapped as significant natural resource. This goal is either satisfied or not applicable.

12. Shoreland, Beaches, Dunes, Estuary, and Ocean Resources Goal

“To conserve, protect, and enhance the coastal resources of the city.”

The site does not contain any shoreland, beaches, dunes, estuaries, or ocean resources and is more than a mile from the Pacific Ocean. The map amendment and zone change of a site that is more than a mile from the

ocean, and doesn't contain any shoreland, beaches, dunes, or estuaries, will not have any impact on the city's coastal resources; therefore, the proposed request is consistent with this goal or this goal is not applicable.

B. Statewide Planning Goals

Goal 1 – “Citizen Involvement” “To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.”

The application for amending the comprehensive plan map and changing the zoning was available at no cost on the City's website and also available for public review and purchase at the Planning and Community Development counter in City Hall. Staff was available in person and by phone or email to explain the proposal and technical information. The city advertised public hearings on the proposed comprehensive plan map amendment and zone change in the local newspaper in accordance with notice requirements. The city mailed notice of the public hearings to required property owners in accordance with state and city notice requirements. The Planning Commission and the City Council each held a public hearing at which citizens were invited to participate. The findings concerning the Comprehensive Plan Citizen Involvement Program are incorporated herein by this reference. Accordingly, the proposed map amendment and zone change are consistent with Goal 1.

Goal 2 – “Land Use Planning” *“To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.”*

The City Council adopted the Lincoln City Comprehensive Plan and its implementation measure, the Lincoln City Zoning Ordinance, after public hearings and has reviewed them on a periodic cycle to take into account changing public policies and circumstances. Citizens and affected governmental units had opportunities for review and comment during preparation, review, and revision of the plan and implementing ordinances. The Planning Commission and City Council considered the request in accordance with the process and based on the criteria provided in the municipal code; therefore, the request is consistent with Goal 2 or Goal 2 does not apply.

Goal 3 – “Agricultural Lands” *“To preserve and maintain agricultural lands.”*

The area affected by the proposed map amendment and zone change is within the City's Urban Growth Boundary. The area is currently designated and zoned for urban development and will remain as such, regardless of the request. There is no agricultural land in Lincoln City. The request does not affect agricultural lands. Goal 3 is not applicable.

Goal 4 – “Forest Lands” *“To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.”*

The area affected by the proposed map amendment and zone change is within the City's Urban Growth Boundary. The area is currently designated and zoned for urban development and will remain as such, regardless of this request. There is no forest land in Lincoln City, nor does the affected area include any designated forest lands. Goal 4 is not applicable.

Goal 5 – “Open Spaces, Scenic and Historic Areas and Natural Resources” *“To protect natural resources and conserve scenic and historic areas and open spaces.”*

The site does not contain any designated open spaces or scenic and historic areas. No changes to any properties on the National Register of Historic Places are proposed. The site does contain natural resources in the form of significant wetlands. However, the requested changes have no immediate effect on the site's significant wetlands or any other natural resource. Environmental protections that are in place in the City's code and development standards are unchanged by the map amendment and zone change and must be adhered to at the time the property develops. Adherence to these protections is required regardless of the map designation or zone classification. The findings concerning the City's Comprehensive Plan Overall Environmental Goal as well as the Shoreland, Beaches, Dunes, Estuary and Ocean Resources Goal are incorporated herein by this reference. The request is consistent with Goal 5.

Goal 6 – “Air, Water and Land Resources Quality” *“To maintain and improve the quality of the air, water and land resources of the state.”*

The map amendment and zone change will not adversely affect the quality of the air, water, or land resources of the state. Development in either the current R-1-7.5 or the proposed R-M zone requires the availability of the full complement of public facilities and services. Environmental protections that are in place in the City's code and development standards are unchanged by the map amendment and zone change and must be adhered to at the time the property develops. Adherence to these protections is required regardless of the map designation or zone classification, and no modifications to the protections are being requested. The findings concerning the City's Comprehensive Plan Overall Environmental Goal are incorporated herein by this reference. The proposed request is consistent with Goal 6.

Goal 7 – “Areas Subject to Natural Disasters and Hazards” *“To protect people and property from natural hazards.”*

The City's maps show the site does not contain any natural disasters and hazards areas. The request does not propose development within any natural hazard area. The existing ordinances and code requirements pertaining to natural hazards will continue to apply to all properties that might be affected by natural hazards. Required natural hazard protections are unchanged by this request, and no modifications to the protections are being requested. The findings concerning the City's Comprehensive Plan Natural Hazard goal are incorporated herein by this reference. The proposal is consistent with Goal 7.

Goal 8 – “Recreational Needs” *“To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities, including destination resorts.”*

Per the Parks Master Plan, the site does not have any areas designated for the siting of necessary recreational facilities. Development standards in the R-M zone for multi-unit dwellings require usable open space for either passive or active recreation. The R-1-7.5 zone does not have these requirements. The zone change, then, provides the requirement for development of usable open space that is not required in the current zone. The proposal is consistent with Goal 8.

Goal 9 – “Economic Development” *“To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.”*

The area affected by the proposed rezoning is within the City's Urban Growth Boundary and currently designated and zoned for residential development. The affected area does not contain any economic development, commercial, or industrial lands. Goal 9 is not applicable.

Goal 10 – “Housing” *“To provide for the housing needs of citizens of the state.”*

The request is to change the plan map from one residential district to another and the zone from one residential zone to another residential zone. Both zones allow housing as permitted uses, with each zone allowing different types of housing. The request would convert the 30.3-acre site from Single-Unit Residential R-1-7.5 to Multiple-Unit Residential R-M. As stated previously, housing is an outright permitted use in both zones. The housing options are different in the two zones with the R-1-7.5 zone allowing detached single-unit dwellings, attached single-unit dwellings, duplexes, cottage housing developments, manufactured homes, residential homes, four-flat dwellings, and accessory dwelling units. The R-M zone allows attached single-unit dwellings, cottage housing developments, duplexes, multi-unit dwellings, residential homes, and tiny house developments. Both zones, then, provide for the housing needs of the citizens of Lincoln City, just with different options.

Based on the requirements of the R-1-7.5 zone and deducting 30% from the gross acreage for significant wetland preservation and infrastructure, the property could support the following: (these are approximate numbers)

| | |
|------------------------------------|--------------------------------------------------|
| 123 detached single-unit dwellings | (246 units – house plus accessory dwelling unit) |
| 369 attached single-unit dwellings | (369 units) |
| 123 duplexes | (246 units) |
| 557 cottage houses | (557 units) |
| 123 manufactured homes | (123 units) |
| 123 residential homes | (123 units) |
| 263 four-flat dwellings | (1,052 units) |
| 450 cottage houses | (450 units) |

Based on the requirements of the R-M zone and deducting 30% from the gross acreage for significant wetland preservation and infrastructure development, the property could support the following: (these are approximate numbers)

| | |
|------------------------------------|---------------|
| 367 attached single-unit dwellings | (367 units) |
| 557 cottage houses | (557 units) |
| 367 duplexes | (734 units) |
| 1,066 multi-unit dwellings | (1,066 units) |
| 123 residential homes | (123 units) |
| 600 tiny houses | (600 units) |

At maximum capacity, the R-M zone will provide 14 more units than the R-1-7.5 zone. Additionally, multi-unit dwellings and tiny houses (which are allowed in the R-M zone but not in the R-1-7.5 zone) can be less expensive to construct, which allows for more affordable housing for the citizens of Lincoln City. Accordingly, the request is consistent with the housing goal.

Goal 11 – “Public Facilities and Services” *“To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.”*

Public services and utilities are available in the area of the map amendment and zone change. The available public services and utilities are as follows:

- Power – Pacific Power provides electric power to adjacent development. When the site develops, underground power lines will be installed to service the future use.

- Water – Lincoln City provide water to adjacent development. There is a pressurized water main line in SE 31st St. When the site develops, the main line will be extended and service lines will be installed to service the future use.
- Sewer – Lincoln City provides sanitary sewer service to adjacent development. There is a gravity main line in SE 31st ST. When the site develops, the main line will be extended and service lines will be installed to service the future use. If necessary, a pump station will be installed as part of future development.
- Various providers provide land line and cellular telephone service. When the site develops, service lines will be installed to service the future use.

The proposed changes will have no impact to the existing public facilities and services and will have no direct impact to the extension of existing public facilities and services to the site. At the time of development, the extensions of services takes place whether the site is zoned R-1-7.5 or R-M. Both zones are residential and the same public facilities and services are needed for either R-1-7.5 and R-M. Goal 11 is met.

Goal 12 – “Transportation” “To provide and encourage a safe, convenient and economic transportation system.”

The site has access from the terminus of SE 31st St. Development will require adherence to the 2015 Lincoln City Transportation System Plan and Lincoln City Municipal Code (LCMC). LCMC 16.16.010 states: “The following improvements shall be installed at the expense of the subdivider or partitioner in accordance with the city requirements: streets, including drainage adequate to serve the property and streets; sanitary sewers and services; water distribution lines and services; sidewalks in any pedestrian ways; street name signs and street light poles; sot, street and perimeter monumentation; underground power lines; underground telephone lines; bicycle, equestrian or special “ways”; underground cable TV lines.” “All improvements shall be constructed to the subdivision or partition boundary.” “Where dedicated or undedicated open space is proposed or provided, it shall be the subdivider’s or partitioner’s responsibility to provide, if required, standard public improvements to and through the open space.”

LCMC 16.16.020 states: “The developer shall be responsible for improving all streets, including alleys, within the subdivision or partition, and streets adjacent, but only partially within the subdivision or partition, and streets adjacent to a subdivision or partition, whether included or excluded from the subdivision or partition.” “Construction of all streets and alleys shall be to city section standards for permanent street and alley construction, pursuant to requirements set forth in the city transportation system plan and public works/engineering standards.”

The surrounding area of the site has requirements from the 2015 Lincoln City Transportation System Plan, which are listed below. The site may or may not contain any of these; however, nexus and proportionality shall be applied at the time of development to ensure that the development constructs or contributes street improvements in proportion to the development where such improvements are on the site.

- SE Lee Extension – Extend SE Lee Ave to SE 23rd Dr; install sidewalks along the west side and a shared use path along the site side (work done by developer/city)
- SE Fleet Extension – Extend SE Fleet Ave to SE 23rd Dr while also connecting to stub streets east of Hwy 101; install sidewalks along the west side and a shared use path along the east side (work done by developer/city)
- SE 27th St Extension – Extend SE 27th St east to the proposed SE Lee/Fleet Ave extension, and upgrade existing facility; improvement includes sidewalks (work to be done by developer)

- SE 28th St Realignment – Realign SE 28th St to the intersection of Hwy 101 and SW 29th St, extend SE 28th ST east to the proposed SE Lee/Fleet Ave extension, and upgrade existing facility; install sidewalks along the north side and a shared use path along the south side (work to be done by developer)
- SW 30th Extension – Extend SW 30th St from SW Coast Ave to Hwy 101 at SE 31st St; improvement includes sidewalks (work to be done by developer)

Streets built within the future development must extend to the edges of the site for future connection as determined by city requirements. Future development must also meet all access requirements for emergency services. The request is immaterial to the requirements, since the site is undeveloped and any development is going to require the same whether the development takes place in the R-1-7.5 zone or the R-M zone. The maximum capacity in the R-M zone is only 14 more units than that in the R-1-7.5 zone, and the addition of 14 units will have little to no impact on transportation. The transportation goal is met.

Goal 13 – “Energy Conservation” “To conserve energy.”

Future development of the site must meet all current codes, including building and energy codes. The proposed changes will not impact the requirements to meet current building and energy codes, nor are any changes to the building and energy codes being requested as part of the proposed. The findings concerning the Comprehensive Plan’s Energy goal are incorporated herein by this reference. The request is consistent with Goal 13.

Goal 14 – “Urbanization” “To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.”

The area affected by the proposed map amendment and zone change is within the urban growth boundary and the city limits and is already designated for urban housing development. The proposal does not alter the urban growth boundary or city limits. The proposal does not alter that the site will be zoned for urban housing development. Rather, the request enhances urbanization by providing proposed amendment and zone change will not change the already-existing urban development or prevent more urban development, so is consistent with this goal. The proposed amendment and zone change are consistent with Goal 14.

Goal 15 – “Willamette Greenway” “*To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.*”

The site is not located within the Willamette River Greenway, nor in proximity to the Willamette River Greenway and thus the proposed map amendment and zone change will have no impact to the Willamette Greenway. Goal 15 is not applicable.

Goal 16 – “Estuarine Resources” “*To recognize and protect the unique environmental, economic, and social values of each estuary and associated wetlands; and to protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic, and social values, diversity and benefits of Oregon’s estuaries.*”

The proposal does not affect any areas adjacent to the Siletz Bay estuary; therefore, Goal 16 is not applicable.

Goal 17 – “Coastal Shorelands” *“To conserve, protect, where appropriate, develop and where appropriate restore the resources and benefits of all coastal shorelands, recognizing their value for protection and maintenance of water quality, fish and wildlife habitat, water-dependent uses, economic resources and recreation and aesthetics. The management of these shoreland areas shall be compatible with the characteristics of the adjacent coastal waters; and to reduce the hazard to human life and property, and the adverse effects upon water quality and fish and wildlife habitat, resulting from the use and enjoyment of Oregon’s coastal shorelands.”*

The city’s coastal shorelands are not impacted by the proposed request since the site does not contain any coastal shorelands, nor is the site in proximity to any coastal shorelands. The findings concerning the Comprehensive Plan’s Shoreland, Beaches, Dunes, Estuary and Ocean Resources goal are incorporated herein by this reference. Goal 17 is met or not applicable.

Goal 18 – “Beaches and Dunes” *“To conserve, protect, where appropriate develop, and where appropriate restore the resources and benefits of coastal beach and dune areas; and To reduce the hazard to human life and property from natural or man-induced actions associated with these areas.”*

The proposed changes do not affect any areas located within a beach or active dune area. The findings concerning the Comprehensive Plan’s Shoreland, Beaches, Dunes, Estuary and Ocean Resources goal are incorporated herein by this reference. Goal 18 is met or not applicable.

Goal 19 – “Ocean Resources” *“To conserve marine resources and ecological functions for the purpose of providing long-term ecological, economic, and social value and benefits to future generations.”*

Since the area of the proposed changes is on the dry land area of the city, the proposal will not affect the near shore, ocean, and continental shelf. The findings concerning the Comprehensive Plan’s Shoreland, Beaches, Dunes, Estuary and Ocean Resources goal are incorporated herein by this reference. Goal 19 is met or not applicable.



TRANSPORTATION **IMPACT ANALYSIS**

| | |
|-----------------|----------------------------------------------------|
| project | Lincoln City Residential Rezone |
| location | Highway 101/SE 31st Street Lincoln City, Oregon |
| client | Dwight Schwab |
| date | August, 2022 |

P.O Box 1994, Redmond OR 97756 PHONE (541) 788.6282

EMAIL: info@traffic-team.us



Lincoln City Residential Rezone Traffic Impact Study

Prepared for:

DWIGHT SCHWAB

by:

Ferguson & Associates, Inc

August 9, 2022



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EXECUTIVE SUMMARY

This study addresses the traffic impacts of a proposed rezone of two parcels which total 30.3 acres. The existing zoning is R1-7.5 and the proposed zoning is RM. The site is located to the east of Highway 101 and the only existing access to the property is via SE 31st Street. There is a planned future north-south local street which would provide alternative access. With this future connection the project would also eventually take access to Highway 101 via the traffic signal at 32nd Street and the new medium volume local street connection to 29th Street.

STUDY PURPOSE

This study is not a typical traffic impact study in that it does not address the impact of a proposed development; instead, it looks at the impact of the proposed zone change and comprehensive plan amendment to determine if the requirements of the Oregon Transportation Planning Rule (TPR) are met. The specific relevant section of the TPR is found in OAR 660-012-060. This zone-change application is to be evaluated based on the criteria found in this section of the Oregon Administrative Rules and there are very specifically requirements for this type of a study. First, a traffic study focused on the TPR does not necessarily look at the full impact of buildout to the maximum potential trip generation on the site with the new zone. Instead, it looks at the incremental difference in impacts between the existing R1-7.5 zone and the proposed RM zone. Second, the study focuses on maximum potential trip generation under each zone using outright permitted uses. The reality is that these properties are unlikely to buildout with the high level of traffic forecast in this study, at least in the time-frame of the study, which in this case is a 15 year horizon. More on this below.

The PSU population forecast for Lincoln City reflects an increase of only 1,111 persons between 2020 and 2040; whereas, the maximum-development scenario on this site with the proposed RM zone is 1,100 new apartment units. As such, there is sufficient land on this site to accommodate all of Lincoln City's growth through year 2040. Of course, this would not happen. As the City grows, new housing will be developed throughout the City and will not be concentrated on a single site. The purpose of the rezone is not to increase the amount of development that can occur, but to allow a different type of housing that can be built, allowing for more reasonably priced work-force housing. That means that while this study assumed a very high level of trip generation, which was the correct approach to address the requirements of the TPR, it is somewhat unlikely that this level of traffic will occur within the study horizon of 2037. It's a conservative assessment.

STUDY SCENARIOS

Given that the timing of the new north-south connection (which would provide access to SE 32nd Street and SE 29th Street) is dependent upon adjacent development, a number of scenarios were considered. The baseline scenario assumed that the only access available to the site would be SE 31st Street. Since the amount of traffic that can be reasonably handled by SE 31st Street is somewhat limited, additional scenarios were added to see if future connections to adjacent parallel streets would adequately accommodate the zone change.

In addition, this study also assessed impacts with the traffic generated with a maximum buildout of the site, not just the incremental change in trip generation as required for the TPR assessment. These additional scenarios are useful to understand longer term impacts and can inform planning decisions.

The scenarios addressed in this report included:

1. Scenario I-1: this analysis scenario considered only the incremental change in trip generation with the rezone and assumed no future connections to Highway 101, with all traffic being routed down 31st Street.
2. Scenario I-2: this analysis scenario also considered only the incremental change in trip generation with the rezone; but assumed that Highway 101 could be accessed with a new connection to SE 32st Street.
3. Scenario M-1: this analysis scenario considered impacts with full buildout of the site at its highest potential trip generation (with the rezone) and assumed access to both 31st Street and 32nd Street.
4. Scenario M-2: this analysis scenario also considered full buildout of the site with the rezone but also assumed a connection to 29th Street in addition to 31st Street and 32nd Street.

FINDINGS AND CONCLUSIONS

1. The site could fit up to 1,100 apartment units with the proposed rezone to RM. This level of development was used to calculate trip generation for the reasonable worst-case scenario with the proposed zone change. Considering forecast growth rates and the topography of the site, this estimate is probably higher than what would ultimately be built on the site; however, it is a reasonably conservative basis for conducting the study.
2. The trip-generation forecast for 1,100 mid-rise apartment units was 429 p.m. peak hour trips and 4,994 daily trips.
3. With the existing development code, the site could accommodate up to 617 fourplexes with R1-7.5 zoning. Considering this potential maximum development under existing zoning, the incremental change in trip generation with the proposed RM zone would be 114 p.m. peak hour trips and 835 daily trips.
4. The Lincoln City Transportation System Plan (TSP) provides two measures of effectiveness: ODOT mobility targets and Lincoln City Level of Service Standards.

City Standards apply on Local Streets and the TSP states that ODOT mobility targets are the standard on ODOT facilities.

- a. Without a connection to SE 32nd Street, it was found that neither of these standards would be met with the incremental change in traffic assigned to the network.
 - b. It was found that up to 277 apartment units could be developed and meet ODOT mobility targets without a connection to 32nd Street. This reflects about 25 percent of the maximum trip generation scenario with the proposed zone change.
 - c. Lincoln City Level-of-Service standards, which typically apply to non-ODOT facilities, are more conservative at a one-way-stop T-intersection than the ODOT mobility targets. With the more conservative standard, up to 131 apartment units could be built and still meet Lincoln City standards without a connection to 32nd Street. These calculations used the higher summertime volumes, not average daily traffic. More development could potentially be accommodated and meet standards if average volumes were used rather than peak summer volumes.
 - d. While the ODOT mobility targets are the governing standard, as per ODOT and as per the Lincoln City TSP, Lincoln City may decide to use the more conservative local standard to account for the fact that SE 31st Street is a narrow residential street and there are limits as to how much traffic is appropriate before a connection to 32nd Street is required.
5. It was found that with the connection to 32nd Street, the requirements of the Transportation Planning Rule (TPR) would be met. (Scenario I-2).
 6. For the buildout scenario (M-1), it was found that up to 880 apartment units could be built and meet ODOT and City level of service standards. An addition connection to 29th Street would be needed to accommodate additional development beyond this stage.
 7. While the requirements of the TPR for a zone change would be met when the connection to 32nd Street is added, the maximum buildout scenario was also studied. It was found that under the maximum development scenario, in addition to the connection to 32nd street, additional connections to the north would be needed to meet operational standards. It was found that up to 880 units (80 percent of the maximum buildout scenario) could be developed before a connection to 29th Street is needed. Given the topographic constraints of the site and the relatively low forecast for population growth in the City, it is unlikely that the site would develop to this level of intensity.

In summary, the requirements of the TSP would be met and the zone change should be approved with the following restriction:

1. Limit the amount of development to 131 to 277 units depending which intersection-operations standard is used, until such time that a connection is provided to SE 32nd Street.

In addition, the Lincoln City Development Code would also require a traffic impact study which looks at an actual development proposal. The analysis conducted herein suggests that up to 880 units could be built before an additional connection is required to the north. Since the TSP assessment is typically based on the incremental change in traffic, it is argued that this limitation should not be applied to the zone change, but is presented here as informational and may be a future restriction of a phased development plan at such time that a site-development application is presented to the City.

INTRODUCTION

This study addresses the traffic impacts of a proposed rezone of two parcels which total 30.3 acres. The existing zoning is R1-7.5 and the proposed zoning is RM. The site is located to the east of Highway 101 and the only existing access to the property is via SE 31st Street. There is a planned future local street which would provide alternative access.

This study focuses on p.m. peak hour traffic operations at the site access and nearby intersections and has been scoped to meet the requirements of traffic impact studies needed to show compliance with the Transportation Planning Rule (TPR), specifically OAR 660-110-060, which pertains to Plan and Land Use Regulation Amendments. Since the horizon year of the current Transportation System Plan (TSP) is less than 15 years out, a 15 year study horizon was selected (year 2037), in compliance with guidance for TPR-focused traffic studies. The study considers a future scenario with and without a new north-south connector street shown in the TSP. All scenarios include an assessment of conditions with and without the proposed project. This study addresses key transportation issues such as roadway capacity, site distance, traffic signal warrants, left-turn lane warrants, and site access as appropriate.

PURPOSE AND OBJECTIVES

This study has been performed for submission to the Lincoln City and is based on the Transportation Impact Analysis Policy found in the development code as well as other state requirements and guidance related to the TPR. The scope of this study has been reviewed in advance with City Staff. The policy provides a general guide on transportation study requirements.

PROPOSED DEVELOPMENT

The proposed action is to change the zone designation and Comprehensive Plan Map from R1-7.5 to RM for a 30.3 acre parcel. There is not a concurrent application for a specific development at this time. The City will likely require additional traffic studies at such time that a specific development moves forward.

SITE LOCATION AND STUDY AREA

The site for the proposed rezone is located to the east of Highway 101, as shown in Figure 1. Conversations were held with City Staff and it was determined that the following intersections should be included in the analysis:

1. Highway 101/SE 28th Street (future access);
2. Highway 101/SE 31st Street (main existing access); and
3. Highway 101/SE 32nd Street (future access).

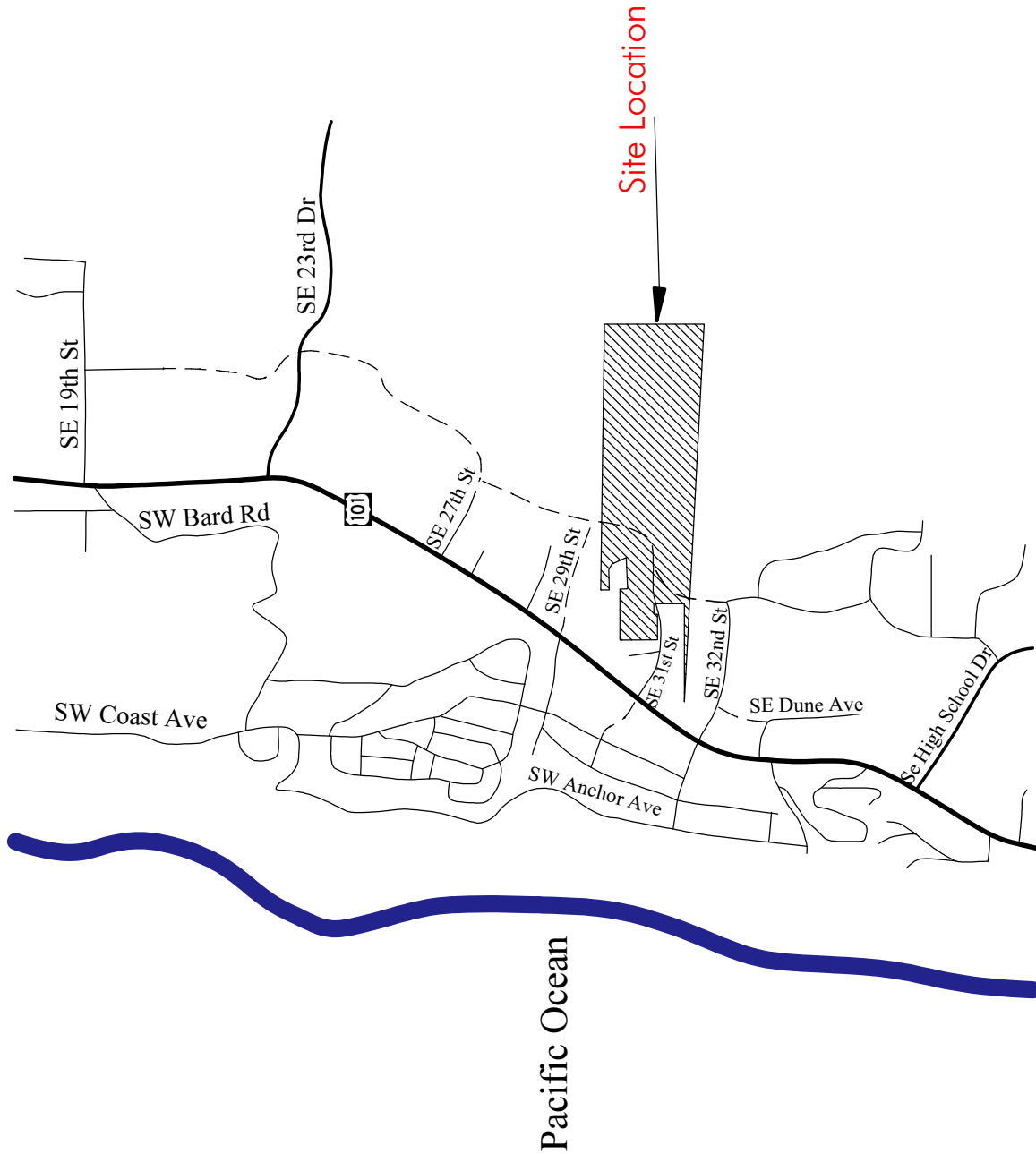
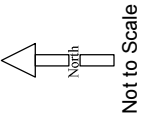


Figure 1

Ferguson & Associates, Inc.

Site Location

Schwab Property Rezoning - Lincoln City, Oregon

#01709
August 9, 2022

AREA CONDITIONS

The characteristics of the surrounding street network, existing uses, and current zoning are presented in this section. Relevant policies and plans for future street improvements in the vicinity of the proposed project are discussed in this section.

EXISTING LAND USES

The site is undeveloped. No reductions were made in the traffic assignments for existing development that would be eliminated with future construction.

EXISTING STREET NETWORK

This report analyzes traffic impacts on Highway 101 at SE 28th Street, SE 31st Street and SE 32nd Street. See Table 1 for existing street characteristics. Existing lane configurations and intersection controls at study intersections are illustrated in Figure 2. This figure also shows the assumed future lane configurations and intersection controls of streets which are yet to be built. All future streets will be built to current standard.

TABLE 1 – STREET CHARACTERISTICS

| STREET | CLASSIFICATION | LANES | POSTED SPEED (MPH) | CURBS | SIDE-WALKS | BIKE LANE | ON STREET PARKING |
|----------------------------|-----------------|-------|--------------------|---------|------------|-----------|--------------------------|
| Highway 101 | Major Arterial* | 2 | 30 | Partial | Partial | No | No |
| SW 29 th Street | Local** | 2 | 25 | No | No | No | Limited room for parking |
| SE 31 st Street | Local | 2 | 25 | No | No | No | Limited room for parking |
| SE 32 nd Street | Local** | 2 | 25 | Yes | Yes | No | No |

* City designation; ODOT classifies Highway 101 as a statewide highway inside an existing Urban Growth Boundary. It is not classified as a state freight route nor as an expressway.

** The TSP also classifies these streets as “Medium-Use Streets.” From the TSP: “Medium-Use Streets have moderate traffic volumes. They generally are surrounded by a mix of land uses, including both residential and commercial. These streets often provide secondary neighborhood connections to local parks, schools and mixed-use areas. Their design should emphasize walking, but accommodate the needs of bicyclists and motor vehicles. Prioritized design elements should include landscaped buffers, walkways/pathways/trails, on-street parking and pedestrian safety enhancements.”

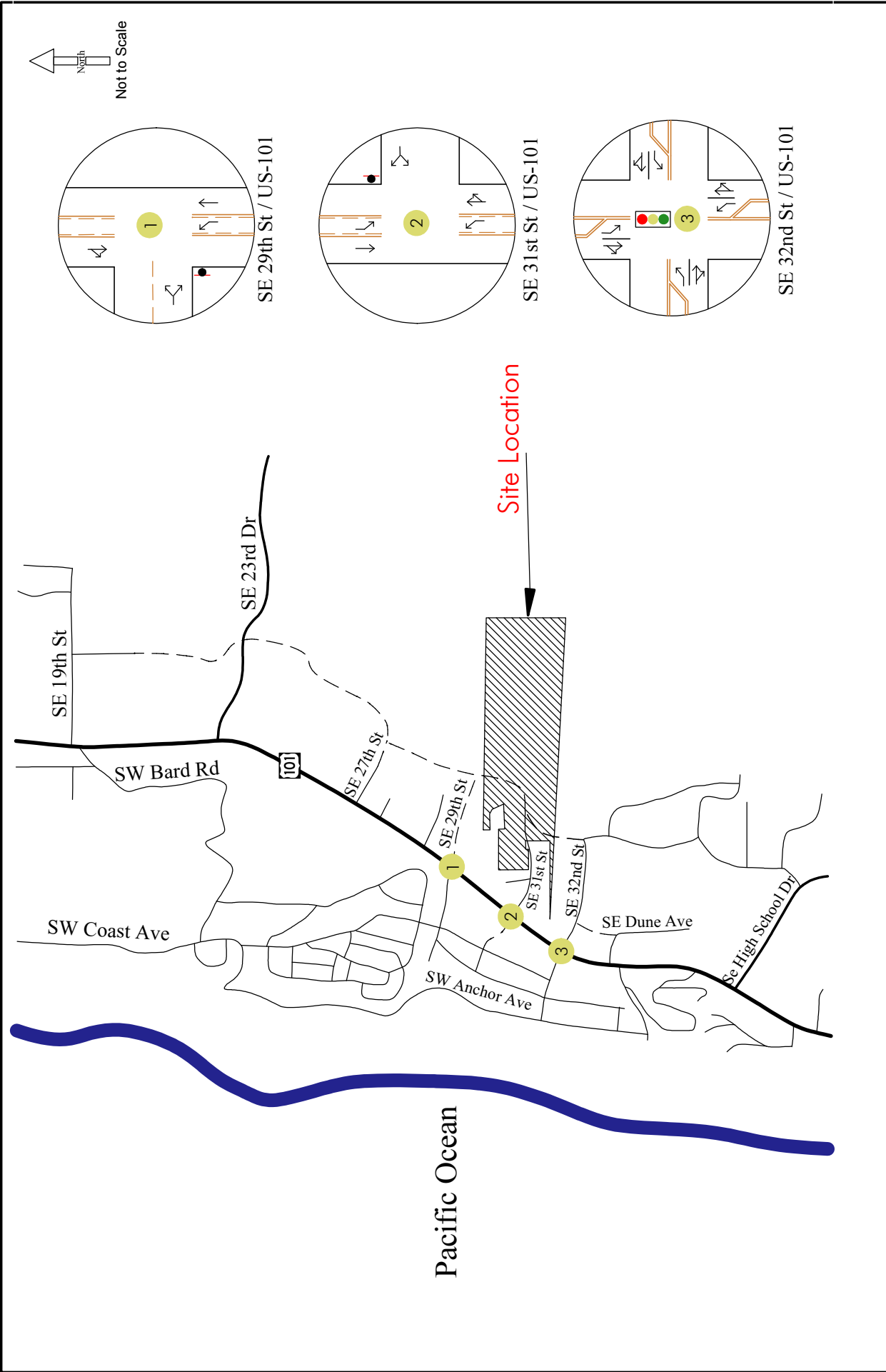


Figure 2
 Ferguson & Associates, Inc.

Lane Configuration & Intersection Controls
 Schwab Property Rezoning - Lincoln City, Oregon

EXISTING TRAFFIC FLOW AND CONDITIONS

PM peak period traffic counts were conducted at the study intersections in 15 minute intervals between 4:00 p.m. and 6:00 p.m. The counts were conducted in July and August of 2022. The p.m. peak hour flow is defined as the hourly traffic flow representing the highest one-hour of traffic flow between 4:00 p.m. and 6:00 p.m. Intersection count data summaries can be found in Appendix A and are also illustrated in Figure 3, with seasonal adjustments applied.

COVID-19 Adjustments – It is widely recognized that traffic flows have decreased after the onset of restrictions aimed at reducing the spread of COVID-19. There is not a full consensus among transportation professionals as to what the longer-range impact will be on traffic flows. For the purposes of this report, however, it was assumed that traffic flows are no-longer strongly influenced by COVID-19.

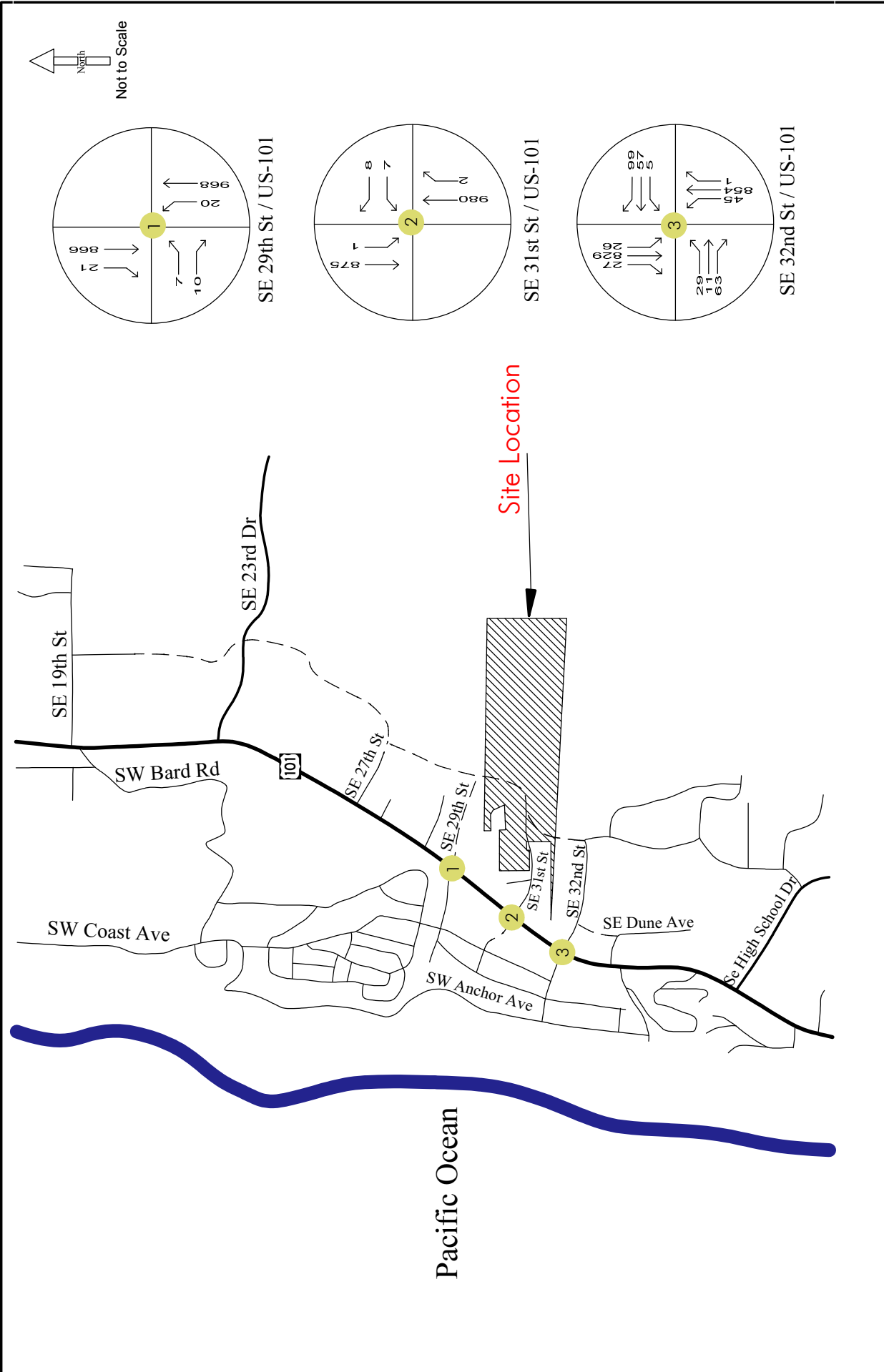
Balancing and Seasonal Adjustments – The traffic counts were balanced between intersections and a seasonal adjustment factor was calculated following the procedures outlined in the ODOT Analysis Procedures Manual (APM). This methodology is presented in Appendix B along with the resulting calculations. It was found that there is relatively little difference in the counted traffic month and the peak month (which can be July or August, but with August usually being higher than July.) The resulting factor for the July counts was 1.007. The balanced and seasonally adjusted traffic counts for the existing p.m. peak hour are shown in Figure 3.

APPROVED AREA DEVELOPMENT

Given that the study focused only on a long-range forecast, it was assumed that the long-range forecast would account for any approved but not as yet built or occupied development in the area.

COMMITTED OR PLANNED STREET IMPROVEMENTS

As discussed above, the Lincoln Transportation System Plan (TSP) defines the long term transportation network. The only street-project identified in the study-area was a new north-south, local, medium-volume street, which would provide connections Highway 101 at all three study intersections, as well as providing further connectivity to the north when completed. Since this street connection would primarily be developer funded, the timing of the new north-south connection is unknown. For this reason, the analysis conducted herein was done for conditions with and without the future north-south connector street.



Existing PM Peak Hour Traffic
 Schwab Property Rezoning - Lincoln City, Oregon

Figure 3
 Ferguson & Associates, Inc.

LOCAL AND STATE PROGRAMS, POLICIES, AND REGULATIONS

Adopted transportation plans and policies that regulate transportation facilities and development and zone changes are discussed below.

The Lincoln City Transportation System Plan (TSP) – lays out the future street system and establishes level of service standards for local streets. The TSP shows a new north-south local street that is also designated as a medium-traffic street. These new street was shown in Figure 1. In the vicinity of the site, the TSP indicates that this new north-south street would be developer funded. As such, the timing of the new north-south street will depend upon the rate at which surrounding properties develop.

The level of service standard for two-way stop and yield controlled intersections on City streets is: *“All movements at intersections serving more than 20 vehicles during the highest one-hour period on an average weekday (typically, but not always the evening peak period between 4 p.m. and 6 p.m. during the spring or fall) shall be LOS “E” or better. LOS “F” is acceptable for movements at intersections serving no more than 20 vehicles during the peak hour.”*

The Lincoln City Development Code – sets the criteria used to review traffic impact studies. This policy, as found in the Lincoln City Development Code, provides general requirements for a traffic study.

The ODOT Analysis Procedures Manual – was also consulted to develop a seasonal adjustment factor and to develop a long-range forecast.

The ODOT Highway Plan - sets the mobility target for all state highways and streets. When the mobility standard is not met, ODOT typically requests that the developer provide mitigation that would improve traffic conditions to what they would be without the project. All study intersections are ODOT facilities. The City TSP states that the ODOT mobility targets are the City’s standard on state facilities.

As per the 1990 Oregon Highway Plan, Highway 101 is classified as a statewide highway (non-freight route) therefore the applicable ODOT mobility targets, as shown in Table 6, would be for that of a statewide highways within an Urban Growth Boundary (UGB) in non-MPO areas

In addition, the mobility targets for on-state highway approaches are different. The 1999 Oregon Highway Plan, as per OHP Policy 1F Revisions adopted by OTC December 21, 2011, states:

“In order to maintain safe operation of the intersection, non-state highway approaches are expected to meet or not to exceed the volume to capacity ratios for District/Local Interest Roads in [Table 2 below, which is ODOT Table 6].”

Given that the posted speed is 30 miles per hour, from Table 2 in can be seen that these mobility targets apply:

- 29th Street/Highway 101 -- 0.95 for the stop controlled approaches;
- 31st Street/Highway 101 -- 0.95 for the stop controlled approaches; and,
- 32nd Street/Highway 101 -- 0.90 overall.

In addition, ODOT suggests the use of alternative parameters for operations calculations. At the three ODOT intersections the saturation flow rates were reduced to 1,750 passenger-car-equivalents per hour and a peak hour factor was applied to the traffic flows.

TABLE 2 – ODOT VOLUME TO CAPACITY RATIO TARGETS FOR PEAK HOUR OPERATING CONDITIONS*

| VOLUME TO CAPACITY RATIO TARGETS OUTSIDE METRO | | | | | | | |
|-------------------------------------------------|------------------------------|------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------|----------------------------------------------|-----------------------------|-------------|
| HIGHWAY CATEGORY | INSIDE URBAN GROWTH BOUNDARY | | | | OUTSIDE URBAN GROWTH BOUNDARY | | |
| | STA | MPO | Non-MPO Outside of STAs where non-freeway posted speed ≤35 mph, or a Designated UBA | Non-MPO Outside of STAs where non-freeway speed >35 mph, but <45 mph | Non-MPO where non-freeway speed limit ≥45mph | Un-incorporated Communities | Rural Lands |
| Interstate Highways | N/A | 0.85 | N/A | N/A | 0.80 | 0.70 | 0.70 |
| Statewide Expressways | N/A | 0.85 | 0.80 | 0.80 | 0.80 | 0.70 | 0.70 |
| Freight Route on a Statewide Highway | 0.90 | 0.85 | 0.85 | 0.80 | 0.80 | 0.70 | 0.70 |
| Statewide (not a Freight Route) | 0.95 | 0.90 | 0.90 | 0.85 | 0.80 | 0.75 | 0.70 |
| Freight Route on a Regional or District Highway | 0.95 | 0.90 | 0.90 | 0.85 | 0.85 | 0.75 | 0.70 |
| Expressway on a Regional or District Highway | N/A | 0.90 | N/A | 0.85 | 0.85 | 0.75 | 0.70 |
| Regional Highways | 1.0 | 0.95 | 0.90 | 0.85 | 0.85 | 0.75 | 0.70 |
| District/Local Interest Roads | 1.0 | 0.95 | 0.95 | 0.90 | 0.90 | 0.80 | 0.75 |

* Source: Table 6, "OHP Policy 1F Revisions" Adopted by ODOT, December 21, 2011

TRAFFIC FORECAST

Analysis scenarios were selected according to the requirements of the Oregon Transportation Plan and the Lincoln City Development Code and in conversation with Lincoln City staff. In addition to the baseline-scenarios, a number of scenarios were analyzed to address the mitigation requirements of the proposed zone change. The p.m. peak hour analysis-scenarios assessed in this study are outlined in this section.

TRAFFIC FLOW FORECAST WITHOUT PROJECT

Traffic flow was forecast for the year 2037 study horizon without the addition of traffic from the proposed development. The purpose of the non-project scenarios is to allow one to compare the operational characteristics between a with-project and a no-project scenario so that the relative impacts of the proposed project may be understood.

Year 2037 Flow without Project Forecast – The forecast for year 2037 traffic flow without the project, was approached using a variety of sources:

1. The ODOT APM methodology using the ODOT volume tables, which shown a year 2040 traffic forecast on the state highway system;
2. The most recent version of the Lincoln City Transportation System Plan(TSP); and,
3. The PSU population forecasts for Lincoln City.

The ODOT Future Volume Table for Highway 101 was a starting point. The forecast for Highway 101 in year 2040 was only 100 vehicles per day higher than current conditions. (See Appendix C.) This amounts to a growth rate of less than one-vehicle per year during the p.m. peak hour. Considering that the historic change in traffic, while there has been much fluctuation between years, has been relatively flat might suggests that the somewhat low year 2040 forecast could be accurate; however, it is surprisingly low, so other means of forecasting traffic were also considered. This would allow for a more conservative assessment of impacts of the zone change.

The TSP forecast was also consulted. The year 2035 forecast shown in the TSP for the intersection of 32nd Street and Highway 101 is about 72 percent higher than the existing count conducted in 2022. This forecast is not reasonable considering the PSU population forecast (see below) and the ODOT highway volume forecast. The reason for such a high estimate is probably a result of the methodology used in the TSP, while not wrong per say, was based on the best available information at the time of the study. The TSP forecast pivoted off a 2012 count that was conducted in October of 2012 and converted to a year 2012 summer traffic estimate. Sometimes the conversation factors, while data-based, can result in fairly

large and in accurate factors. In this case, the 2012 summer estimate from the TSP was significantly higher than actual counts conducted in the summer of 2022. This newer data suggests that the seasonable adjustment factors were not very accurate. Considering that new counts were conducted during the summer are likely more accurate as a basis to pivot off of for a forecast, plus the age of the TPS, it was concluded that using forecast shown in the TSP is probably not the best approach to forecasting year 2037 traffic.

Finally, the PSU population forecast was consulted for the Lincoln County UGB area. While population forecasts alone are not the only factor in traffic growth, they do provide an indicator of what kind of growth can be expected. As shown in Table 3, the average increase though year 2040 was 0.57 percent. The PSU growth forecasts are not linear, but it is reasonably to use this linear rate-calculation to forecast something close to 2040.

TABLE 3 – PSU POPULATION FORECAST

| Year | Population | Average Annual Growth Rate |
|------|------------|----------------------------|
| 2020 | 9,671 | |
| 2040 | 10,782 | 0.57% |

In summary, it was concluded that very low ODOT 2040 forecast from the ODOT Transportation Volume Tables is not very defendable, considering that there is a housing need in Lincoln City. Likewise, it would be unrealistic to use the older and somewhat high forecast from the TSP. Given that these sources would not result in a forecast that could be readily defended, it was determined that the most realistic approach would be to develop a factor based on the PSU population forecast, which would be a factor of 1.086:

$$(0.0057 \times 15 \text{ years} + 1 = 1.086)$$

As illustrated in Figure 4, year 2037 traffic was forecast by factoring the existing p.m. peak hour traffic flow 0.57 percent per year.

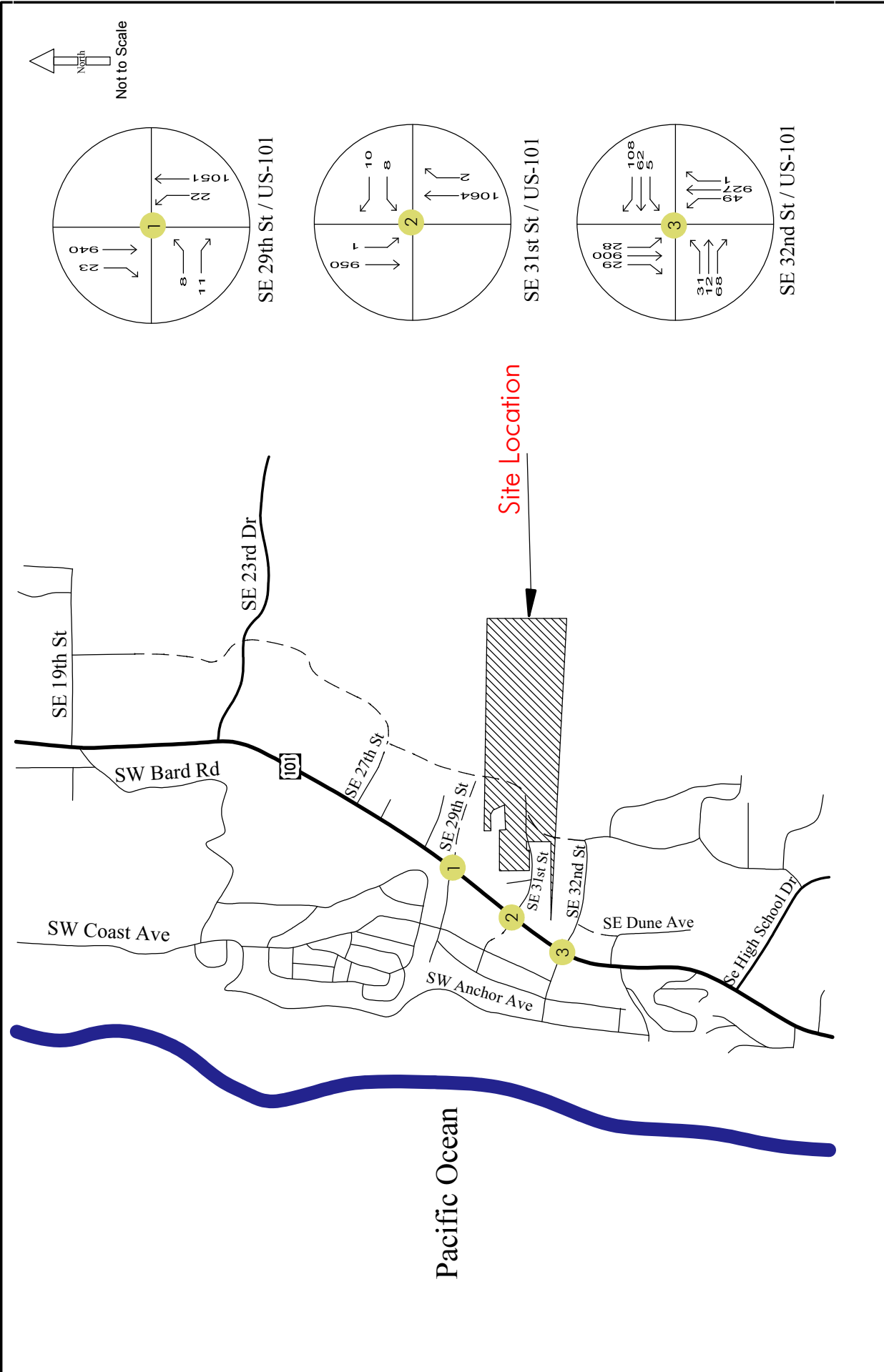


Figure 4
Ferguson & Associates, Inc.

PM Peak Hour Traffic - Year 2037 without Project
Schwab Property Rezoning - Lincoln City, Oregon

LAND USE SCENARIOS FOR SITE TRAFFIC FORECAST

The established procedure to evaluate traffic impacts of zone changes is to compare the trip generation potential with and without the zone change. The criterion used to establish the trip generation potential is based on a reasonable worst-case trip generation scenario using for outright permitted uses. In cases where a specific land use is proposed, that land-use may be used for the trip generation forecast if there is a mechanism to tie the zone change to the approval of the proposed use or if trip generation is capped to reflect the trip generation of the proposed use. There is not a site application accompanying this application. Accordingly, this section presents p.m. peak hour and daily trip-generation forecasts reflecting:

1. Trip Generation for a maximum reasonable buildout scenario using outright permitted uses for the existing R1-7.5 zone;
2. Trip Generation for a maximum reasonable buildout scenario using outright permitted uses for the proposed RM zone; and,
3. The incremental change in Trip Generation.

Developable Lands

In the Nelscott Gap Neighborhood Plan (see sketch in Appendix D) the site was shown to have significant wetlands. Of the 30.3 acre parcel, as shown in Table 4, 17.7 acres would be available for development after accounting for roads, wetlands/open space, which amounts to 771,000 square feet of developable land. Considering that there are also significant slopes, it is likely that the actual resulting developable lands may be less than forecast in the neighborhood plan. As such, the approach taken in this study is conservative.

TABLE 4 – DEVELOPABLE LANDS

| Item | Amount | Units | As Percent of Total |
|----------------------------|---------------|--------------|----------------------------|
| Total Lot | 30.3 | Acres | 100.0% |
| Wetlands/Open Space | 6.8 | Acres | 22.4% |
| Roads | 5.8 | Acres | 19.1% |
| Remaining Developable Land | 17.7 | Acres | 58.4% |

Land Use Scenario – Existing R1-7.5 Zone

City Staff has indicated that the current Development Code would allow four-unit structures on a single family lot. Staff was suggesting 5,000 square-foot lots, with 4 units per lot. At this density, a total of 617 units could be built in the existing R1-7.5 zone:

$$4 \text{ units/lot} \times 771,000 \text{ square feet} / 5,000 \text{ sq. ft. per lot} = 617 \text{ units.}$$

Land Use Scenario – Proposed RM Zone

While the maximum density in the proposed RM zone is not defined, there are height limits, coverage limits, parking requirements and open space requirements which would limit the number of units. As shown in Table 5, it was found that 1,253 dwelling units could be built with 3 story buildings, 1,200 square foot apartments (on average) and coverage of 65 percent of the developable lands.

TABLE 5 – MAXIMUM UNITS IN PROPOSED RM ZONE WITH 65 PERCENT COVERAGE

| Item | Quantity | Unit of Measure |
|---------------------------------------------------------------------------|-----------------|------------------------|
| Developable Lands | 17.7 | Acres |
| Total Building Footprint at 65 Percent Building Coverage | 11.505 | Acres |
| Above in Square Feet | 501,158 | Square Feet |
| Number of units assuming 1,200 square feet per unit and 3 story buildings | 1,253 | Dwelling Units |

It was questioned whether this density could be achieved while meeting parking requirements and open space requirements. It was estimated that about 450 square feet of land would be required per parking space, including land to meet parking-lot landscaping requirements, circulation aisles, and the space for the parking stall itself. In addition, each unit requires that the site contain 75 square feet of open space per unit. As shown in Table 6, this would result in a maximum of 1,100 dwelling units. Again, considering the slopes and other constraints on the site, this estimate somewhat conservative, considering that it might not be possible to economically develop all of this land. In addition, it is unlikely that there would be sufficient growth to accommodate this much development in the study horizon, given the somewhat low projected growth rates forecast for the City. Finally, an actual development scenario could include a mix of housing types, not just apartments, which would further reduce the density. In short, the maximum development scenario is a somewhat conservative assessment of a worst-case scenario for the proposed RM zone.

TABLE 6 – MAXIMUM UNITS IN RM ZONE WITH CONSIDERATION OF PARKING REQUIREMENTS

| Item | Quantity | Unit of Measure |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|------------------------|
| Developable Lands | 17.7 | Acres |
| Above in Square Feet | 771,012 | Acres |
| Parking/open-space to Dwelling-Unit square-footage Ratios, assuming 1200 sq. ft. apartments and 450 sq. ft. land usage per parking space plus 75 square feet of open space per unit | 0.43 | |
| Total foot-print of apartment buildings | 440,119 | Square feet |
| Number of units assuming 1200 square feet and 3 story buildings | 1,100 | Dwelling Units |

Incremental Change in Trip Generation

As shown above, under the existing RM zone up to 617 units could be built. The assumed configuration of these units would be two units on the lower level with two units above, which falls under the definition of low-rise multi-family housing in ITE's *Trip Generation Manual* (11th Edition, ITE; 2021). For the proposed RM zone, it was shown that a maximum of 1,100 units could be built. The assumed configuration of this land use would be 3-story apartments, which falls under the definition of mid-rise multi-family housing in ITE's *Trip Generation Manual*. The trip generation rates for each of these land use categories are shown in Table 7.

TABLE 7 - TRIP GENERATION RATES

| ITE Land Use & Code | Ind. variable | Trip Ends Rate | | In/Out Split | |
|----------------------------------|---------------|-------------------|-------|--------------|-------|
| | | (trips per t.s.f) | | (percent) | |
| | | PM Peak Hour | Daily | PM Peak Hour | Daily |
| Multifamily Housing Mid Rise 221 | DU | 0.39 | 4.54 | 61/39 | 50/50 |
| Multifamily Housing Low Rise 220 | DU | 0.51 | 6.74 | 63/37 | 50/50 |

Incremental Change in Trip Generation – As shown in Table 8, the trip generation potential under the existing R1-7.5 Zone is 315 p.m. peak hour trips and 4,159 daily trips. Under the proposed RM zone, the trip generation potential would increase to 419 p.m. peak hour trips and 4,994 daily trips. Also shown in Table 8 is the incremental change that would be a net increase of 114 p.m. peak hour trips and 835 daily trips.

TABLE 8 – SUMMARY OF TRIP GENERATION FORECAST

| ITE Land Use Category | Size (units) | PM Peak Hour Trip Ends | | | |
|----------------------------------|--------------|------------------------|-----------|------------|------------|
| | | In | Out | Total | Daily |
| Multifamily Housing Mid Rise 221 | 1,100 DU | 262 | 167 | 429 | 4,994 |
| Multifamily Housing Low Rise 220 | -617 DU | -198 | -116 | -315 | -4,159 |
| Net Increase | | 63 | 51 | 114 | 835 |

Pass-by Trips - Very few residential trips are pass-by trips; thus, no reduction in trip generation was made to account for pass-by trips.

Modal Split - No reduction in vehicle trips was made to account for a potential shift away from the automobile. ITE trip rates are based on observed vehicle trip patterns at each land use and thereby account for a basic amount of non-auto travel.

Trip Distribution and Assignment – PM peak hour traffic assignments were developed for a number of scenarios, each with a specific purpose:

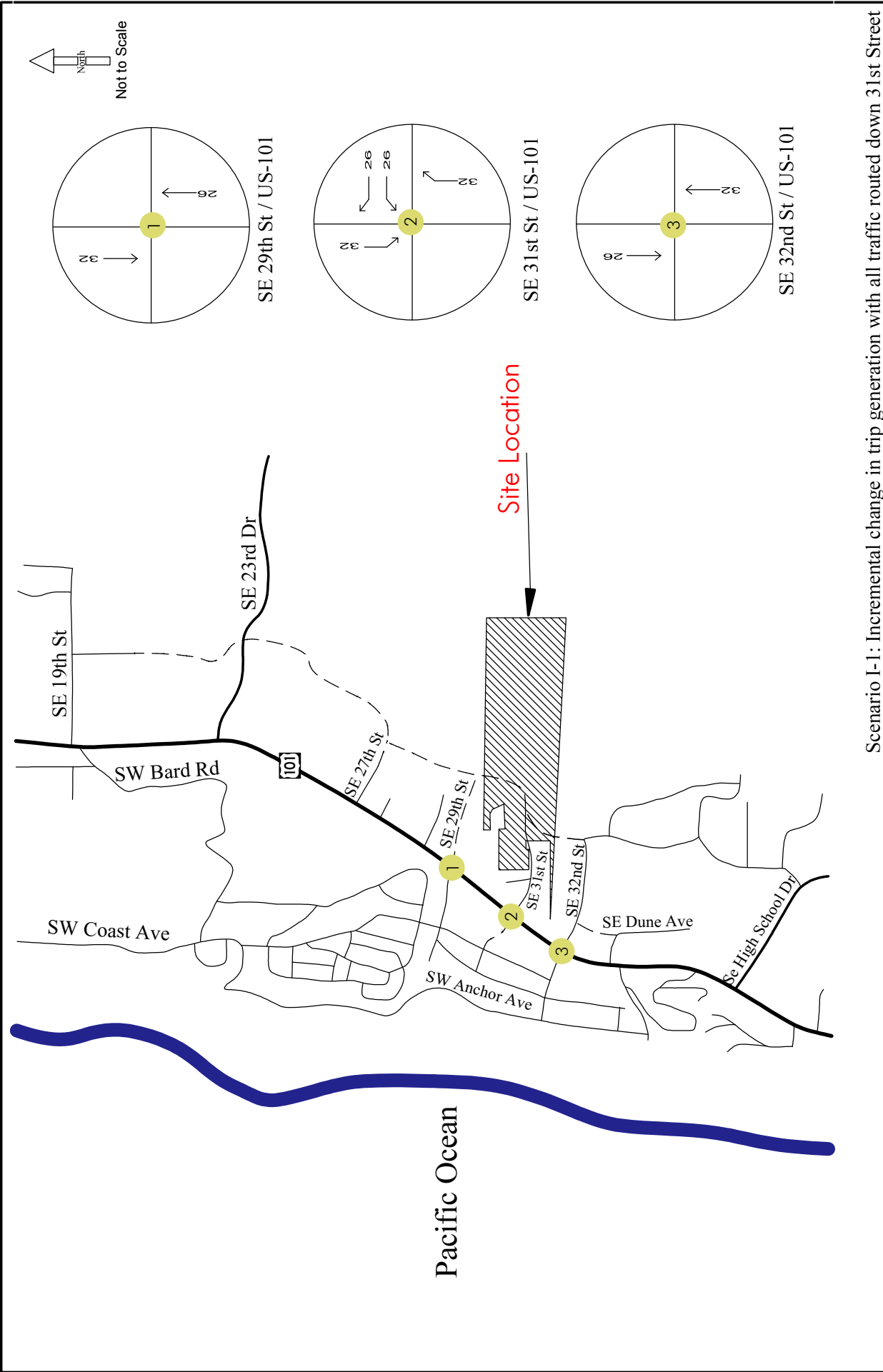
1. Scenario I-1 – assignment of the incremental increase in traffic with all traffic using SE 31st Street (Figure 5);
2. Scenario I-2 – assignment of the incremental increase in traffic with a connection to 32nd Street (Figure 6);
3. Scenario M-1 – assignment of 100 percent of maximum trip generation under the RM zone with connections to 31st and 32nd Streets (Figure 7); and,
4. Scenario M-2 – assignment of 100 percent of maximum trip generation under the RM zone with a connection to 31st, 32nd and 29th Streets (Figure 8).

The reason for these scenarios is as follows. In the rules related to a zone change, the TPR focuses on the *change* in impact that would be caused by the change. As such, the incremental trip generation is the focus. This is why the incremental assignments were developed. This is all that is required to address the impact of the zone change. The second group of assignments is informational, and is provide so the community may better understand the impact of a large development on this site. Typically, such an analysis would be conducted in conjunction with a site development application.

TRAFFIC FLOW FORECAST WITH PROJECT

PM peak hour traffic flow generated by the proposed project was added to the no-project scenarios. These year 2037 assignments with the project are illustrated in the following figures:

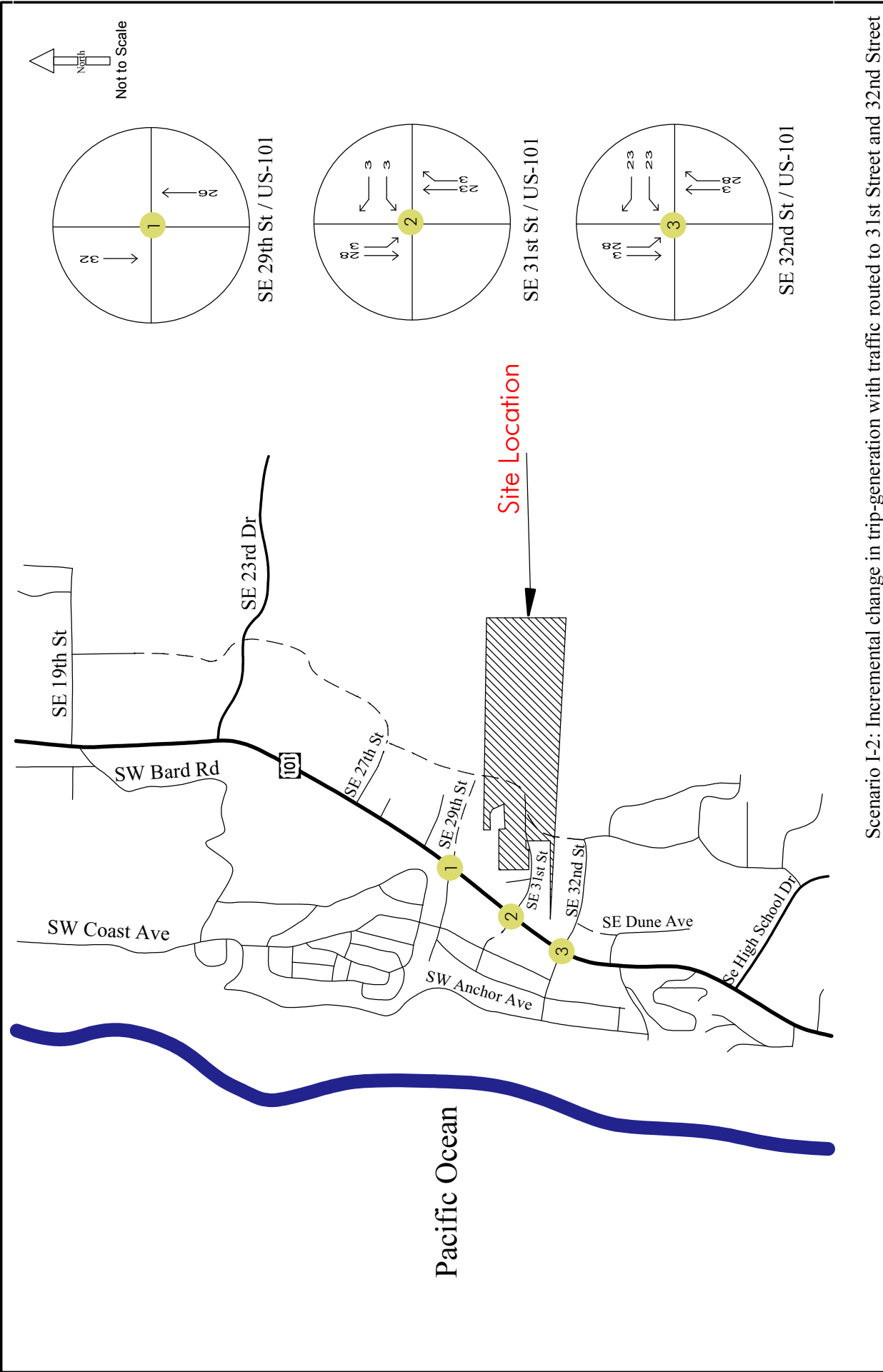
1. Figure 9 shows the Scenario I-1 traffic assignment added to the no-project forecast; that is, the assignment of the incremental increase in traffic with all traffic using SE 31st Street as was shown in Figure 5;
2. Figure 10 shows the Scenario I-2 traffic assignment added to the no-project forecast; that is, the assignment of incremental increase in traffic with a connection to 32nd Street (Figure 6);
3. Figure 11 shows the Scenario M-1 assignment added to the no-project forecast. This scenario assigns the maximum trip generation under the RM zone assuming that there are connections to both 31st and 32nd Streets (Figure 7); and,
4. Figure 12 shows the Scenario M-2 scenario assignment added to the no project forecast, which is the assignment that assumes maximum trip generation under the RM zone and connections to 31st, 32nd and 29th Streets (Figure 8).



Scenario I-1: Incremental change in trip generation with all traffic routed down 31st Street

Distribution & Assignment - Scenario I-1
 Schwab Property Rezoning - Lincoln City, Oregon

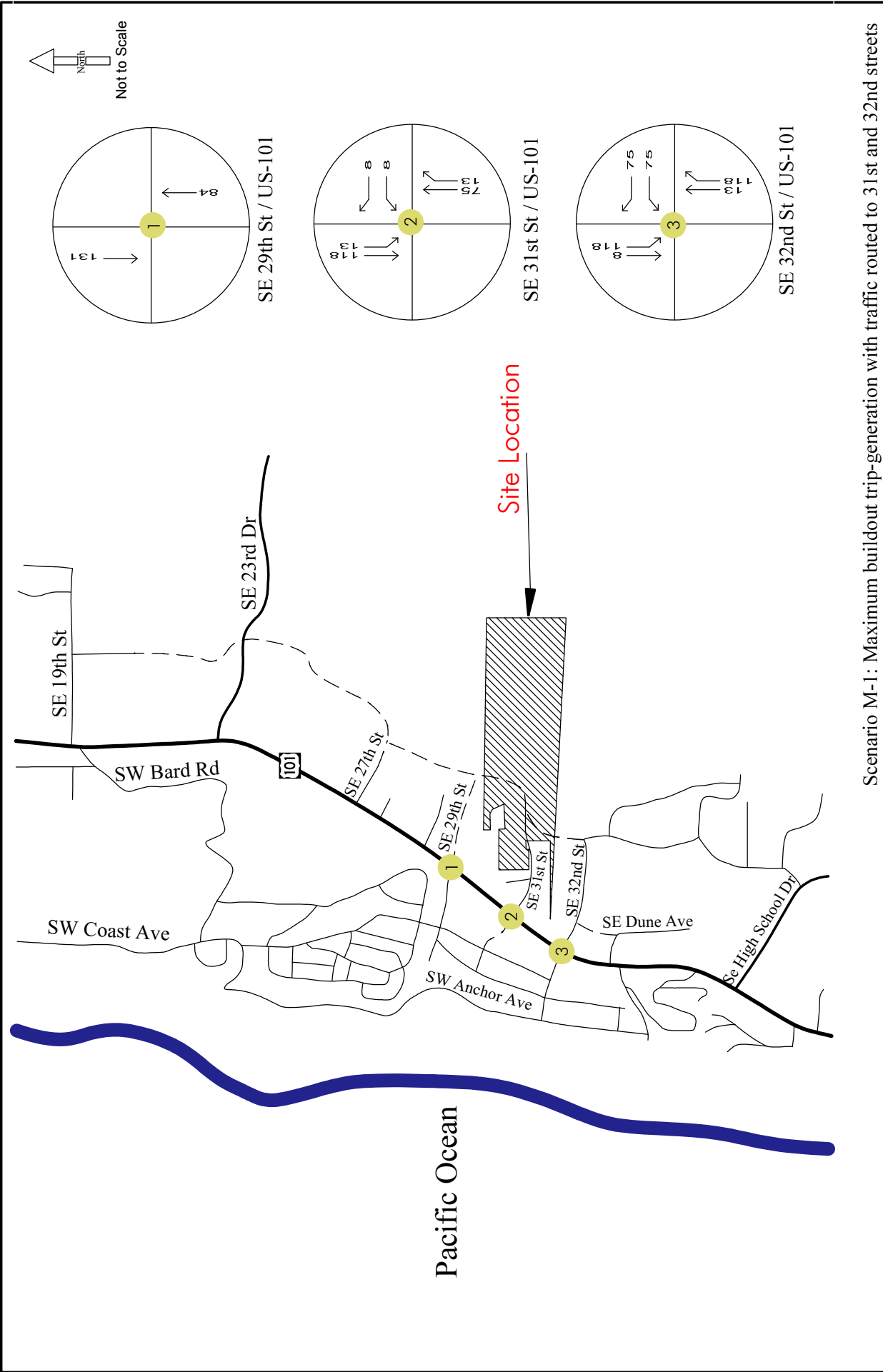
Figure 5
 Ferguson & Associates, Inc.



Scenario I-2: Incremental change in trip-generation with traffic routed to 31st Street and 32nd Street

Distribution & Assignment - Scenario I-2
 Schwab Property Rezoning - Lincoln City, Oregon

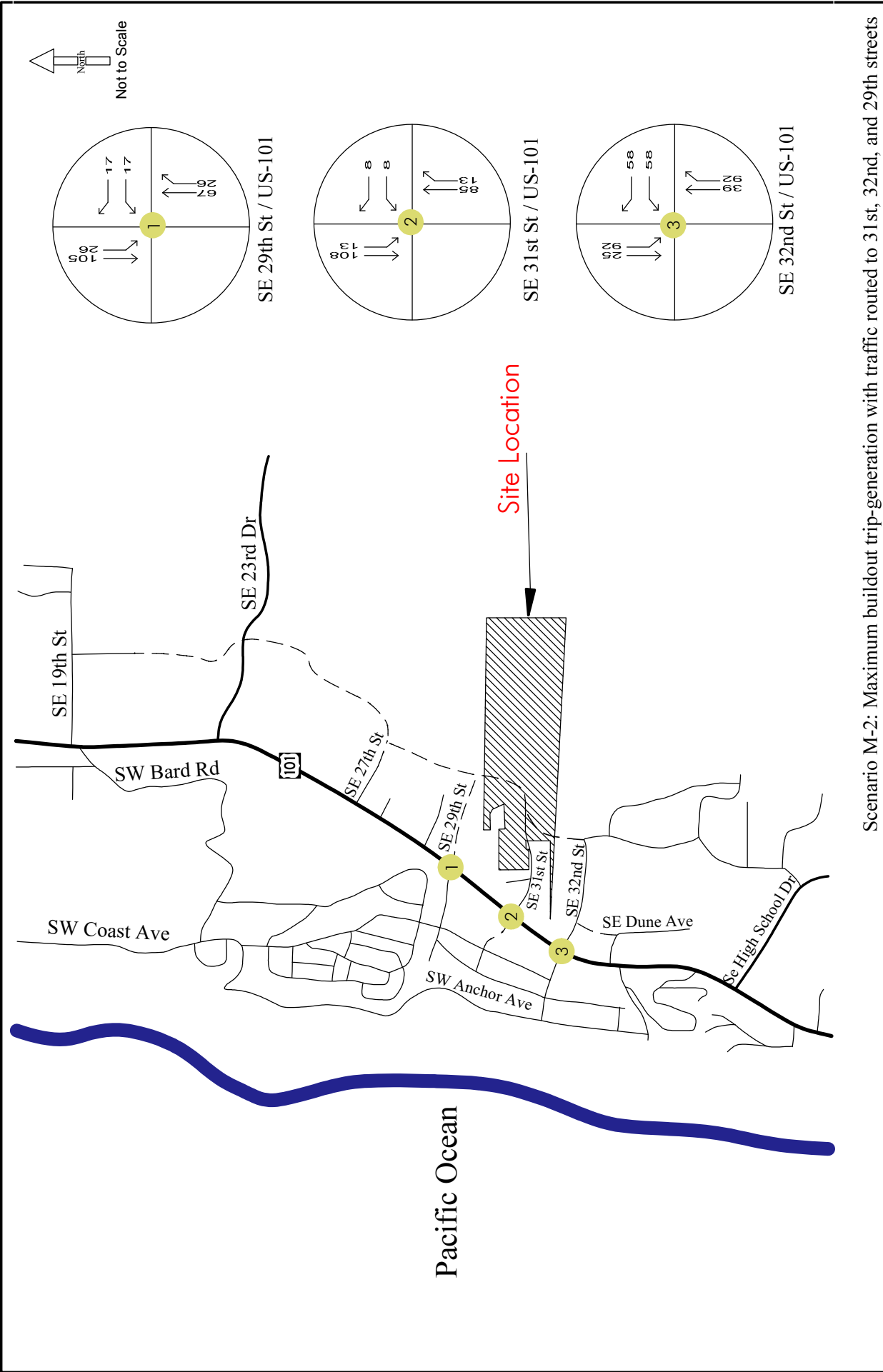
Figure 6
 Ferguson & Associates, Inc.



Scenario M-1: Maximum buildout trip-generation with traffic routed to 31st and 32nd streets

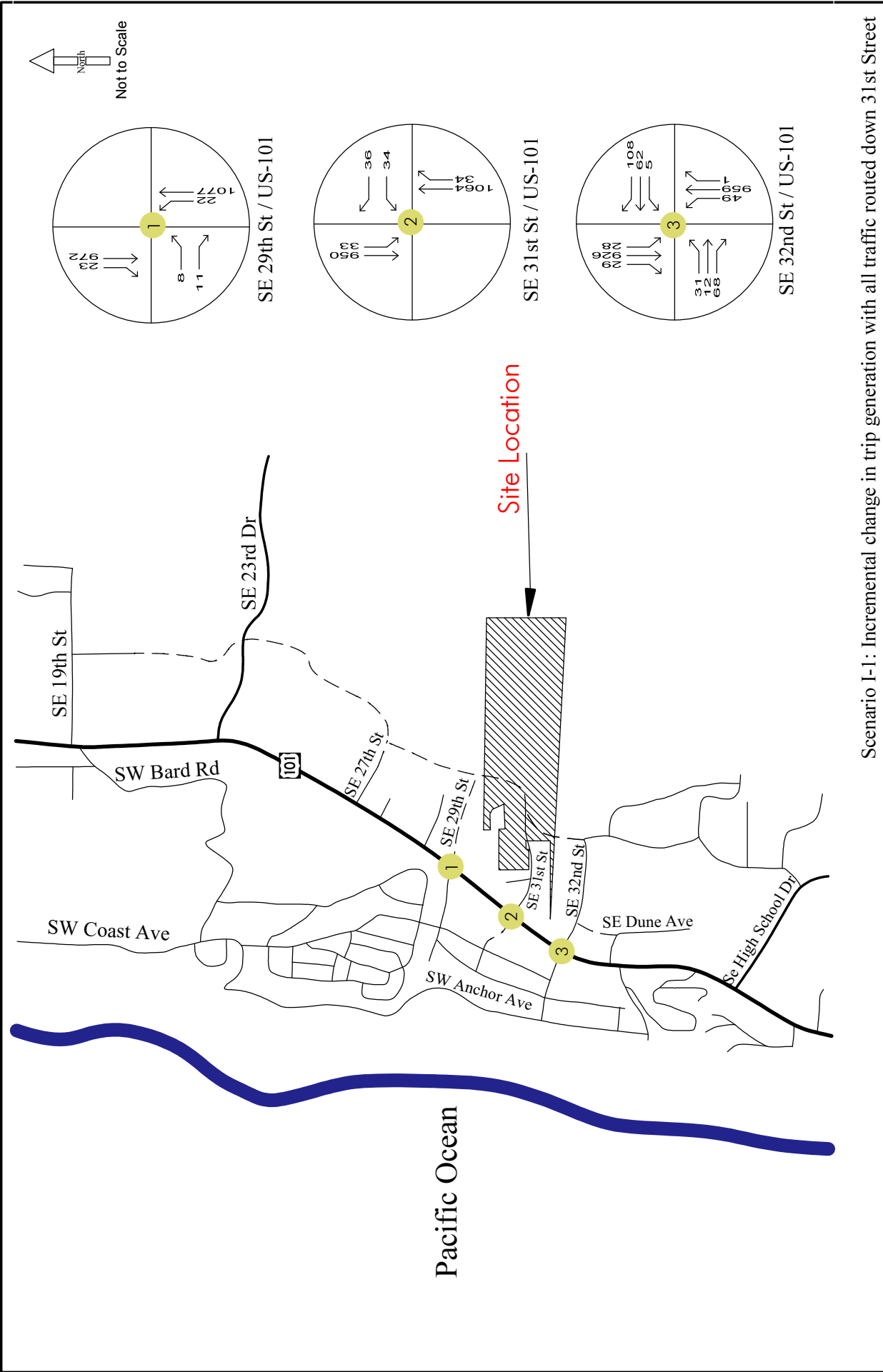
Distribution & Assignment - Scenario M-1
 Schwab Property Rezoning - Lincoln City, Oregon

Figure 7
 Ferguson & Associates, Inc.



Distribution & Assignment - Scenario M-2
 Schwab Property Rezoning - Lincoln City, Oregon

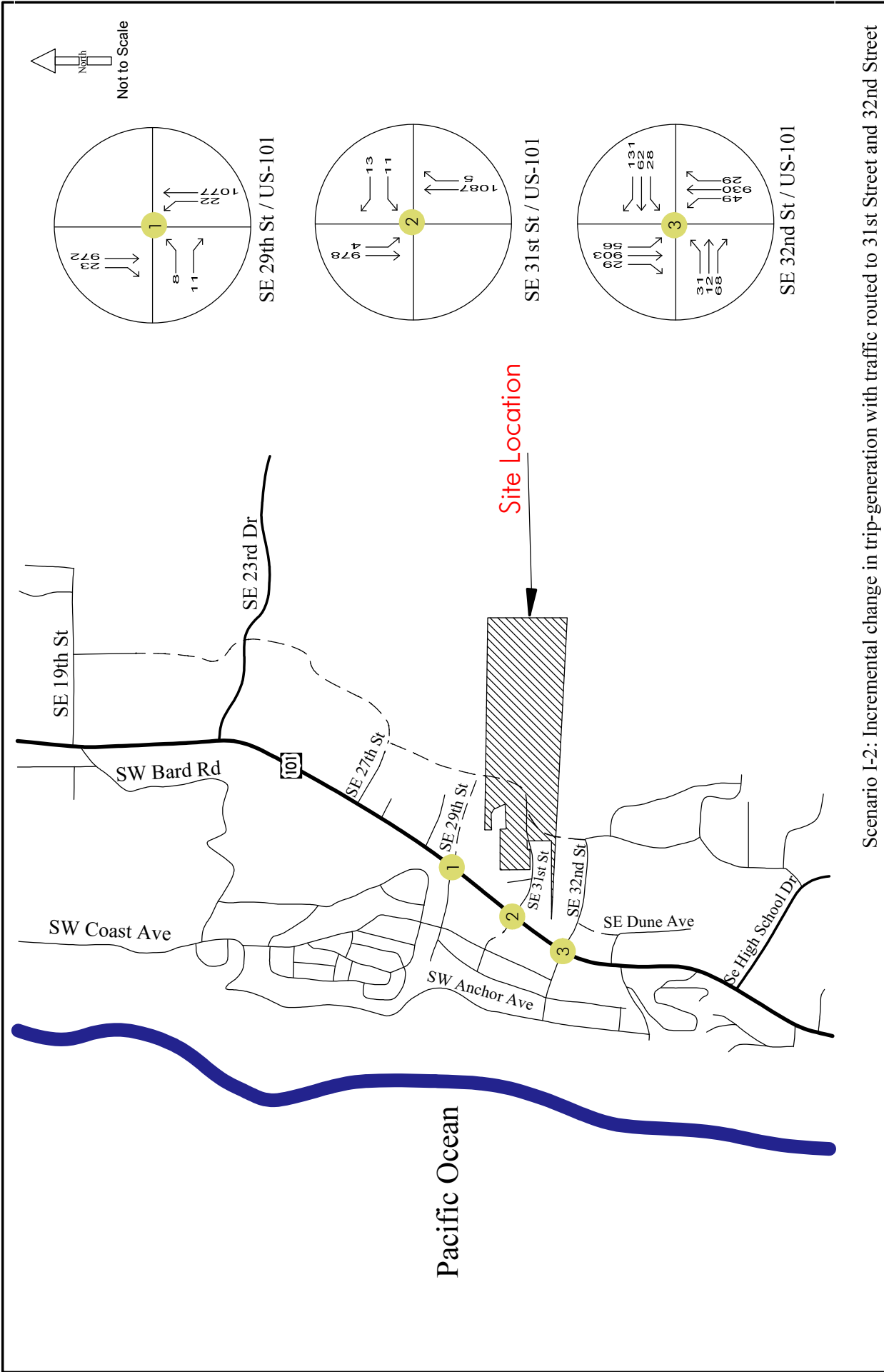
Figure 8
 Ferguson & Associates, Inc.



Scenario I-1: Incremental change in trip generation with all traffic routed down 31st Street

PM Peak Hour Traffic - Year 2037 - Scenario I-1
 Schwab Property Rezoning - Lincoln City, Oregon

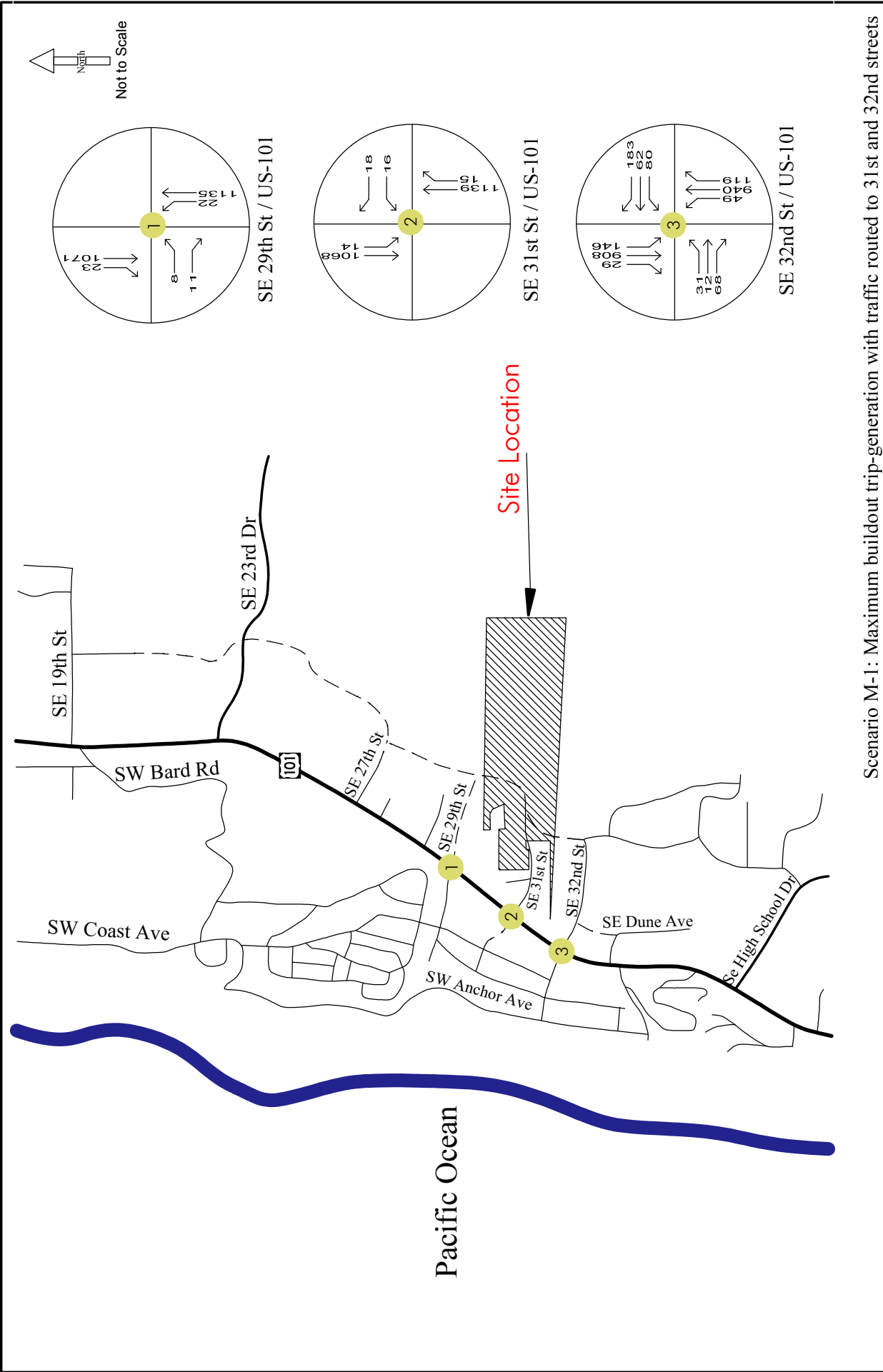
Figure 9
 Ferguson & Associates, Inc.



Scenario I-2: Incremental change in trip-generation with traffic routed to 31st Street and 32nd Street

PM Peak Hour Traffic - Year 2037 Scenario I-2
 Schwab Property Rezoning - Lincoln City, Oregon

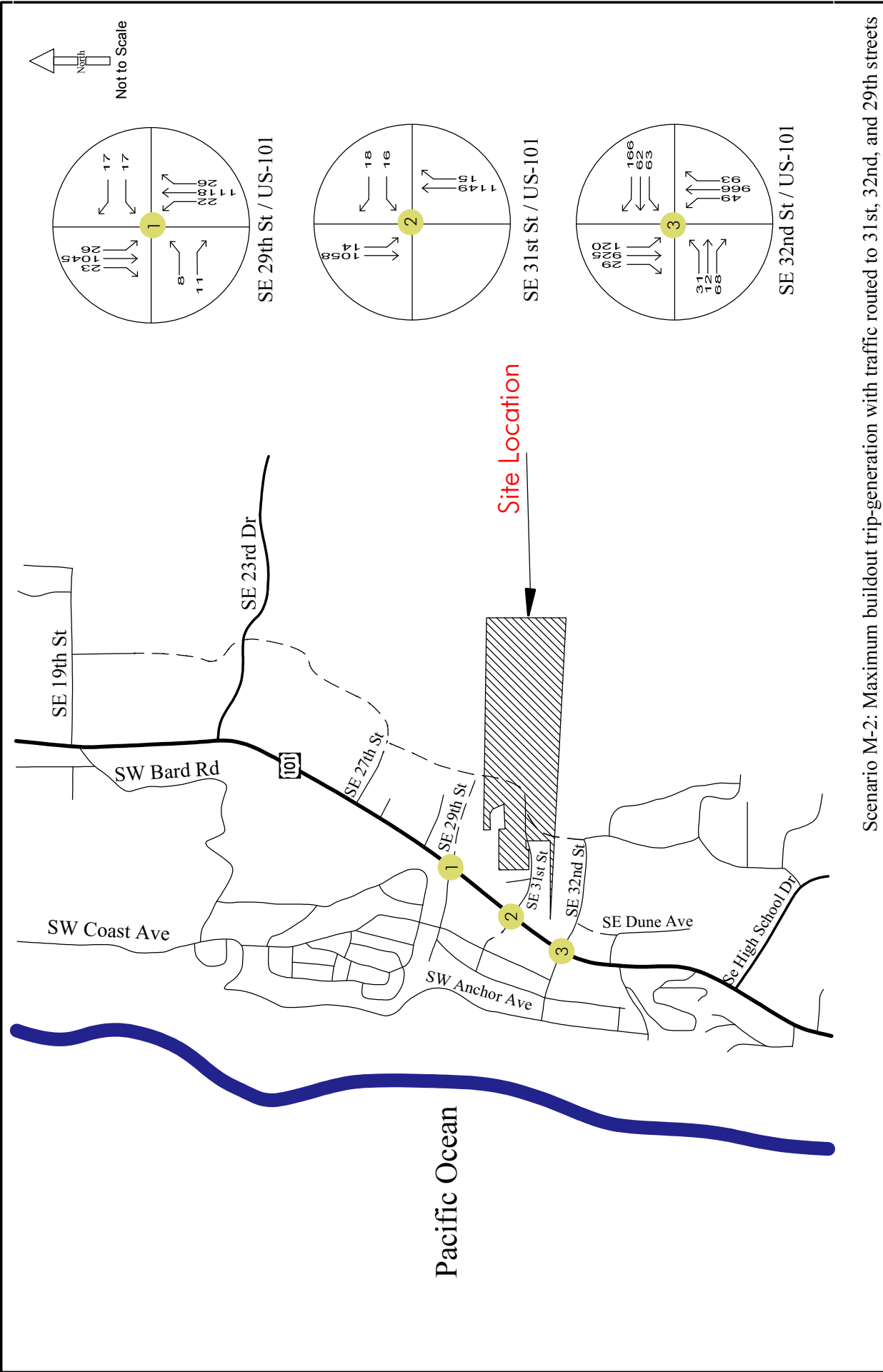
Figure 10
 Ferguson & Associates, Inc.



Scenario M-1: Maximum buildout trip-generation with traffic routed to 31st and 32nd streets

PM Peak Hour Traffic - Year 2037 Scenario M-1
 Schwab Property Rezoning - Lincoln City, Oregon

Figure 11
 Ferguson & Associates, Inc.



Scenario M-2: Maximum buildout trip-generation with traffic routed to 31st, 32nd, and 29th streets

PM Peak Hour Traffic - Year 2037 Scenario M-2
 Schwab Property Rezoning - Lincoln City, Oregon

Figure 12

Ferguson & Associates, Inc.

TRAFFIC ANALYSIS

This section of the report presents the intersection operations analysis and the findings from other analysis conducted in the study area. The operations analysis is a means of assessing the quality of traffic flow at the key study intersections and is used to determine if operational standards are met. Other issues are also addressed, including: the potential need for traffic signals; the need for new turn lanes; and, intersection sight-distance. Finally, where needs are identified, potential mitigation actions are presented.

INTERSECTION OPERATIONS

Average vehicle delay and volume-capacity ratios were calculated at the study intersections for the peak one-hour period during the p.m. peak period. Existing and future scenarios without traffic from the project were analyzed and compared with scenarios where project traffic was added. Average delay and volume-capacity ratios reflect conditions for the peak 15-minutes of the hour. Level of service calculations are found in Appendix E. This appendix also contains calculations for the mitigated-traffic scenarios

As per the Lincoln City TSP, the level of service standard for two-way stop and yield controlled intersections on City streets is: *"All movements at intersections serving more than 20 vehicles during the highest one-hour period on an average weekday (typically, but not always the evening peak period between 4 p.m. and 6 p.m. during the spring or fall) shall be LOS "E" or better. LOS "F" is acceptable for movements at intersections serving no more than 20 vehicles during the peak hour."*

Also, the Lincoln City standard for signalized, all-way stop, or roundabout controlled intersections is: *The intersection as a whole must meet Level of Service (LOS) "E" or better during the highest one-hour period on an average weekday (typically, but not always the evening peak period between 4 p.m. and 6 p.m. during the spring or fall).*

And it was shown above, that the following ODOT mobility targets would apply:

- 29th Street/Highway 101 -- 0.95 for the stop controlled approaches;
- 31st Street/Highway 101 -- 0.95 for the stop controlled approaches; and,
- 32nd Street/Highway 101 -- 0.90 overall.

The ODOT standards apply to summer traffic conditions. In this study, all study intersections were on ODOT facilities, traffic volumes were based on the highest travel month during the summer peak.

The resulting operational characterizes at the study intersections are shown below Tables 9 to 11. Discussion of the results follows.

This analysis considered two different perspectives. First, the analysis looks at the impact of the forecast incremental change that the zone change would cause. This assessment is focused on meeting the requirements of the Transportation Planning rule and applies applicable standards for the zone change.

Second, while the impact of the incremental-change is the relevant criterion to evaluate the zone change, it is also recognized that some information on the ultimate potential impacts would be helpful in the decision process. It also deserves mention that approval of the zone changes does not constitute approval of a maximum development scenario. When a site development application is submitted for the site, it would be required that another traffic study be developed that considers the full impact of whatever is actually proposed.

In terms of the TPR evaluation, it was concluded that:

1. For the 31st Street access-only scenario (Scenario I-1), neither Lincoln City Level of Service Standards nor ODOT mobility targets would be met at the intersection of 31st Street and Highway 101. All other intersections would meet standards.
2. With a north-south street that would provide access to 32nd Street, it was found that all intersections would meet ODOT mobility targets as well as City Level of Service standards.
3. It was also found that in the interim until the connection to 32nd street is built, a total of 131 to 277 mid-rise apartments with the new zoning, depending which standard is used. The City Standards would allow for 131 units while ODOT mobility targets would allow for 277 units. All other intersections would meet operational standards at this level of development.

Traffic was also assigned with all traffic generated by the maximum development scenario with the Rezone. In this case, it was assumed that there would be a connection to SE 32nd street. It was found that the intersection of SE 32nd and Highway 101 would not meet mobility standards; however, this impact could be mitigated by a future connection at 29th Street. If the level of development were to ever exceed 880 units, a connection to 29th Street would be desirable. This is discussed in more detail later in this report.

TABLE 9 – PM PEAK HOUR OPERATIONS – HIGHWAY 101/SE 31ST STREET

| SCENARIO | MOVEMENT | LEVEL OF SERVICE | MAXIMUM MOVEMENT VOLUME | VOLUME-CAPACITY RATIO | MEETS TARGETS? |
|---------------------------------------------------------------------------------------|-------------|------------------|-------------------------|-----------------------|----------------|
| Existing Conditions | SB Left | B | 2 | <0.50 | ODOT – Yes |
| | WB Approach | E | 9 | <0.50 | City - Yes |
| Year 2037 Without Project | SB Left | B | 2 | <0.50 | ODOT – Yes |
| | WB Approach | E | 10 | <0.50 | City - Yes |
| Year 2037 Zone Change Incremental Assignment, No 32 nd Street Connection | SB Left | B | 34 | <0.50 | ODOT – No |
| | WB Approach | F | 36 | 1.08 | City - No |
| Year 2037 Zone Change Incremental Assignment, with 32 nd Street Connection | SB Left | B | 4 | <0.50 | ODOT – Yes |
| | WB Approach | F | 13 | <0.50 | City - Yes |
| Year 2037 Zone Change Buildout Assignment, with 32 nd Street Connection | SB Left | B | 15 | <0.50 | ODOT – Yes |
| | WB Approach | F | 18 | 0.61 | City - Yes |

TABLE 10 – PM PEAK HOUR OPERATIONS – HIGHWAY 101/SE 32ND STREET

| SCENARIO | MOVEMENT | LEVEL OF SERVICE | AVERAGE DELAY (SEC/VEH) | VOLUME-CAPACITY RATIO | MEETS TARGETS? |
|---------------------------------------------------------------------------------------|----------|------------------|-------------------------|-----------------------|--------------------------|
| Existing Conditions | Overall | B | 12.6 | 0.68 | ODOT – Yes City - Yes |
| Year 2037 Without Project | Overall | B | 14.1 | 0.74 | ODOT – Yes City - Yes |
| Year 2037 Zone Change Incremental Assignment, No 32 nd Street Connection | Overall | B | 14.4 | 0.75 | ODOT – Yes City - Yes |
| Year 2037 Zone Change Incremental Assignment, with 32 nd Street Connection | Overall | B | 19.4 | 0.76 | ODOT – Yes City - Yes |
| Year 2037 Zone Change Buildout Assignment, with 32 nd Street Connection | Overall | C | 28.9 | 0.95 | ODOT – No City – Yes |
| Year 2037 Zone Change Buildout Assignment, Full Connections | Overall | C | 28.1 | 0.90 | ODOT – Yes City – Yes |

TABLE 11 – PM PEAK HOUR OPERATIONS – HIGHWAY 101/SE 29TH STREET

| SCENARIO | MOVEMENT | LEVEL OF SERVICE | MAXIMUM MOVEMENT VOLUME | VOLUME-CAPACITY RATIO | MEETS TARGETS? |
|-----------------------------------------------------------------|-------------|------------------|-------------------------|-----------------------|----------------|
| Existing Conditions | NB Left | B | 20 | <0.50 | ODOT – Yes |
| | EB Approach | E | 10 | <0.50 | City - Yes |
| Year 2037 Without Project | NB Left | B | 22 | <0.50 | ODOT – Yes |
| | EB Approach | F | 11 | <0.50 | City - Yes |
| Year 2037 Zone Change | | | | | |
| Incremental Assignment, No 32 nd Street Connection | NB Left | B | 22 | <0.50 | ODOT – Yes |
| | EB Approach | F | 11 | <0.50 | City - Yes |
| Year 2037 Zone Change | | | | | |
| Incremental Assignment, with 32 nd Street Connection | NB Left | B | 22 | <0.50 | ODOT – Yes |
| | EB Approach | F | 11 | <0.50 | City - Yes |
| Year 2037 Zone Change | | | | | |
| Buildout Assignment, with 32 nd Street Connection | SB Left | B | 22 | <0.50 | ODOT – Yes |
| | WB Approach | F | 11 | <0.50 | City – Yes |
| Year 2037 Zone Change | | | | | |
| Buildout Assignment, All Connections | SB Left | B | 26 | <0.50 | ODOT – No |
| | EB Approach | F | 23 | <0.50 | City – No |
| | WB Approach | F | 17 | | |

TRAFFIC SIGNAL WARRANTS

There are a variety of traffic signal warrants, of which at least one must be met to justify the installation of a new traffic signal. These warrants reflect a minimum threshold under which a traffic signal should not be installed. In general, unwarranted traffic signals can lead to increased delay, more accidents, and unnecessary spending. For all of these reasons, unwarranted traffic signals are highly discouraged.

It was presumed that a traffic signal would not be allowed by ODOT at the intersection of SE 31st Street and Highway 101, given the close proximity to the existing traffic signal at SE 32nd Street. Therefore no signal warrants were checked. In the maximum development scenario, it was shown that further connections to the north may result in the need for a traffic signal at the new future connection to 29th Street. This connection would be driven by new development, which would increase traffic beyond what was considered in this study. Traffic signal warrants should be checked at such time that the connection to Highway 101 at 29th Street is provided.

SIGHT DISTANCE

Sight distance is a measure of how far a driver can see the road and/or other vehicles or potential hazards from various points in the roadway. Sight distance is measured in different ways and acceptable sight distance varies, depending on the type of sight distance that is important for a particular segment of road or intersection. There are two types of sight distance that are reviewed here: intersection sight-distance and stopping sight-distance. Stopping sight distance was measured only at the intersection (not along the travel way).

Stopping Sight Distance Guidelines - Stopping sight distance is the minimum required distance for a vehicle to stop before reaching a stationary object in its path. The standard assumptions used to determine minimum stopping sight distance are: Wet pavement, a driver's vision height of 3.5 feet, and a stationary object 2.0 feet high (A Policy on Geometric Design of Highways and Streets, AASHTO, 2004). Table 12 shows the AASHTO guidelines for stopping sight distance at a given speed.

Intersection Sight Distance Guidelines - Intersection sight distance is the distance a driver can see from a stop controlled approach to an intersection. The measurement is typically taken from a point about 14.4 feet back from the edge of the travel-way at a height of 3.5 feet to a height of 3.5 feet in the travel lane. The AASHTO intersection sight distance guidelines, as shown in Table 12, reflect the minimum distance that a driver needs to be able to see while stopped at an intersection so that the driver may proceed without slowing vehicles on the main street by more than 15 percent. The distance required for a left turn is slightly longer than the distance for a right-turn.

Sight Distance at Study Intersections - Stopping sight distance and intersection sight distance guidelines were reviewed at the study intersections. At a speed of 30 miles per hour (posted speed), as shown in Table 12, stopping sight distance is 200 feet, and intersection sight distance is: 335 feet for left turns from the side street and 290 feet for right turns from the side street. Sight distance on the approaches to Highway 101 at both SW 29th Street and SE 31st Street. It was found that sight distance at both intersections exceeded 400 feet in both directions, measured from a point 15 feet back from the edge of the travel way.

TABLE 12 – AASHTO GUIDELINES FOR STOPPING AND INTERSECTION SIGHT DISTANCE

| DESIGN SPEED | STOPPING SIGHT DISTANCE (FT.) | INTERSECTION SIGHT DISTANCE FOR LEFT-TURNS FROM STOP (FT.) (1) | INTERSECTION SIGHT DISTANCE FOR RIGHT-TURNS FROM STOP AND CROSSING MANEUVER (FT.) (2) |
|--------------|-------------------------------|----------------------------------------------------------------|---------------------------------------------------------------------------------------|
| 15 | 80 | 170 | 145 |
| 20 | 115 | 225 | 195 |
| 25 | 155 | 280 | 240 |
| 30 | 200 | 335 | 290 |
| 35 | 250 | 390 | 335 |
| 40 | 305 | 445 | 385 |
| 45 | 360 | 500 | 430 |
| 50 | 425 | 555 | 480 |
| 55 | 495 | 610 | 530 |
| 60 | 570 | 665 | 575 |
| 65 | 645 | 720 | 625 |
| 70 | 730 | 775 | 670 |
| 75 | 820 | 830 | 720 |
| 80 | 910 | 885 | 765 |

Source: A Policy on Geometric Design of Highways and Streets, AASHTO 2004

(1) Minimum distance to the right from the stopped approach

(2) Minimum distance to the left for the right turn movements and in both directions for the stopped movement.

SPEED CHANGE LANES

Speed-change lanes (acceleration/deceleration lanes) are auxiliary lanes that accommodate traffic entering or leaving a roadway. Speed-change lanes are used primarily on high-speed, limited access roadways. Speed-change lanes are not typically constructed on the City’s arterial/collector streets.

LEFT-TURN ANALYSIS

The purpose of a left-turn storage lane is to provide a waiting area for vehicles to turn left while waiting for a gap so that through vehicles do not stack behind the left turning vehicles. This analysis applies to traffic on a major street that is not controlled by a traffic signal or stop sign while turning left to a minor street. When the guideline is met, the left-turn lane can improve capacity and safety. When the guideline is not met, transportation dollars can probably be better spent elsewhere.

The guideline was not checked since the relevant intersections already have left-turn lanes on Highway 101.

TPR ANALYSIS

This section examines the requirements of OAR 660-012-0060, Plan and Land Use Regulation Amendments. OAR 660-012-0060(1) defines the criteria used to establish whether the proposed zone change would significantly impact the transportation system:

“(1) ... A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

(b) Change standards implementing a functional classification system; or

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection. ...

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Response: The planned north-south connector is not a funded project. As such, it is not allowed to assume that the proposed connection would necessarily be part of the street network. Without this future planned connection, it was found that the proposed zone change would significantly affect a transportation facility. Each criterion is reviewed below:

(1)(a) A change in the functional classification is not proposed for any of the streets in the study area. This criterion is met.

(1)(b) A change in the standards implementing the functional classification is not proposed for any of the streets in the study area. This criterion is also met.

1(c)(A) With or without the proposed zone change, the level of traffic generated by a maximum buildout scenario with the existing R1-7.5 zone or the proposed RM zone would not be consistent with the functional classification of 31st Street until such time that alternative exit points are provided. This determination was reached by assuming that traffic levels in excess of 150 vehicles per hour, which is equivalent to an ADT of 1,500 vehicles per day, would suggest a higher standard of street. While local streets can carry more, this a typical maximum volume of traffic that could be reasonably be set for this street as the “environmental capacity.” With or without the proposed rezone,

this threshold would be exceeded on SE 31st Street if it were the only connection to the site. As such, this criterion is not met and it can be determined that the project would have a significant affect on a transportation facility.

1(c)(B) Without the proposed planned north-south connection, it was found that neither local street level of service standards nor ODOT mobility targets would be met at the intersection of Highway 101 and SE 31st Street. As such, this criterion is also not met and it can be determined that the project would have a significant affect on a transportation facility.

1(c)(C) This criterion is not relevant since performance of the intersection of Highway 101 and 31st Street is not evaluated in the TSP.

Given that at least one of the above criteria were met, it was determined that the zone change would significantly affect a transportation facility. Given this finding, OAR 660-12-060 also allows for a variety of potential actions resulting in a positive finding:

OAR 660-012-0060(1) also states:

"If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule."

Relevant parts of OAR 660-012-0060(2) followed by item (2)(a) is quoted below, along with a response:

"(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the performance standards of the facility measured or projected at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in subsections (a) through (e) below, unless the amendment meets the balancing test in subsection (e) or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.

(a) Adopting measures that demonstrate allowed land uses are consistent with the performance standards of the transportation facility.

Response: An appropriate action would be to limit development on the site until such time that the planned north-south connector connects development the site to SE 32nd Street. The appropriate limit would be a maximum of 131 to 277 multi-family units or a trip-cap of 51 to 108 p.m. peak hour trips (the higher is based on

the ODOT mobility target) until the connection is provided. The remaining items listed under OAR 660-012-0060(2) are not proposed.

In summary, it was found that the proposed zone change would significantly affect a transportation facility, given that the planned north-south connector street does not have a funded source. To remedy this it is suggested that development be limited to the intensity listed above until such time that the planned north-south street connection provides access between the site and SE 32nd Street. The calculations showing operations with the connection are shown in Appendix E.

FINDINGS AND CONCLUSIONS

1. The site could fit up to 1,100 apartment units with the proposed rezone to RM. This level of development was used to calculate trip generation for the reasonable worst-case scenario with the proposed zone change. Considering forecast growth rates and the topography of the site, this estimate is probably higher than what would ultimately be built on the site; however, it is a reasonably conservative basis for conducting the study.
2. The trip-generation forecast for 1,100 mid-rise apartment units was 429 p.m. peak hour trips and 4,994 daily trips.
3. With the existing development code, the site could accommodate up to 617 fourplexes with R1-7.5 zoning. Considering this potential maximum development under existing zoning, the incremental change in trip generation with the proposed RM zone would be 114 p.m. peak hour trips and 835 daily trips.
4. The Lincoln City Transportation System Plan (TSP) provides two measures of effectiveness: ODOT mobility targets and Lincoln City Level of Service Standards. City Standards apply on Local Streets and the TSP states that ODOT mobility targets are the standard on ODOT facilities.
 - a. Without a connection to SE 32nd Street, it was found that neither of these standards would be met with the incremental change in traffic assigned to the network.
 - b. It was found that up to 277 apartment units could be developed and meet ODOT mobility targets without a connection to 32nd Street. This reflects about 25 percent of the maximum trip generation scenario with the proposed zone change.
 - c. Lincoln City Level-of-Service standards, which typically apply to non-ODOT facilities, are more conservative at a one-way-stop T-intersection than the ODOT mobility targets. With the more conservative standard, up to 131 apartment units could be built and still meet Lincoln City standards without a connection to 32nd Street. These calculations used the higher summertime volumes, not average daily traffic. More development could potentially be accommodated and meet standards if average volumes were used rather than peak summer volumes.
 - d. While the ODOT mobility targets are the governing standard, as per ODOT and as per the Lincoln City TSP, Lincoln City may decide to use the more conservative local standard to account for the fact that SE 31st Street is a narrow residential street and there are limits as to how much traffic is appropriate before a connection to 32nd Street is required.
5. It was found that with the connection to 32nd Street, the requirements of the Transportation Planning Rule (TPR) would be met. (Scenario I-2).

6. For the buildout scenario (M-1), it was found that up to 880 apartment units could be built and meet ODOT and City level of service standards. An additional connection to 29th Street would be needed to accommodate additional development beyond this stage.
7. While the requirements of the TPR for a zone change would be met when the connection to 32nd Street is added, the maximum buildout scenario was also studied. It was found that under the maximum development scenario, in addition to the connection to 32nd street, additional connections to the north would be needed to meet operational standards. It was found that up to 880 units (80 percent of the maximum buildout scenario) could be developed before a connection to 29th Street is needed. Given the topographic constraints of the site and the relatively low forecast for population growth in the City, it is unlikely that the site would develop to this level of intensity.

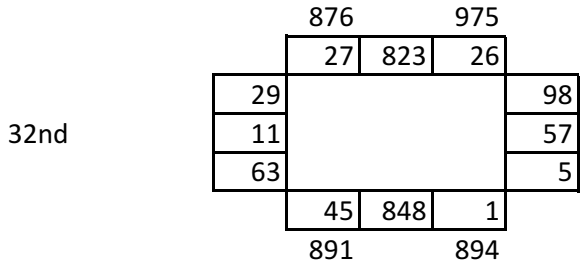
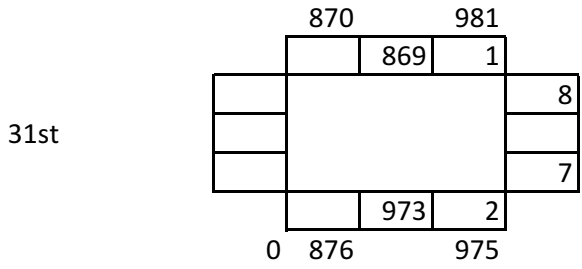
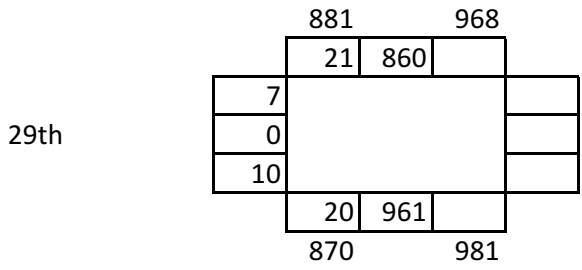
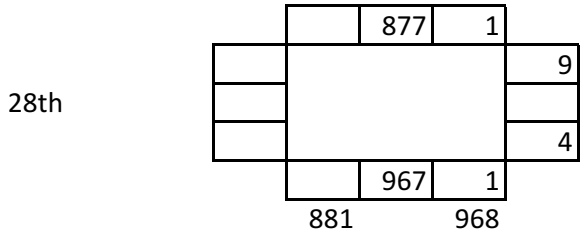
In summary, the requirements of the TSP would be met and the zone change should be approved with the following restriction:

2. Limit the amount of development to 131 to 277 units depending which intersection-operations standard is used, until such time that a connection is provided to SE 32nd Street.

In addition, the Lincoln City Development Code would also require a traffic impact study which looks at an actual development proposal. The analysis conducted herein suggests that up to 880 units could be built before an additional connection is required to the north. Since the TSP assessment is typically based on the incremental change in traffic, it is argued that this limitation should not be applied to the zone change, but is presented here as informational and may be a future restriction of a phased development plan at such time that a site-development application is presented to the City.

Appendix A – Intersection Count Summaries

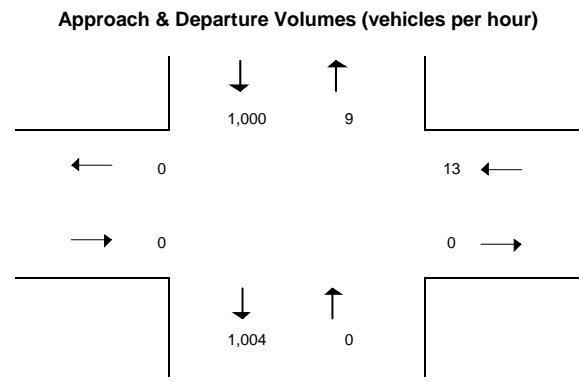
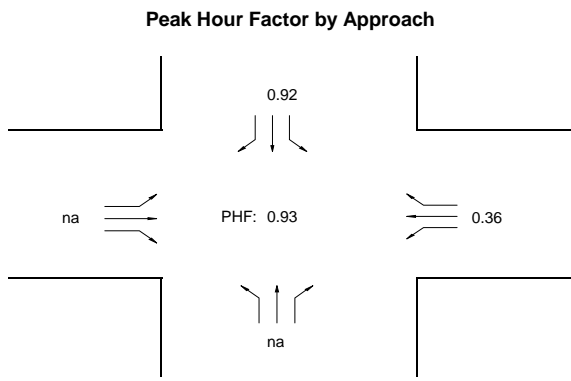
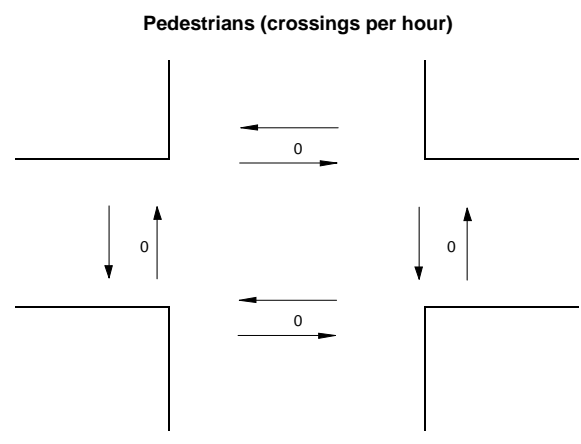
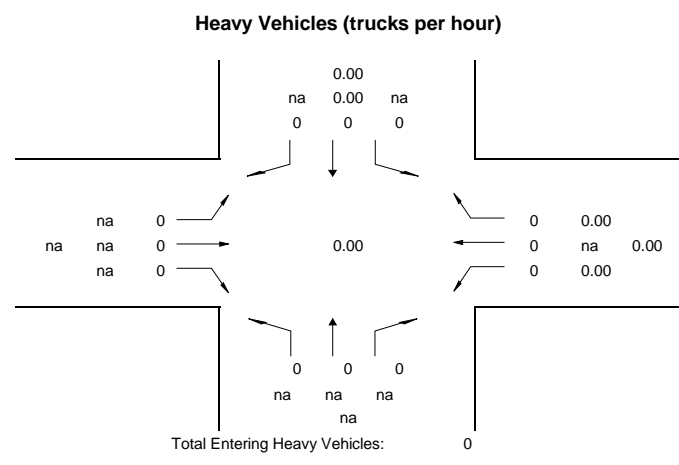
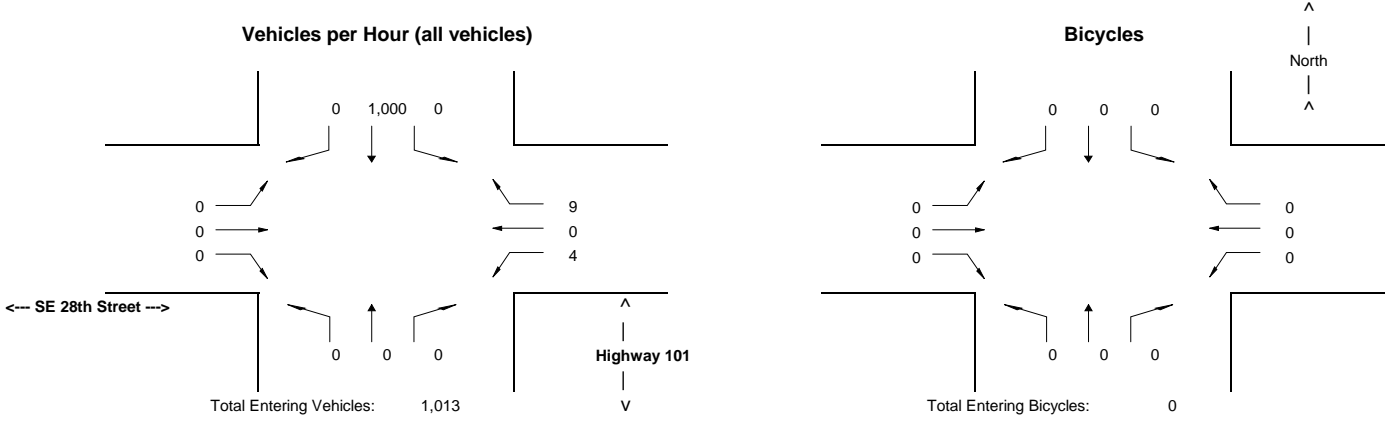
Existing Traffic Balanced



PEAK HOUR TRAFFIC COUNT SUMMARY

Count Location: Lincoln City
 Count Date(s): Thursday, July 28, 2022

East-West Street Name: SE 28th Street
 North-South Street Name: Highway 101
 Peak Hour: 5:00 to 6:00 p.m.



| | | |
|-------------------------------------------------------------|-------------------------------------------------------------------------------------------|-----------------|
| Ferguson & Associates, Inc PO Box 1336 Bend, OR 97709 | Phone: 541-617-9352 gscott@traffic-team.us | Project #: 1709 |
|-------------------------------------------------------------|-------------------------------------------------------------------------------------------|-----------------|

PEAK PERIOD TRAFFIC COUNT -- DETAILED COUNT DATA

Count Location: Lincoln City
 Count Date(s): Thursday, July 28, 2022

East-West Street Name: SE 28th Street
 North-South Street Name: Highway 101
 Peak Hour: 5:00 to 6:00 p.m.

ALL VEHICLES

| TIME | | NORTHBOUND | | | EASTBOUND | | | SOUTHBOUND | | | WESTBOUND | | | TOTAL |
|------------------|--------|------------|----------|----------|-----------|----------|----------|------------|--------------|----------|-----------|----------|----------|--------------|
| STARTING | ENDING | Right | Through | Left | Right | Through | Left | Right | Through | Left | Right | Through | Left | |
| 4:00 | 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 213 | 1 | 1 | 0 | 1 | 216 |
| 4:15 | 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 213 | 1 | 1 | 0 | 1 | 216 |
| 4:30 | 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 213 | 1 | 0 | 0 | 0 | 214 |
| 4:45 | 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 214 | 1 | 3 | 0 | 2 | 220 |
| 5:00 | 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 0 | 6 | 0 | 3 | 224 |
| 5:15 | 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 243 | 0 | 3 | 0 | 1 | 247 |
| 5:30 | 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 271 | 0 | 0 | 0 | 0 | 271 |
| 5:45 | 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 271 | 0 | 0 | 0 | 0 | 271 |
| 6:00 | 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,853 | 4 | 14 | 0 | 8 | 1,879 |
| Peak Hour | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 | 0 | 9 | 0 | 4 | 1,013 |

HEAVY VEHICLES

| TIME | | NORTHBOUND | | | EASTBOUND | | | SOUTHBOUND | | | WESTBOUND | | | TOTAL |
|------------------|--------|------------|----------|----------|-----------|----------|----------|------------|----------|----------|-----------|----------|----------|----------|
| STARTING | ENDING | Right | Through | Left | Right | Through | Left | Right | Through | Left | Right | Through | Left | |
| 4:00 | 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

BICYCLES

| TIME | | NORTHBOUND | | | EASTBOUND | | | SOUTHBOUND | | | WESTBOUND | | | TOTAL |
|------------------|--------|------------|----------|----------|-----------|----------|----------|------------|----------|----------|-----------|----------|----------|----------|
| STARTING | ENDING | Right | Through | Left | Right | Through | Left | Right | Through | Left | Right | Through | Left | |
| 4:00 | 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

PEDESTRIANS

| TIME | | CROSSINGS | | | |
|------------------|--------|-----------|----------|-----------|----------|
| STARTING | ENDING | South Leg | West Leg | North Leg | East Leg |
| 4:00 | 4:15 | 0 | 0 | 0 | 0 |
| 4:15 | 4:30 | 0 | 0 | 0 | 0 |
| 4:30 | 4:45 | 0 | 0 | 0 | 0 |
| 4:45 | 5:00 | 0 | 0 | 0 | 0 |
| 5:00 | 5:15 | 0 | 0 | 0 | 0 |
| 5:15 | 5:30 | 0 | 0 | 0 | 0 |
| 5:30 | 5:45 | 0 | 0 | 0 | 0 |
| 5:45 | 6:00 | 0 | 0 | 0 | 0 |
| 6:00 | 6:15 | 0 | 0 | 0 | 0 |
| 6:15 | 6:30 | 0 | 0 | 0 | 0 |
| 6:30 | 6:45 | 0 | 0 | 0 | 0 |
| 6:45 | 7:00 | 0 | 0 | 0 | 0 |
| 7:00 | 7:15 | 0 | 0 | 0 | 0 |
| 7:15 | 7:30 | 0 | 0 | 0 | 0 |
| 7:30 | 7:45 | 0 | 0 | 0 | 0 |
| 7:45 | 8:00 | 0 | 0 | 0 | 0 |
| TOTAL | | 0 | 0 | 0 | 0 |
| Peak Hour | | 0 | 0 | 0 | 0 |

| | | | |
|----------------------------|-------------------------------|-------------------------------------------------------------------------------------------|-----------------|
| Ferguson & Associates, Inc | PO Box 1336 Bend, OR 97709 | Phone: 541-617-9352 gscott@traffic-team.us | Project #: 1709 |
|----------------------------|-------------------------------|-------------------------------------------------------------------------------------------|-----------------|

PEAK HOUR TRAFFIC COUNT SUMMARY

Count Location: Lincoln City

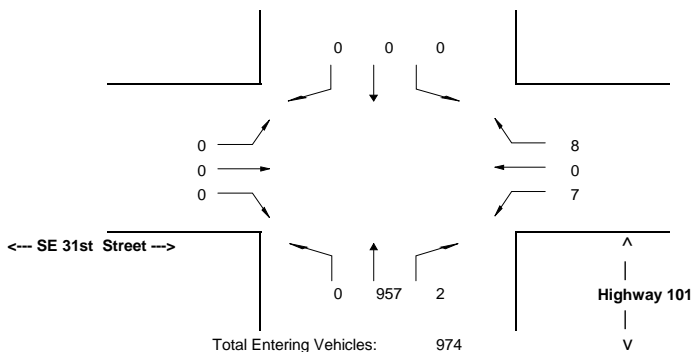
East-West Street Name: SE 31st Street

Count Date(s): Thursday, July 28, 2022

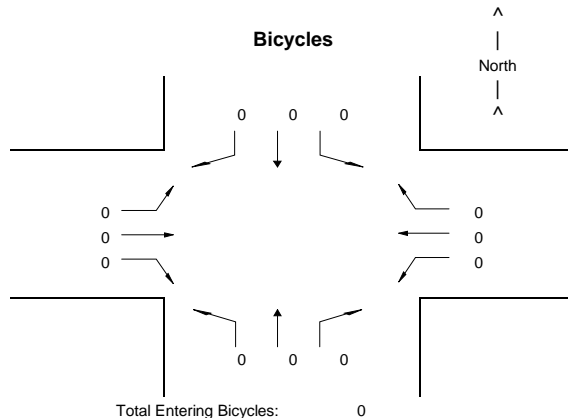
North-South Street Name: Highway 101

Peak Hour: 4:00 to 5:00 p.m.

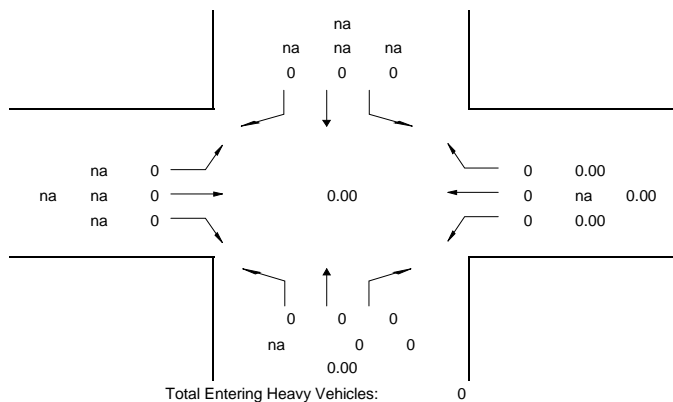
Vehicles per Hour (all vehicles)



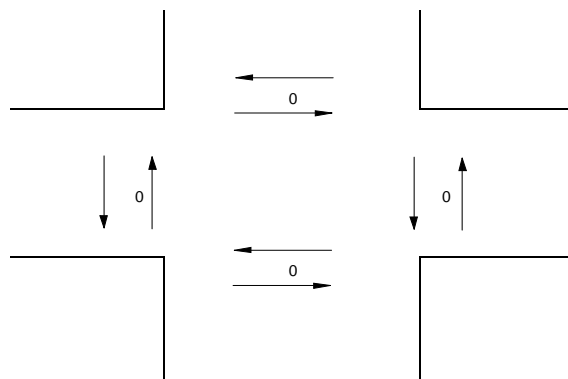
Bicycles



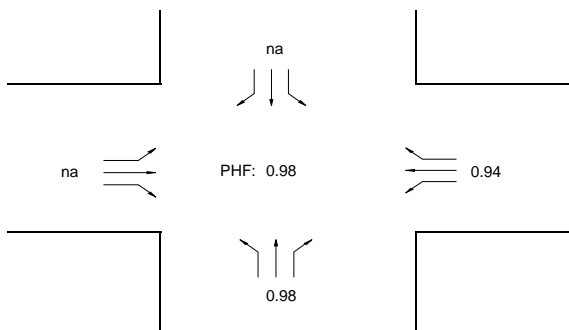
Heavy Vehicles (trucks per hour)



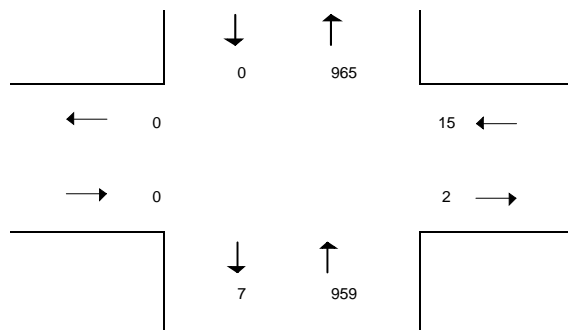
Pedestrians (crossings per hour)



Peak Hour Factor by Approach



Approach & Departure Volumes (vehicles per hour)



Ferguson & Associates, Inc

PO Box 1336
Bend, OR 97709

Phone: 541-617-9352

gscott@traffic-team.us

Project #: 1709

PEAK PERIOD TRAFFIC COUNT -- DETAILED COUNT DATA

Count Location: Lincoln City

East-West Street Name: SE 31st Street

Count Date(s): Thursday, July 28, 2022

North-South Street Name: Highway 101

Peak Hour: 4:00 to 5:00 p.m.

ALL VEHICLES

| TIME | | NORTHBOUND | | | EASTBOUND | | | SOUTHBOUND | | | WESTBOUND | | | TOTAL |
|------------------|--------|------------|--------------|----------|-----------|----------|----------|------------|----------|----------|-----------|----------|----------|--------------|
| STARTING | ENDING | Right | Through | Left | Right | Through | Left | Right | Through | Left | Right | Through | Left | |
| 4:00 | 4:15 | 0 | 243 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 247 |
| 4:15 | 4:30 | 1 | 243 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 248 |
| 4:30 | 4:45 | 1 | 238 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 243 |
| 4:45 | 5:00 | 0 | 233 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 236 |
| 5:00 | 5:15 | 0 | 227 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 228 |
| 5:15 | 5:30 | 0 | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 222 |
| 5:30 | 5:45 | 0 | 191 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 191 |
| 5:45 | 6:00 | 0 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 159 |
| 6:00 | 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | | 2 | 1,756 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 1,774 |
| Peak Hour | | 2 | 957 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 7 | 974 |

HEAVY VEHICLES

| TIME | | NORTHBOUND | | | EASTBOUND | | | SOUTHBOUND | | | WESTBOUND | | | TOTAL |
|------------------|--------|------------|----------|----------|-----------|----------|----------|------------|----------|----------|-----------|----------|----------|----------|
| STARTING | ENDING | Right | Through | Left | Right | Through | Left | Right | Through | Left | Right | Through | Left | |
| 4:00 | 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

BICYCLES

| TIME | | NORTHBOUND | | | EASTBOUND | | | SOUTHBOUND | | | WESTBOUND | | | TOTAL |
|------------------|--------|------------|----------|----------|-----------|----------|----------|------------|----------|----------|-----------|----------|----------|----------|
| STARTING | ENDING | Right | Through | Left | Right | Through | Left | Right | Through | Left | Right | Through | Left | |
| 4:00 | 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

PEDESTRIANS

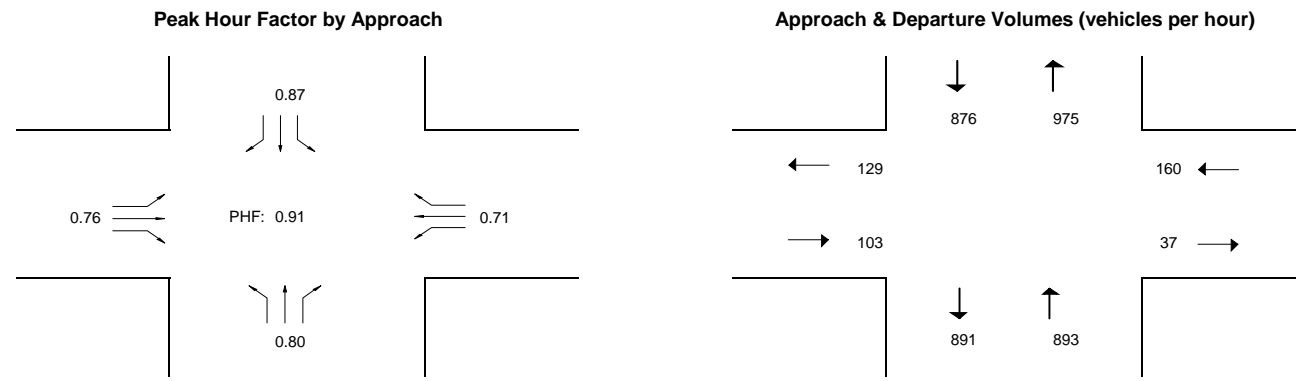
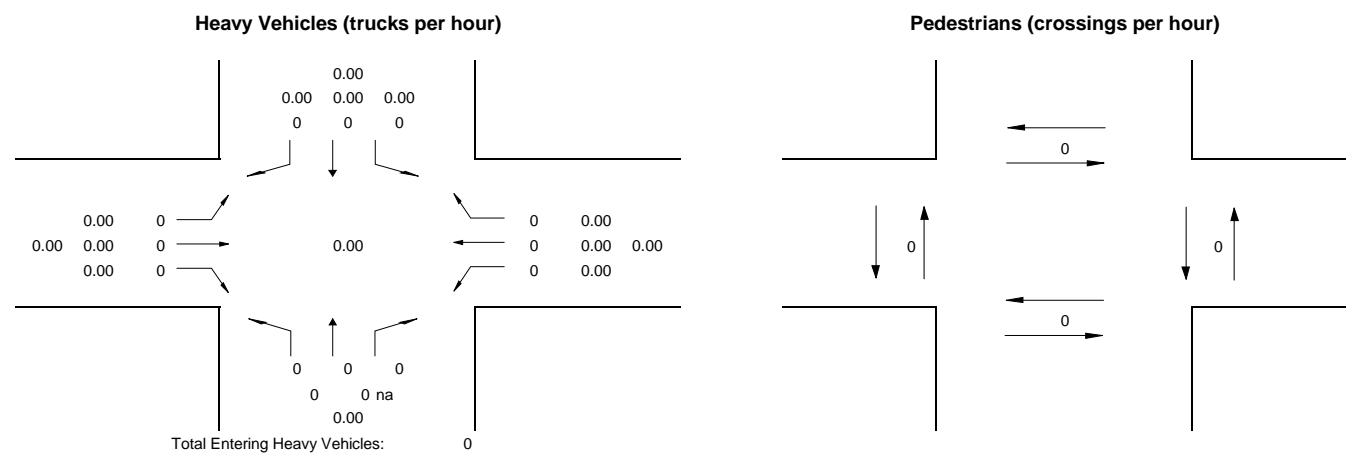
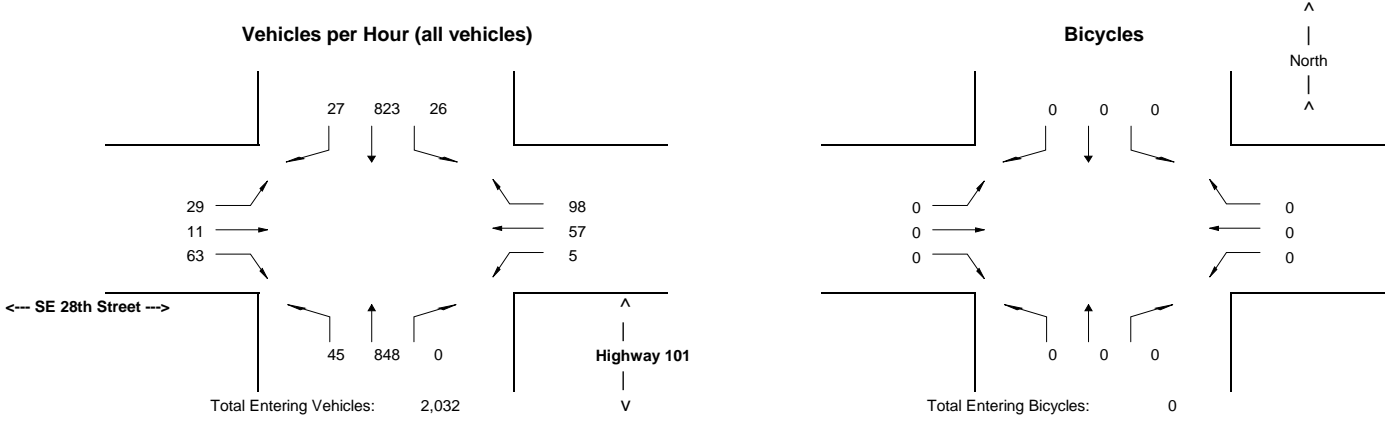
| TIME | | CROSSINGS | | | |
|------------------|--------|-----------|----------|-----------|----------|
| STARTING | ENDING | South Leg | West Leg | North Leg | East Leg |
| 4:00 | 4:15 | 0 | 0 | 0 | 0 |
| 4:15 | 4:30 | 0 | 0 | 0 | 0 |
| 4:30 | 4:45 | 0 | 0 | 0 | 0 |
| 4:45 | 5:00 | 0 | 0 | 0 | 0 |
| 5:00 | 5:15 | 0 | 0 | 0 | 0 |
| 5:15 | 5:30 | 0 | 0 | 0 | 0 |
| 5:30 | 5:45 | 0 | 0 | 0 | 0 |
| 5:45 | 6:00 | 0 | 0 | 0 | 0 |
| 6:00 | 6:15 | 0 | 0 | 0 | 0 |
| 6:15 | 6:30 | 0 | 0 | 0 | 0 |
| 6:30 | 6:45 | 0 | 0 | 0 | 0 |
| 6:45 | 7:00 | 0 | 0 | 0 | 0 |
| 7:00 | 7:15 | 0 | 0 | 0 | 0 |
| 7:15 | 7:30 | 0 | 0 | 0 | 0 |
| 7:30 | 7:45 | 0 | 0 | 0 | 0 |
| 7:45 | 8:00 | 0 | 0 | 0 | 0 |
| TOTAL | | 0 | 0 | 0 | 0 |
| Peak Hour | | 0 | 0 | 0 | 0 |

| | | | |
|----------------------------|-------------------------------|-------------------------------------------------------------------------------------------|-----------------|
| Ferguson & Associates, Inc | PO Box 1336 Bend, OR 97709 | Phone: 541-617-9352 gscott@traffic-team.us | Project #: 1709 |
|----------------------------|-------------------------------|-------------------------------------------------------------------------------------------|-----------------|

PEAK HOUR TRAFFIC COUNT SUMMARY

Count Location: Lincoln City
 Count Date(s): Thursday, July 28, 2022

East-West Street Name: SE 28th Street
 North-South Street Name: Highway 101
 Peak Hour: 5:00 to 6:00 p.m.



| | | |
|-------------------------------------------------------------|-------------------------------------------------------------------------------------------|-----------------|
| Ferguson & Associates, Inc PO Box 1336 Bend, OR 97709 | Phone: 541-617-9352 gscott@traffic-team.us | Project #: 1709 |
|-------------------------------------------------------------|-------------------------------------------------------------------------------------------|-----------------|

PEAK PERIOD TRAFFIC COUNT -- DETAILED COUNT DATA

Count Location: Lincoln City
 Count Date(s): Thursday, July 28, 2022

East-West Street Name: SE 28th Street
 North-South Street Name: Highway 101
 Peak Hour: 5:00 to 6:00 p.m.

ALL VEHICLES

| TIME | | NORTHBOUND | | | EASTBOUND | | | SOUTHBOUND | | | WESTBOUND | | | TOTAL |
|------------------|--------|------------|---------|------|-----------|---------|------|------------|---------|------|-----------|---------|------|-------|
| STARTING | ENDING | Right | Through | Left | Right | Through | Left | Right | Through | Left | Right | Through | Left | |
| 4:00 | 4:15 | 0 | 214 | 5 | 13 | 2 | 7 | 6 | 241 | 6 | 24 | 7 | 1 | 526 |
| 4:15 | 4:30 | 0 | 142 | 7 | 5 | 0 | 5 | 0 | 212 | 3 | 20 | 6 | 0 | 400 |
| 4:30 | 4:45 | 0 | 178 | 7 | 9 | 1 | 6 | 10 | 198 | 5 | 26 | 6 | 1 | 447 |
| 4:45 | 5:00 | 0 | 178 | 14 | 19 | 5 | 1 | 5 | 200 | 2 | 28 | 17 | 0 | 469 |
| 5:00 | 5:15 | 0 | 157 | 14 | 22 | 3 | 9 | 3 | 188 | 5 | 25 | 30 | 1 | 457 |
| 5:15 | 5:30 | 0 | 171 | 11 | 16 | 6 | 3 | 2 | 242 | 7 | 36 | 15 | 1 | 510 |
| 5:30 | 5:45 | 0 | 250 | 11 | 14 | 2 | 11 | 11 | 218 | 10 | 23 | 7 | 2 | 559 |
| 5:45 | 6:00 | 0 | 270 | 9 | 11 | 0 | 6 | 11 | 175 | 4 | 14 | 5 | 1 | 506 |
| 6:00 | 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | | 0 | 1,560 | 78 | 109 | 19 | 48 | 48 | 1,674 | 42 | 196 | 93 | 7 | 3,874 |
| Peak Hour | | 0 | 848 | 45 | 63 | 11 | 29 | 27 | 823 | 26 | 98 | 57 | 5 | 2,032 |

HEAVY VEHICLES

| TIME | | NORTHBOUND | | | EASTBOUND | | | SOUTHBOUND | | | WESTBOUND | | | TOTAL |
|------------------|--------|------------|---------|------|-----------|---------|------|------------|---------|------|-----------|---------|------|-------|
| STARTING | ENDING | Right | Through | Left | Right | Through | Left | Right | Through | Left | Right | Through | Left | |
| 4:00 | 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

BICYCLES

| TIME | | NORTHBOUND | | | EASTBOUND | | | SOUTHBOUND | | | WESTBOUND | | | TOTAL |
|------------------|--------|------------|---------|------|-----------|---------|------|------------|---------|------|-----------|---------|------|-------|
| STARTING | ENDING | Right | Through | Left | Right | Through | Left | Right | Through | Left | Right | Through | Left | |
| 4:00 | 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

PEDESTRIANS

| TIME | | CROSSINGS | | | |
|------------------|--------|-----------|----------|-----------|----------|
| STARTING | ENDING | South Leg | West Leg | North Leg | East Leg |
| 4:00 | 4:15 | 0 | 0 | 0 | 0 |
| 4:15 | 4:30 | 0 | 0 | 0 | 0 |
| 4:30 | 4:45 | 0 | 0 | 0 | 0 |
| 4:45 | 5:00 | 0 | 0 | 0 | 0 |
| 5:00 | 5:15 | 0 | 0 | 0 | 0 |
| 5:15 | 5:30 | 0 | 0 | 0 | 0 |
| 5:30 | 5:45 | 0 | 0 | 0 | 0 |
| 5:45 | 6:00 | 0 | 0 | 0 | 0 |
| 6:00 | 6:15 | 0 | 0 | 0 | 0 |
| 6:15 | 6:30 | 0 | 0 | 0 | 0 |
| 6:30 | 6:45 | 0 | 0 | 0 | 0 |
| 6:45 | 7:00 | 0 | 0 | 0 | 0 |
| 7:00 | 7:15 | 0 | 0 | 0 | 0 |
| 7:15 | 7:30 | 0 | 0 | 0 | 0 |
| 7:30 | 7:45 | 0 | 0 | 0 | 0 |
| 7:45 | 8:00 | 0 | 0 | 0 | 0 |
| TOTAL | | 0 | 0 | 0 | 0 |
| Peak Hour | | 0 | 0 | 0 | 0 |

| | | | |
|----------------------------|-------------------------------|-------------------------------------------------------------------------------------------|-----------------|
| Ferguson & Associates, Inc | PO Box 1336 Bend, OR 97709 | Phone: 541-617-9352 gscott@traffic-team.us | Project #: 1709 |
|----------------------------|-------------------------------|-------------------------------------------------------------------------------------------|-----------------|

PEAK HOUR TRAFFIC COUNT SUMMARY

Count Location: Lincoln City

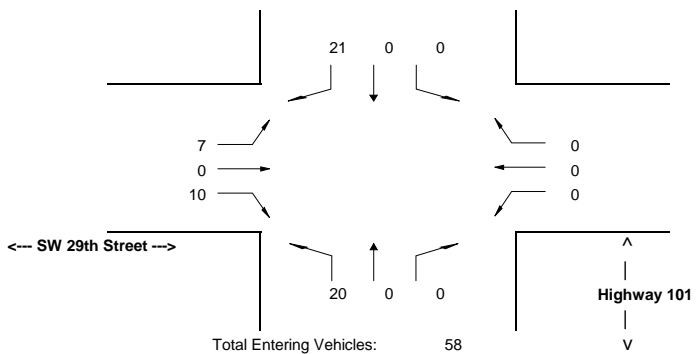
East-West Street Name: SW 29th Street

Count Date(s): Thursday, July 28, 2022

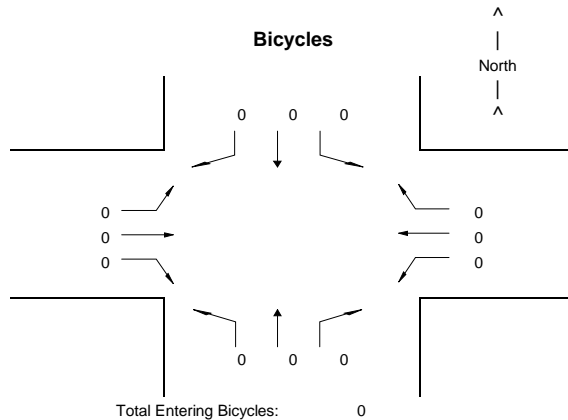
North-South Street Name: Highway 101

Peak Hour: 4:15 to 5:15 p.m.

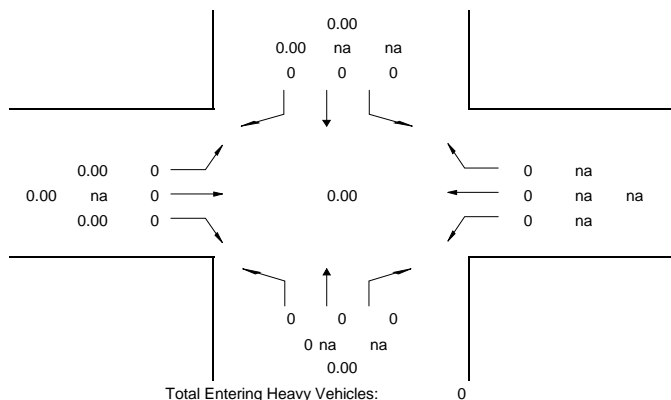
Vehicles per Hour (all vehicles)



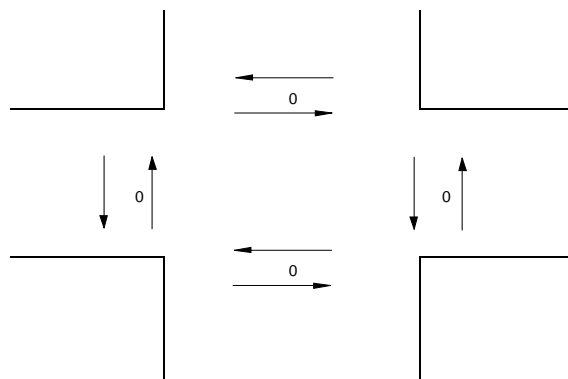
Bicycles



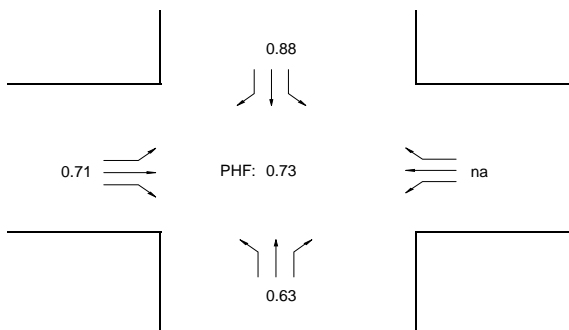
Heavy Vehicles (trucks per hour)



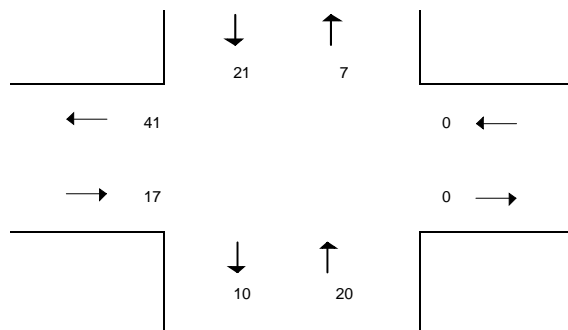
Pedestrians (crossings per hour)



Peak Hour Factor by Approach



Approach & Departure Volumes (vehicles per hour)



Ferguson & Associates, Inc

PO Box 1336
Bend, OR 97709

Phone: 541-617-9352

gscott@traffic-team.us

Project #: 1709

PEAK PERIOD TRAFFIC COUNT -- DETAILED COUNT DATA

Count Location: Lincoln City
 Count Date(s): Thursday, July 28, 2022

East-West Street Name: SW 29th Street
 North-South Street Name: Highway 101
 Peak Hour: 4:15 to 5:15 p.m.

ALL VEHICLES

| TIME | | NORTHBOUND | | | EASTBOUND | | | SOUTHBOUND | | | WESTBOUND | | | TOTAL |
|------------------|--------|------------|----------|-----------|-----------|----------|-----------|------------|----------|----------|-----------|----------|----------|------------|
| STARTING | ENDING | Right | Through | Left | Right | Through | Left | Right | Through | Left | Right | Through | Left | |
| 4:00 | 4:15 | 0 | 0 | 2 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:15 | 4:30 | 0 | 0 | 8 | 4 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 20 |
| 4:30 | 4:45 | 0 | 0 | 5 | 3 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 14 |
| 4:45 | 5:00 | 0 | 0 | 4 | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 11 |
| 5:00 | 5:15 | 0 | 0 | 3 | 2 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 13 |
| 5:15 | 5:30 | 0 | 0 | 2 | 4 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:30 | 5:45 | 0 | 0 | 3 | 4 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 5:45 | 6:00 | 0 | 0 | 4 | 3 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 15 |
| 6:00 | 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | | 0 | 0 | 31 | 25 | 0 | 17 | 37 | 0 | 0 | 0 | 0 | 0 | 110 |
| Peak Hour | | 0 | 0 | 20 | 10 | 0 | 7 | 21 | 0 | 0 | 0 | 0 | 0 | 58 |

HEAVY VEHICLES

| TIME | | NORTHBOUND | | | EASTBOUND | | | SOUTHBOUND | | | WESTBOUND | | | TOTAL |
|------------------|--------|------------|----------|----------|-----------|----------|----------|------------|----------|----------|-----------|----------|----------|----------|
| STARTING | ENDING | Right | Through | Left | Right | Through | Left | Right | Through | Left | Right | Through | Left | |
| 4:00 | 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

BICYCLES

| TIME | | NORTHBOUND | | | EASTBOUND | | | SOUTHBOUND | | | WESTBOUND | | | TOTAL |
|------------------|--------|------------|----------|----------|-----------|----------|----------|------------|----------|----------|-----------|----------|----------|----------|
| STARTING | ENDING | Right | Through | Left | Right | Through | Left | Right | Through | Left | Right | Through | Left | |
| 4:00 | 4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

PEDESTRIANS

| TIME | | CROSSINGS | | | |
|------------------|--------|-----------|----------|-----------|----------|
| STARTING | ENDING | South Leg | West Leg | North Leg | East Leg |
| 4:00 | 4:15 | 0 | 0 | 0 | 0 |
| 4:15 | 4:30 | 0 | 0 | 0 | 0 |
| 4:30 | 4:45 | 0 | 0 | 0 | 0 |
| 4:45 | 5:00 | 0 | 0 | 0 | 0 |
| 5:00 | 5:15 | 0 | 0 | 0 | 0 |
| 5:15 | 5:30 | 0 | 0 | 0 | 0 |
| 5:30 | 5:45 | 0 | 0 | 0 | 0 |
| 5:45 | 6:00 | 0 | 0 | 0 | 0 |
| 6:00 | 6:15 | 0 | 0 | 0 | 0 |
| 6:15 | 6:30 | 0 | 0 | 0 | 0 |
| 6:30 | 6:45 | 0 | 0 | 0 | 0 |
| 6:45 | 7:00 | 0 | 0 | 0 | 0 |
| 7:00 | 7:15 | 0 | 0 | 0 | 0 |
| 7:15 | 7:30 | 0 | 0 | 0 | 0 |
| 7:30 | 7:45 | 0 | 0 | 0 | 0 |
| 7:45 | 8:00 | 0 | 0 | 0 | 0 |
| TOTAL | | 0 | 0 | 0 | 0 |
| Peak Hour | | 0 | 0 | 0 | 0 |

| | | | |
|----------------------------|-------------------------------|-----------------------------------------------|-----------------|
| Ferguson & Associates, Inc | PO Box 1336 Bend, OR 97709 | Phone: 541-617-9352 gscott@traffic-team.us | Project #: 1709 |
|----------------------------|-------------------------------|-----------------------------------------------|-----------------|

Appendix B – Calculation of Seasonal Adjustment Factor

Calculation of a Seasonal Adjustment Factor

ODOT generally requires that for traffic studies impacting the state highway system, that a seasonal adjustment factor be applied. The methodology found in Chapter 5 of the latest version of the ODOT Analysis Procedures Manual (APM) was used to develop a seasonal adjustment factor. Exhibit 5-6 shows a flow chart of the process, which suggest first using an on-site ATR if available, then if not, to use the ATR Characteristics Table and then if volumes are not within 10 percent of the AADT, then to use the seasonal trend table.

In this case, there was not an on-site ATR, so the ATR Characteristic Table was consulted. The trend type of costal destination was selected then the data-set was limited to small urban areas. Since Highway 101 in this area goes back and forth from 2 lanes to 4 lanes, the number of lanes was ignored since it would not impact the type. Also, it was found that the two ATRs with the closest matching volumes are located either side of the site. These are ATR 21-008 (US 101, Oregon Coast Highway, 0.07 miles north of "D" River State Wayside) and ATR 21-011 (US 101, Oregon Coast Highway, 0.01 miles south of South Drift Creek Road).

| ATR CHARACTERISTIC TABLE (Printed: 06/10/2022) | | | | | | | | | | | |
|------------------------------------------------|-------------|------------|----------------------|-----------|--------------------|------------|---------|-------------------------------------------------------------------------|--------|------------------|------------------------------|
| 2021 SEASONAL TRAFFIC TREND | AREA TYPE | # OF LANES | WEEKLY TRAFFIC TREND | 2021 AADT | OHP CLASSIFICATION | ATR NUMBER | COUNTY | HIGHWAY ROUTE, NAME, & LOCATION | MP | STATE HWY NUMBER | K ₃₀ ¹ |
| CO DEST | SMALL URBAN | 4 | WEEKEND | 22900 | STATEWIDE HWY | 21-008 | LINCOLN | US101, OREGON COAST HIGHWAY, 0.07 MILE NORTH OF "D" RIVER STATE WAYSIDE | 114.91 | 9 | 0.1069 |
| CO DEST | SMALL URBAN | 4 | WEEKDAY | 21400 | STATEWIDE HWY | 21-009 | LINCOLN | US101, OREGON COAST HIGHWAY, AT 25TH STREET IN NEWPORT | 139.11 | 9 | 0.1273 |
| CO DEST | SMALL URBAN | 2 | WEEKEND | 15000 | STATEWIDE HWY | 21-010 | LINCOLN | US101, OREGON COAST HIGHWAY, 0.30 MILE NORTH OF EAST DEVILS LAKE RD | 111.00 | 9 | 0.1314 |
| CO DEST | SMALL URBAN | 2 | WEEKEND | 14400 | STATEWIDE HWY | 21-011 | LINCOLN | US101, OREGON COAST HIGHWAY, 0.01 MILE SOUTH OF SOUTH DRIFT CREEK ROAD | 119.15 | 9 | 0.1199 |

Calculation of Seasonal Factor

Percentage of Annual Traffic Using ATR #21-008

| | 2020 | 2019 | 2018 | 2017 | 2016 | 2015 | 2014 | Total |
|--------------------------|--------------------------------------------------------------|------|------|------|------|------|------|-------|
| Count Month (July) | 124 | 115 | 119 | 106 | 117 | 105 | 106 | 351 |
| Peak Month (July or Aug) | 127 | 117 | 119 | 119 | 117 | 111 | 111 | 355 |
| Factor | Excluded: Excluded highest and lowest of the data set | | | | | | | 1.011 |

Calculation of Seasonal Factor

Percentage of Annual Traffic Using ATR #21-011

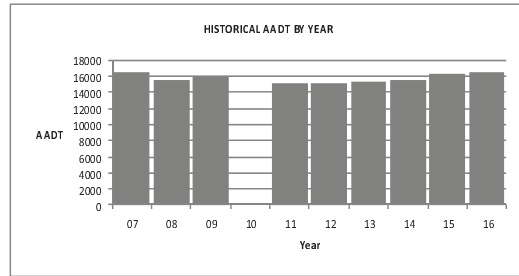
| | 2020 | 2019 | 2018 | 2017 | 2016 | 2015 | 2014 | Total |
|----------------------------|-----------------------------------------------------------------------------|------|------|------|------|------|------|-------|
| Count Month (Jan) | 133 | 124 | 127 | 128 | 126 | 105 | 106 | 381 |
| Peak Month (Typically Aug) | 138 | 125 | 127 | 128 | 127 | 111 | 111 | 382 |
| Factor | Excluded: Excluded highest and lowest of the data set and older data | | | | | | | 1.003 |

Average 1.00701

| | | | |
|------------------|------------------------------------------------------------------------|-------------------|-------------------------|
| Location: | US101; MP 112.35; OREGON COAST HIGHWAY NO. 9; At West Devils Lake Road | Site Name: | W. Devils Lake (21-007) |
| | | Installed: | May, 1998 |

HISTORICAL TRAFFIC DATA

| Year | AADT | Percent of AADT | | | | |
|------|-------|-----------------|----------|-----------|-----------|-----------|
| | | Max Day | Max Hour | 10TH Hour | 20TH Hour | 30TH Hour |
| 2007 | 16605 | 150 | 13.3 | 12.6 | 12.2 | 12.0 |
| 2008 | 15498 | 159 | 14.1 | 13.2 | 13.0 | 12.8 |
| 2009 | 15983 | 153 | 13.5 | 13.1 | 12.8 | 12.6 |
| 2010 | *** | *** | *** | *** | *** | *** |
| 2011 | 15197 | 157 | 14.4 | 13.5 | 13.2 | 12.9 |
| 2012 | 15122 | 167 | 14.4 | 14.0 | 13.2 | 12.9 |
| 2013 | 15419 | 148 | 13.6 | 12.7 | 12.3 | 11.9 |
| 2014 | 15561 | 153 | 13.9 | 13.4 | 12.9 | 12.6 |
| 2015 | 16327 | 149 | 13.6 | 12.8 | 12.4 | 12.2 |
| 2016 | 16488 | 152 | 12.8 | 12.6 | 12.3 | 12.1 |



2016 TRAFFIC DATA

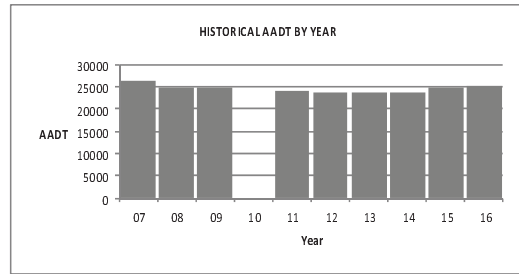
| | Average Weekday Traffic | Percent of AADT | Average Daily Traffic | Percent of AADT |
|-----------|-------------------------|-----------------|-----------------------|-----------------|
| January | 12313 | 75 | 13236 | 80 |
| February | 13840 | 84 | 15202 | 92 |
| March | 14761 | 90 | 15883 | 96 |
| April | 14848 | 90 | 16500 | 100 |
| May | 15377 | 93 | 16963 | 103 |
| June | 17479 | 106 | 18874 | 114 |
| July | 19526 | 118 | 20589 | 125 |
| August | 19449 | 118 | 20945 | 127 |
| September | 17057 | 103 | 18296 | 111 |
| October | 14153 | 86 | 14788 | 90 |
| November | 13307 | 81 | 14241 | 86 |
| December | 12383 | 75 | 12339 | 75 |

For Vehicle Classification data near your project, please go to the following web page:
<https://gis.odot.state.or.us/TransGIS/>

| | | | |
|------------------|------------------------------------------------------------------------------------------|-------------------|--------------------------|
| Location: | US101; MP 114.91; OREGON COAST HIGHWAY NO. 9; 0.07 mile north of "D" River State Wayside | Site Name: | D River Wayside (21-008) |
| | | Installed: | May, 1998 |

HISTORICAL TRAFFIC DATA

| Year | AADT | Percent of AADT | | | | |
|------|-------|-----------------|----------|-----------|-----------|-----------|
| | | Max Day | Max Hour | 10TH Hour | 20TH Hour | 30TH Hour |
| 2007 | 26279 | 139 | 11.4 | 11.1 | 11.0 | 10.9 |
| 2008 | 25036 | 145 | 12.0 | 11.4 | 11.3 | 11.2 |
| 2009 | 25051 | 145 | 11.8 | 11.3 | 11.2 | 11.1 |
| 2010 | *** | *** | *** | *** | *** | *** |
| 2011 | 23972 | 146 | 12.1 | 11.7 | 11.5 | 11.4 |
| 2012 | 23935 | 152 | 12.2 | 11.7 | 11.5 | 11.5 |
| 2013 | 23866 | 137 | 11.5 | 11.2 | 11.1 | 10.9 |
| 2014 | 23768 | 143 | 11.8 | 11.4 | 11.3 | 11.1 |
| 2015 | 24897 | 141 | 11.7 | 11.3 | 11.2 | 11.1 |
| 2016 | 25344 | 139 | 11.5 | 10.8 | 10.7 | 10.6 |



2016 TRAFFIC DATA

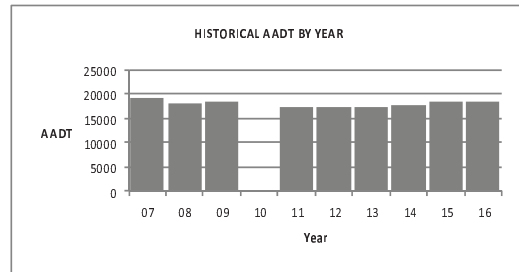
| | Average Weekday Traffic | Percent of AADT | Average Daily Traffic | Percent of AADT |
|-----------|-------------------------|-----------------|-----------------------|-----------------|
| January | 20418 | 81 | 20783 | 82 |
| February | 22474 | 89 | 23733 | 94 |
| March | 23238 | 92 | 24871 | 98 |
| April | 24281 | 96 | 25583 | 101 |
| May | 24820 | 98 | 25907 | 102 |
| June | 27535 | 109 | 28165 | 111 |
| July | 29748 | 117 | 30438 | 120 |
| August | 29474 | 116 | 30875 | 122 |
| September | 26657 | 105 | 27541 | 109 |
| October | 22741 | 90 | 23578 | 93 |
| November | 21164 | 84 | 22395 | 88 |
| December | 19655 | 78 | 20264 | 80 |

For Vehicle Classification data near your project, please go to the following web page:
<https://gis.odot.state.or.us/TransGIS/>

| | | | |
|------------------|-------------------------------------------------------------------------|-------------------|------------------------|
| Location: | US101; MP 139.11; OREGON COAST HIGHWAY NO. 9; At 25th Street in Newport | Site Name: | North Newport (21-009) |
| | | Installed: | October, 1996 |

HISTORICAL TRAFFIC DATA

| Year | AADT | Percent of AADT | | | | |
|------|-------|-----------------|----------|-----------|-----------|-----------|
| | | Max Day | Max Hour | 10TH Hour | 20TH Hour | 30TH Hour |
| 2007 | 19159 | 139 | 11.7 | 11.3 | 11.1 | 11.1 |
| 2008 | 18078 | 140 | 12.2 | 11.4 | 11.1 | 11.0 |
| 2009 | 18304 | 142 | 12.4 | 11.8 | 11.6 | 11.4 |
| 2010 | *** | *** | *** | *** | *** | *** |
| 2011 | 17482 | *** | *** | *** | *** | *** |
| 2012 | 17419 | 132 | 11.4 | 10.6 | 10.1 | 9.9 |
| 2013 | 17394 | *** | *** | *** | *** | *** |
| 2014 | 17656 | 142 | 12.5 | 11.6 | 11.5 | 11.3 |
| 2015 | 18306 | 142 | 12.0 | 11.5 | 11.1 | 11.0 |
| 2016 | 18461 | 144 | 11.9 | 11.3 | 11.1 | 10.8 |



2016 TRAFFIC DATA

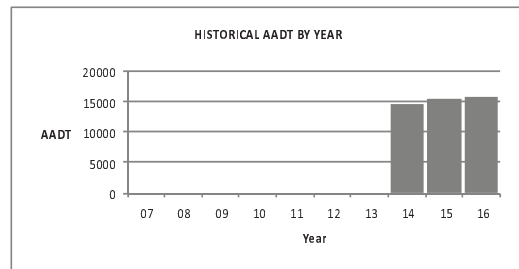
| | Average Weekday Traffic | Percent of AADT | Average Daily Traffic | Percent of AADT |
|-----------|-------------------------|-----------------|-----------------------|-----------------|
| January | 15157 | 82 | 14973 | 81 |
| February | 16560 | 90 | 16808 | 91 |
| March | 17558 | 95 | 17444 | 94 |
| April | 18027 | 98 | 18134 | 98 |
| May | 18736 | 101 | 19109 | 104 |
| June | 20847 | 113 | 20947 | 113 |
| July | 22628 | 123 | 22534 | 122 |
| August | 22704 | 123 | 22846 | 124 |
| September | 20389 | 110 | 20515 | 111 |
| October | 17292 | 94 | 16896 | 92 |
| November | 16162 | 88 | 15994 | 87 |
| December | 15999 | 87 | 15336 | 83 |

For Vehicle Classification data near your project, please go to the following web page:
<https://gis.odot.state.or.us/TransGIS/>

| | | | |
|------------------|-----------------------------------------------------------------------------------------|-------------------|-----------------------------|
| Location: | US101; MP 111.00; OREGON COAST HIGHWAY NO. 9; 0.30 mile north of East Devils Lake Road. | Site Name: | North Lincoln City (21-010) |
| | | Installed: | October, 2013 |

HISTORICAL TRAFFIC DATA

| Year | AADT | Percent of AADT | | | | |
|------|-------|-----------------|----------|-----------|-----------|-----------|
| | | Max Day | Max Hour | 10TH Hour | 20TH Hour | 30TH Hour |
| 2007 | *** | *** | *** | *** | *** | *** |
| 2008 | *** | *** | *** | *** | *** | *** |
| 2009 | *** | *** | *** | *** | *** | *** |
| 2010 | *** | *** | *** | *** | *** | *** |
| 2011 | *** | *** | *** | *** | *** | *** |
| 2012 | *** | *** | *** | *** | *** | *** |
| 2013 | *** | *** | *** | *** | *** | *** |
| 2014 | 14500 | 166 | 15.8 | 14.9 | 14.4 | 14.1 |
| 2015 | 15332 | 161 | 14.8 | 14.1 | 13.7 | 13.5 |
| 2016 | 15633 | 167 | 15.3 | 14.1 | 13.8 | 13.5 |



2016 TRAFFIC DATA

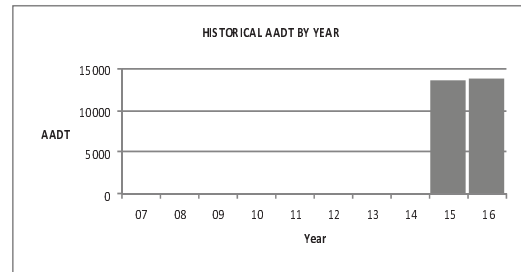
| | Average Weekday Traffic | Percent of AADT | Average Daily Traffic | Percent of AADT |
|-----------|-------------------------|-----------------|-----------------------|-----------------|
| January | 10801 | 69 | 11833 | 76 |
| February | 12405 | 79 | 13899 | 89 |
| March | 13395 | 86 | 14641 | 94 |
| April | 13757 | 88 | 15564 | 100 |
| May | 14394 | 92 | 16181 | 104 |
| June | 16188 | 104 | 17889 | 114 |
| July | 18949 | 121 | 20209 | 129 |
| August | 19018 | 122 | 21004 | 134 |
| September | 16574 | 106 | 18010 | 115 |
| October | 13171 | 84 | 13972 | 89 |
| November | 12135 | 78 | 13271 | 85 |
| December | 11046 | 71 | 11126 | 71 |

For Vehicle Classification data near your project, please go to the following web page:
<https://gis.odot.state.or.us/TransGIS/>

| | | | |
|------------------|-----------------------------------------------------------------------------------------------------------------------|-------------------|-----------------------------|
| Location: | US101; MP 119.15; OREGON COAST HIGHWAY NO. 9; South Lincoln City ATR #21-011, 0.01 mi. South of South Drift Creek Rd. | Site Name: | South Lincoln City (21-011) |
| | | Installed: | April, 2014 |

HISTORICAL TRAFFIC DATA

| Year | Percent of AADT | | | | | |
|------|-----------------|---------|----------|-----------|-----------|-----------|
| | AADT | Max Day | Max Hour | 10TH Hour | 20TH Hour | 30TH Hour |
| 2007 | *** | *** | *** | *** | *** | *** |
| 2008 | *** | *** | *** | *** | *** | *** |
| 2009 | *** | *** | *** | *** | *** | *** |
| 2010 | *** | *** | *** | *** | *** | *** |
| 2011 | *** | *** | *** | *** | *** | *** |
| 2012 | *** | *** | *** | *** | *** | *** |
| 2013 | *** | *** | *** | *** | *** | *** |
| 2014 | *** | *** | *** | *** | *** | *** |
| 2015 | 13530 | 158 | 13.4 | 12.9 | 12.6 | 12.4 |
| 2016 | 13767 | 155 | 13.2 | 12.7 | 12.5 | 12.4 |



2016 TRAFFIC DATA

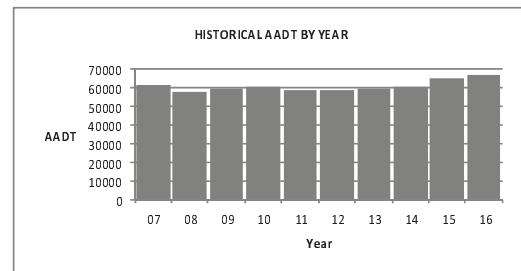
| | Average Weekday Traffic | Percent of AADT | Average Daily Traffic | Percent of AADT |
|-----------|-------------------------|-----------------|-----------------------|-----------------|
| January | 10312 | 75 | 10605 | 77 |
| February | 11448 | 83 | 12107 | 88 |
| March | 12549 | 91 | 12926 | 94 |
| April | 12886 | 94 | 13529 | 98 |
| May | 13312 | 97 | 14084 | 102 |
| June | 15085 | 110 | 15651 | 114 |
| July | 17287 | 126 | 17707 | 129 |
| August | 17437 | 127 | 18104 | 132 |
| September | 15401 | 112 | 15973 | 116 |
| October | 12476 | 91 | 12545 | 91 |
| November | 11110 | 81 | 11607 | 84 |
| December | 10707 | 78 | 10369 | 75 |

For Vehicle Classification data near your project, please go to the following web page:
<https://gis.odot.state.or.us/TransGIS/>

| | | | |
|------------------|-------------------------------------------------------------------------------------------------------|-------------------|-----------------------|
| Location: | I-5; MP 234.80; PACIFIC HIGHWAY NO. 1; 0.41 mile north of Albany-Junction City Highway No. 58 (OR99E) | Site Name: | North Albany (22-005) |
| | | Installed: | October, 1999 |

HISTORICAL TRAFFIC DATA

| Year | Percent of AADT | | | | | |
|------|-----------------|---------|----------|-----------|-----------|-----------|
| | AADT | Max Day | Max Hour | 10TH Hour | 20TH Hour | 30TH Hour |
| 2007 | 61436 | 136 | 10.0 | 9.7 | 9.6 | 9.5 |
| 2008 | 57888 | 139 | 11.9 | 10.2 | 9.9 | 9.9 |
| 2009 | 59500 | 133 | 10.6 | 10.0 | 9.7 | 9.6 |
| 2010 | 60070 | 133 | 10.6 | 9.9 | 9.7 | 9.6 |
| 2011 | 58939 | 130 | 10.0 | 9.8 | 9.7 | 9.6 |
| 2012 | 58137 | 138 | 11.2 | 9.9 | 9.7 | 9.6 |
| 2013 | 59396 | 136 | 11.0 | 9.8 | 9.7 | 9.6 |
| 2014 | 60710 | 134 | 10.4 | 9.7 | 9.6 | 9.5 |
| 2015 | 64751 | 133 | 10.3 | 9.3 | 9.2 | 9.1 |
| 2016 | 66649 | 133 | 9.4 | 9.1 | 9.0 | 8.9 |



2016 TRAFFIC DATA

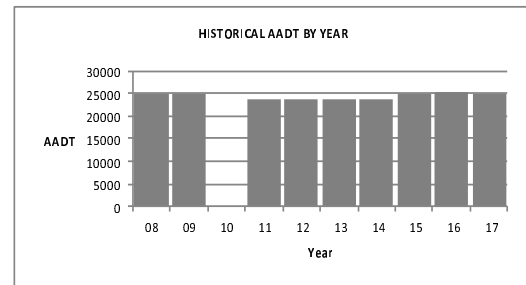
| | Average Weekday Traffic | Percent of AADT | Average Daily Traffic | Percent of AADT |
|-----------|-------------------------|-----------------|-----------------------|-----------------|
| January | 56452 | 85 | 56132 | 84 |
| February | 59932 | 90 | 61031 | 92 |
| March | 63552 | 95 | 64680 | 97 |
| April | 64133 | 96 | 66019 | 99 |
| May | 66574 | 100 | 67945 | 102 |
| June | 72322 | 109 | 73270 | 110 |
| July | 73722 | 111 | 74750 | 112 |
| August | 73320 | 110 | 74000 | 111 |
| September | 68354 | 103 | 70995 | 107 |
| October | 63911 | 96 | 65683 | 99 |
| November | 65009 | 98 | 66101 | 99 |
| December | 60899 | 91 | 59186 | 89 |

For Vehicle Classification data near your project, please go to the following web page:
<https://gis.odot.state.or.us/TransGIS/>

| | | | |
|------------------|------------------------------------------------------------------------------------------|-------------------|--------------------------|
| Location: | US101; MP 114.91; OREGON COAST HIGHWAY NO. 9; 0.07 mile north of "D" River State Wayside | Site Name: | D River Wayside (21-008) |
| | | Installed: | May, 1998 |

HISTORICAL TRAFFIC DATA

| Year | AADT | Percent of AADT | | | | |
|------|-------|-----------------|----------|-----------|-----------|-----------|
| | | Max Day | Max Hour | 10TH Hour | 20TH Hour | 30TH Hour |
| 2008 | 25036 | 145 | 12.0 | 11.4 | 11.3 | 11.2 |
| 2009 | 25051 | 145 | 11.8 | 11.3 | 11.2 | 11.1 |
| 2010 | *** | *** | *** | *** | *** | *** |
| 2011 | 23972 | 146 | 12.1 | 11.7 | 11.5 | 11.4 |
| 2012 | 23935 | 152 | 12.2 | 11.7 | 11.5 | 11.5 |
| 2013 | 23866 | 137 | 11.5 | 11.2 | 11.1 | 10.9 |
| 2014 | 23768 | 143 | 11.8 | 11.4 | 11.3 | 11.1 |
| 2015 | 24897 | 141 | 11.7 | 11.3 | 11.2 | 11.1 |
| 2016 | 25344 | 139 | 11.5 | 10.8 | 10.7 | 10.6 |
| 2017 | 24944 | 139 | 11.3 | 10.9 | 10.8 | 10.7 |



2017 TRAFFIC DATA

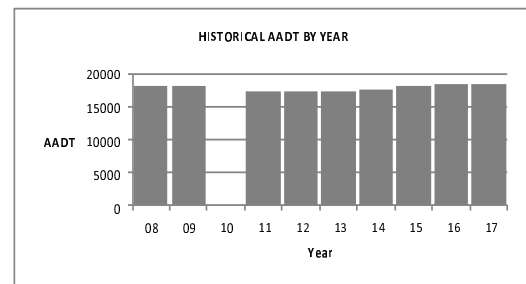
| | Average Weekday Traffic | Percent of AADT | Average Daily Traffic | Percent of AADT |
|-----------|-------------------------|-----------------|-----------------------|-----------------|
| January | 18959 | 76 | 20080 | 81 |
| February | 21361 | 86 | 22624 | 91 |
| March | 23831 | 96 | 24815 | 99 |
| April | 23628 | 95 | 25336 | 102 |
| May | 25314 | 101 | 26198 | 105 |
| June | 26457 | 106 | 27222 | 109 |
| July | 26457 | 106 | 27222 | 109 |
| August | 29610 | 119 | 30318 | 122 |
| September | 27087 | 109 | 28123 | 113 |
| October | 23568 | 94 | 24639 | 99 |
| November | 20839 | 84 | 21946 | 88 |
| December | 19800 | 79 | 20800 | 83 |

For Vehicle Classification data near your project, please go to the following web page:
https://www.oregon.gov/ODOT/Data/Documents/TVT_2017.xlsx

| | | | |
|------------------|-------------------------------------------------------------------------|-------------------|------------------------|
| Location: | US101; MP 139.11; OREGON COAST HIGHWAY NO. 9; At 25th Street in Newport | Site Name: | North Newport (21-009) |
| | | Installed: | October, 1996 |

HISTORICAL TRAFFIC DATA

| Year | AADT | Percent of AADT | | | | |
|------|-------|-----------------|----------|-----------|-----------|-----------|
| | | Max Day | Max Hour | 10TH Hour | 20TH Hour | 30TH Hour |
| 2008 | 18078 | 140 | 12.2 | 11.4 | 11.1 | 11.0 |
| 2009 | 18304 | 142 | 12.4 | 11.8 | 11.6 | 11.4 |
| 2010 | *** | *** | *** | *** | *** | *** |
| 2011 | 17482 | *** | *** | *** | *** | *** |
| 2012 | 17419 | 132 | 11.4 | 10.6 | 10.1 | 9.9 |
| 2013 | 17394 | *** | *** | *** | *** | *** |
| 2014 | 17656 | 142 | 12.5 | 11.6 | 11.5 | 11.3 |
| 2015 | 18306 | 142 | 12.0 | 11.5 | 11.1 | 11.0 |
| 2016 | 18461 | 144 | 11.9 | 11.3 | 11.1 | 10.8 |
| 2017 | 18357 | 143 | 12.0 | 11.7 | 11.4 | 11.2 |



2017 TRAFFIC DATA

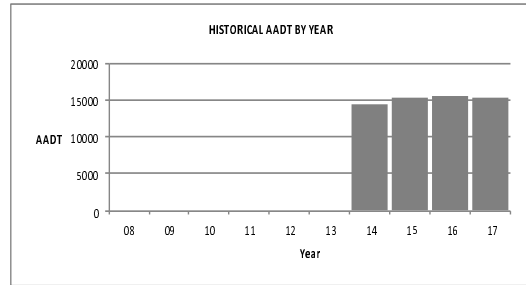
| | Average Weekday Traffic | Percent of AADT | Average Daily Traffic | Percent of AADT |
|-----------|-------------------------|-----------------|-----------------------|-----------------|
| January | 14657 | 80 | 14383 | 78 |
| February | 15810 | 86 | 16075 | 88 |
| March | 17288 | 94 | 17400 | 95 |
| April | 17634 | 96 | 17858 | 97 |
| May | 18691 | 102 | 19076 | 104 |
| June | 20579 | 112 | 20661 | 113 |
| July | 22870 | 125 | 22727 | 124 |
| August | 23022 | 125 | 22547 | 123 |
| September | 20633 | 112 | 20749 | 113 |
| October | 17959 | 98 | 17662 | 96 |
| November | 15800 | 86 | 15676 | 85 |
| December | 15618 | 85 | 15469 | 84 |

For Vehicle Classification data near your project, please go to the following web page:
https://www.oregon.gov/ODOT/Data/Documents/TVT_2017.xlsx

| | | | |
|------------------|-----------------------------------------------------------------------------------------|-------------------|-----------------------------|
| Location: | US101; MP 111.00; OREGON COAST HIGHWAY NO. 9; 0.30 mile north of East Devils Lake Road. | Site Name: | North Lincoln City (21-010) |
| | | Installed: | October, 2013 |

HISTORICAL TRAFFIC DATA

| Year | AADT | Percent of AADT | | | | |
|------|-------|-----------------|----------|-----------|-----------|-----------|
| | | Max Day | Max Hour | 10TH Hour | 20TH Hour | 30TH Hour |
| 2008 | *** | *** | *** | *** | *** | *** |
| 2009 | *** | *** | *** | *** | *** | *** |
| 2010 | *** | *** | *** | *** | *** | *** |
| 2011 | *** | *** | *** | *** | *** | *** |
| 2012 | *** | *** | *** | *** | *** | *** |
| 2013 | *** | *** | *** | *** | *** | *** |
| 2014 | 14500 | 166 | 15.8 | 14.9 | 14.4 | 14.1 |
| 2015 | 15332 | 161 | 14.8 | 14.1 | 13.7 | 13.5 |
| 2016 | 15633 | 167 | 15.3 | 14.1 | 13.8 | 13.5 |
| 2017 | 15469 | 174 | 15.3 | 14.6 | 14.3 | 13.8 |



2017 TRAFFIC DATA

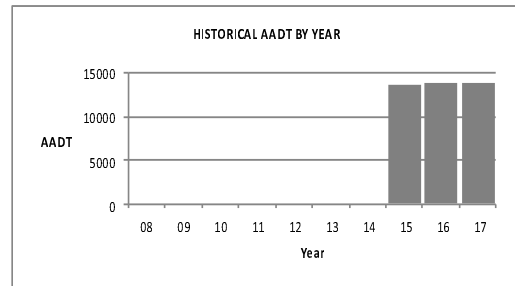
| | Average Weekday Traffic | Percent of AADT | Average Daily Traffic | Percent of AADT |
|-----------|-------------------------|-----------------|-----------------------|-----------------|
| January | 10270 | 66 | 10891 | 70 |
| February | 11596 | 75 | 12931 | 84 |
| March | 13022 | 84 | 14522 | 94 |
| April | 13103 | 85 | 14809 | 96 |
| May | 14339 | 93 | 16256 | 105 |
| June | 15769 | 102 | 17400 | 112 |
| July | 19182 | 124 | 20473 | 132 |
| August | 19489 | 126 | 20340 | 131 |
| September | 16589 | 107 | 18117 | 117 |
| October | 13768 | 89 | 14900 | 96 |
| November | 11775 | 76 | 12893 | 83 |
| December | 11615 | 75 | 12099 | 78 |

For Vehicle Classification data near your project, please go to the following web page:
https://www.oregon.gov/ODOT/Data/Documents/TVT_2017.xlsx

| | | | |
|------------------|-----------------------------------------------------------------------------------------------------------------------|-------------------|-----------------------------|
| Location: | US101; MP 119.15; OREGON COAST HIGHWAY NO. 9; South Lincoln City ATR #21-011, 0.01 mi. South of South Drift Creek Rd. | Site Name: | South Lincoln City (21-011) |
| | | Installed: | April, 2014 |

HISTORICAL TRAFFIC DATA

| Year | AADT | Percent of AADT | | | | |
|------|-------|-----------------|----------|-----------|-----------|-----------|
| | | Max Day | Max Hour | 10TH Hour | 20TH Hour | 30TH Hour |
| 2008 | *** | *** | *** | *** | *** | *** |
| 2009 | *** | *** | *** | *** | *** | *** |
| 2010 | *** | *** | *** | *** | *** | *** |
| 2011 | *** | *** | *** | *** | *** | *** |
| 2012 | *** | *** | *** | *** | *** | *** |
| 2013 | *** | *** | *** | *** | *** | *** |
| 2014 | *** | *** | *** | *** | *** | *** |
| 2015 | 13530 | 158 | 13.4 | 12.9 | 12.6 | 12.4 |
| 2016 | 13767 | 155 | 13.2 | 12.7 | 12.5 | 12.4 |
| 2017 | 13745 | 153 | 13.7 | 13.0 | 12.7 | 12.6 |



2017 TRAFFIC DATA

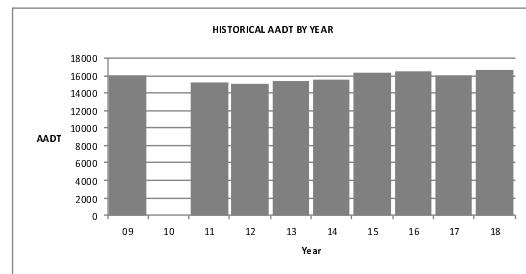
| | Average Weekday Traffic | Percent of AADT | Average Daily Traffic | Percent of AADT |
|-----------|-------------------------|-----------------|-----------------------|-----------------|
| January | 9805 | 71 | 10001 | 73 |
| February | 10897 | 79 | 11535 | 84 |
| March | 12368 | 90 | 12895 | 94 |
| April | 12534 | 91 | 13237 | 96 |
| May | 13350 | 97 | 14240 | 104 |
| June | 14942 | 109 | 15401 | 112 |
| July | 17613 | 128 | 17954 | 131 |
| August | 17650 | 128 | 17764 | 129 |
| September | 15732 | 114 | 16243 | 118 |
| October | 13054 | 95 | 13391 | 97 |
| November | 10944 | 80 | 11422 | 83 |
| December | 10733 | 78 | 10855 | 79 |

For Vehicle Classification data near your project, please go to the following web page:
https://www.oregon.gov/ODOT/Data/Documents/TVT_2017.xlsx

| | | | |
|------------------|------------------------------------------------------------------------|-------------------|-------------------------|
| Location: | US101; MP 112.35; OREGON COAST HIGHWAY NO. 9; At West Devils Lake Road | Site Name: | W. Devils Lake (21-007) |
| | | Installed: | May, 1998 |

HISTORICAL TRAFFIC DATA

| Year | AADT | Percent of AADT | | | | |
|------|-------|-----------------|----------|-----------|-----------|-----------|
| | | Max Day | Max Hour | 10TH Hour | 20TH Hour | 30TH Hour |
| 2009 | 15983 | 153 | 13.5 | 13.1 | 12.8 | 12.6 |
| 2010 | *** | *** | *** | *** | *** | *** |
| 2011 | 15197 | 157 | 14.4 | 13.5 | 13.2 | 12.9 |
| 2012 | 15122 | 167 | 14.4 | 14.0 | 13.2 | 12.9 |
| 2013 | 15419 | 148 | 13.6 | 12.7 | 12.3 | 11.9 |
| 2014 | 15561 | 153 | 13.9 | 13.4 | 12.9 | 12.6 |
| 2015 | 16327 | 149 | 13.6 | 12.8 | 12.4 | 12.2 |
| 2016 | 16488 | 152 | 12.8 | 12.6 | 12.3 | 12.1 |
| 2017 | 15963 | 164 | 16.5 | 12.8 | 12.5 | 12.2 |
| 2018 | 16573 | 146 | 13.4 | 12.5 | 12.1 | 11.9 |



2018 TRAFFIC DATA

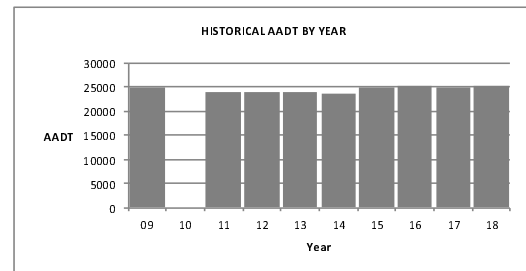
| | Average Weekday Traffic | Percent of AADT | Average Daily Traffic | Percent of AADT |
|-----------|-------------------------|-----------------|-----------------------|-----------------|
| January | 12749 | 77 | 13476 | 81 |
| February | 13172 | 79 | 14180 | 86 |
| March | 15160 | 91 | 16258 | 98 |
| April | 15600 | 94 | 16600 | 100 |
| May | 15279 | 92 | 17017 | 103 |
| June | 17261 | 104 | 18261 | 110 |
| July | 19874 | 120 | 21091 | 127 |
| August | 19465 | 117 | 20575 | 124 |
| September | 17042 | 103 | 17979 | 108 |
| October | 14856 | 90 | 15964 | 96 |
| November | 13298 | 80 | 14295 | 86 |
| December | 12872 | 78 | 13185 | 80 |

For Vehicle Classification data near your project, please go to the following web page:
https://www.oregon.gov/ODOT/Data/Documents/TVT_2018.xlsx

| | | | |
|------------------|------------------------------------------------------------------------------------------|-------------------|--------------------------|
| Location: | US101; MP 114.91; OREGON COAST HIGHWAY NO. 9; 0.07 mile north of "D" River State Wayside | Site Name: | D River Wayside (21-008) |
| | | Installed: | May, 1998 |

HISTORICAL TRAFFIC DATA

| Year | AADT | Percent of AADT | | | | |
|------|-------|-----------------|----------|-----------|-----------|-----------|
| | | Max Day | Max Hour | 10TH Hour | 20TH Hour | 30TH Hour |
| 2009 | 25051 | 145 | 11.8 | 11.3 | 11.2 | 11.1 |
| 2010 | *** | *** | *** | *** | *** | *** |
| 2011 | 23972 | 146 | 12.1 | 11.7 | 11.5 | 11.4 |
| 2012 | 23935 | 152 | 12.2 | 11.7 | 11.5 | 11.5 |
| 2013 | 23866 | 137 | 11.5 | 11.2 | 11.1 | 10.9 |
| 2014 | 23768 | 143 | 11.8 | 11.4 | 11.3 | 11.1 |
| 2015 | 24897 | 141 | 11.7 | 11.3 | 11.2 | 11.1 |
| 2016 | 25344 | 139 | 11.5 | 10.8 | 10.7 | 10.6 |
| 2017 | 24944 | 139 | 11.3 | 10.9 | 10.8 | 10.7 |
| 2018 | 25442 | 133 | 11.2 | 10.8 | 10.7 | 10.6 |



2018 TRAFFIC DATA

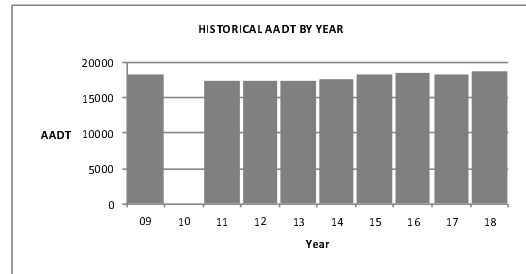
| | Average Weekday Traffic | Percent of AADT | Average Daily Traffic | Percent of AADT |
|-----------|-------------------------|-----------------|-----------------------|-----------------|
| January | 19500 | 77 | 20500 | 81 |
| February | 21829 | 86 | 23085 | 91 |
| March | 24792 | 97 | 25610 | 101 |
| April | 24265 | 95 | 24724 | 97 |
| May | 24860 | 98 | 26297 | 103 |
| June | 27215 | 107 | 27609 | 109 |
| July | 30314 | 119 | 30916 | 122 |
| August | 29981 | 118 | 30390 | 119 |
| September | 26960 | 106 | 27395 | 108 |
| October | 24327 | 96 | 24871 | 98 |
| November | 21859 | 86 | 22575 | 89 |
| December | 21452 | 84 | 21331 | 84 |

For Vehicle Classification data near your project, please go to the following web page:
https://www.oregon.gov/ODOT/Data/Documents/TVT_2018.xlsx

| | | | |
|------------------|-------------------------------------------------------------------------|-------------------|------------------------|
| Location: | US101; MP 139.11; OREGON COAST HIGHWAY NO. 9; At 25th Street in Newport | Site Name: | North Newport (21-009) |
| | | Installed: | October, 1996 |

HISTORICAL TRAFFIC DATA

| Year | AADT | Percent of AADT | | | | |
|------|-------|-----------------|----------|-----------|-----------|-----------|
| | | Max Day | Max Hour | 10TH Hour | 20TH Hour | 30TH Hour |
| 2009 | 18304 | 142 | 12.4 | 11.8 | 11.6 | 11.4 |
| 2010 | *** | *** | *** | *** | *** | *** |
| 2011 | 17482 | *** | *** | *** | *** | *** |
| 2012 | 17419 | 132 | 11.4 | 10.6 | 10.1 | 9.9 |
| 2013 | 17394 | *** | *** | *** | *** | *** |
| 2014 | 17656 | 142 | 12.5 | 11.6 | 11.5 | 11.3 |
| 2015 | 18306 | 142 | 12.0 | 11.5 | 11.1 | 11.0 |
| 2016 | 18461 | 144 | 11.9 | 11.3 | 11.1 | 10.8 |
| 2017 | 18357 | 143 | 12.0 | 11.7 | 11.4 | 11.2 |
| 2018 | 18649 | 136 | 11.4 | 11.0 | 10.9 | 10.9 |



2018 TRAFFIC DATA

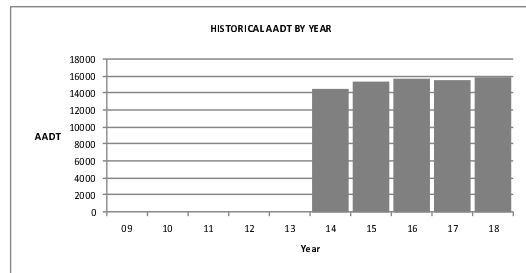
| | Average Weekday Traffic | Percent of AADT | Average Daily Traffic | Percent of AADT |
|-----------|-------------------------|-----------------|-----------------------|-----------------|
| January | 15172 | 81 | 15119 | 81 |
| February | 16399 | 88 | 16407 | 88 |
| March | 18187 | 98 | 18081 | 97 |
| April | 18287 | 98 | 17982 | 96 |
| May | 18768 | 101 | 19088 | 102 |
| June | 21270 | 114 | 20950 | 112 |
| July | 23211 | 124 | 23139 | 124 |
| August | 22843 | 122 | 22681 | 122 |
| September | 20581 | 110 | 20394 | 109 |
| October | 18074 | 97 | 17954 | 96 |
| November | 16269 | 87 | 16397 | 88 |
| December | 15827 | 85 | 15597 | 84 |

For Vehicle Classification data near your project, please go to the following web page:
https://www.oregon.gov/ODOT/Data/Documents/TVT_2018.xlsx

| | | | |
|------------------|-----------------------------------------------------------------------------------------|-------------------|-----------------------------|
| Location: | US101; MP 111.00; OREGON COAST HIGHWAY NO. 9; 0.30 mile north of East Devils Lake Road. | Site Name: | North Lincoln City (21-010) |
| | | Installed: | October, 2013 |

HISTORICAL TRAFFIC DATA

| Year | AADT | Percent of AADT | | | | |
|------|-------|-----------------|----------|-----------|-----------|-----------|
| | | Max Day | Max Hour | 10TH Hour | 20TH Hour | 30TH Hour |
| 2009 | *** | *** | *** | *** | *** | *** |
| 2010 | *** | *** | *** | *** | *** | *** |
| 2011 | *** | *** | *** | *** | *** | *** |
| 2012 | *** | *** | *** | *** | *** | *** |
| 2013 | *** | *** | *** | *** | *** | *** |
| 2014 | 14500 | 166 | 15.8 | 14.9 | 14.4 | 14.1 |
| 2015 | 15332 | 161 | 14.8 | 14.1 | 13.7 | 13.5 |
| 2016 | 15633 | 167 | 15.3 | 14.1 | 13.8 | 13.5 |
| 2017 | 15469 | 174 | 15.3 | 14.6 | 14.3 | 13.8 |
| 2018 | 15918 | 163 | 15.4 | 14.6 | 14.2 | 13.7 |



2018 TRAFFIC DATA

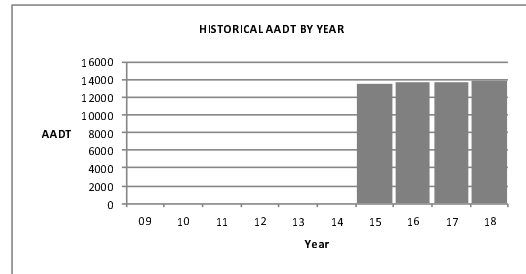
| | Average Weekday Traffic | Percent of AADT | Average Daily Traffic | Percent of AADT |
|-----------|-------------------------|-----------------|-----------------------|-----------------|
| January | 11569 | 73 | 12503 | 79 |
| February | 11984 | 75 | 13192 | 83 |
| March | 14205 | 89 | 15465 | 97 |
| April | 13868 | 87 | 14842 | 93 |
| May | 14600 | 92 | 16526 | 104 |
| June | 16497 | 104 | 17777 | 112 |
| July | 19556 | 123 | 21156 | 133 |
| August | 19175 | 120 | 20650 | 130 |
| September | 16484 | 104 | 17608 | 111 |
| October | 14094 | 89 | 15400 | 97 |
| November | 12513 | 79 | 13616 | 86 |
| December | 11855 | 74 | 12277 | 77 |

For Vehicle Classification data near your project, please go to the following web page:
https://www.oregon.gov/ODOT/Data/Documents/TVT_2018.xlsx

| | | | |
|------------------|-----------------------------------------------------------------------------------------------------------------------|-------------------|-----------------------------|
| Location: | US101; MP 119.15; OREGON COAST HIGHWAY NO. 9; South Lincoln City ATR #21-011, 0.01 mi. South of South Drift Creek Rd. | Site Name: | South Lincoln City (21-011) |
| | | Installed: | April, 2014 |

HISTORICAL TRAFFIC DATA

| Year | AADT | Percent of AADT | | | | |
|------|-------|-----------------|----------|-----------|-----------|-----------|
| | | Max Day | Max Hour | 10TH Hour | 20TH Hour | 30TH Hour |
| 2009 | *** | *** | *** | *** | *** | *** |
| 2010 | *** | *** | *** | *** | *** | *** |
| 2011 | *** | *** | *** | *** | *** | *** |
| 2012 | *** | *** | *** | *** | *** | *** |
| 2013 | *** | *** | *** | *** | *** | *** |
| 2014 | *** | *** | *** | *** | *** | *** |
| 2015 | 13530 | 158 | 13.4 | 12.9 | 12.6 | 12.4 |
| 2016 | 13767 | 155 | 13.2 | 12.7 | 12.5 | 12.4 |
| 2017 | 13745 | 153 | 13.7 | 13.0 | 12.7 | 12.6 |
| 2018 | 14000 | 147 | 13.0 | 12.5 | 12.3 | 12.2 |



2018 TRAFFIC DATA

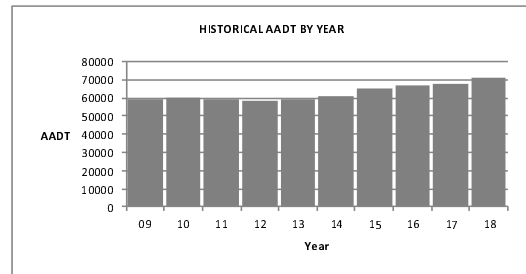
| | Average Weekday Traffic | Percent of AADT | Average Daily Traffic | Percent of AADT |
|-----------|-------------------------|-----------------|-----------------------|-----------------|
| January | 10650 | 76 | 10917 | 78 |
| February | 11294 | 81 | 11732 | 84 |
| March | 13148 | 94 | 13522 | 97 |
| April | 12860 | 92 | 13149 | 94 |
| May | 13436 | 96 | 14304 | 102 |
| June | 15522 | 111 | 15683 | 112 |
| July | 17786 | 127 | 18271 | 131 |
| August | 17560 | 125 | 18054 | 129 |
| September | 15463 | 110 | 15833 | 113 |
| October | 13195 | 94 | 13616 | 97 |
| November | 11336 | 81 | 11860 | 85 |
| December | 10931 | 78 | 11055 | 79 |

For Vehicle Classification data near your project, please go to the following web page:
https://www.oregon.gov/ODOT/Data/Documents/TVT_2018.xlsx

| | | | |
|------------------|-------------------------------------------------------------------------------------------------------|-------------------|-----------------------|
| Location: | I-5; MP 234.80; PACIFIC HIGHWAY NO. 1; 0.41 mile north of Albany-Junction City Highway No. 58 (OR99E) | Site Name: | North Albany (22-005) |
| | | Installed: | October, 1999 |

HISTORICAL TRAFFIC DATA

| Year | AADT | Percent of AADT | | | | |
|------|-------|-----------------|----------|-----------|-----------|-----------|
| | | Max Day | Max Hour | 10TH Hour | 20TH Hour | 30TH Hour |
| 2009 | 59500 | 133 | 10.6 | 10.0 | 9.7 | 9.6 |
| 2010 | 60070 | 133 | 10.6 | 9.9 | 9.7 | 9.6 |
| 2011 | 58939 | 130 | 10.0 | 9.8 | 9.7 | 9.6 |
| 2012 | 58137 | 138 | 11.2 | 9.9 | 9.7 | 9.6 |
| 2013 | 59396 | 136 | 11.0 | 9.8 | 9.7 | 9.6 |
| 2014 | 60710 | 134 | 10.4 | 9.7 | 9.6 | 9.5 |
| 2015 | 64751 | 133 | 10.3 | 9.3 | 9.2 | 9.1 |
| 2016 | 66649 | 133 | 9.4 | 9.1 | 9.0 | 8.9 |
| 2017 | 67664 | 129 | 9.6 | 9.0 | 8.8 | 8.8 |
| 2018 | 70638 | 129 | 9.2 | 8.9 | 8.8 | 8.7 |



2018 TRAFFIC DATA

| | Average Weekday Traffic | Percent of AADT | Average Daily Traffic | Percent of AADT |
|-----------|-------------------------|-----------------|-----------------------|-----------------|
| January | 60732 | 86 | 60936 | 86 |
| February | 63813 | 90 | 64181 | 91 |
| March | 68840 | 97 | 68690 | 97 |
| April | 69813 | 99 | 70526 | 100 |
| May | 71775 | 102 | 73068 | 103 |
| June | 77252 | 109 | 77514 | 110 |
| July | 76766 | 109 | 77216 | 109 |
| August | 77422 | 110 | 77594 | 110 |
| September | 72033 | 102 | 73496 | 104 |
| October | 68870 | 97 | 70292 | 100 |
| November | 68702 | 97 | 69522 | 98 |
| December | 64786 | 92 | 64618 | 91 |

For Vehicle Classification data near your project, please go to the following web page:
https://www.oregon.gov/ODOT/Data/Documents/TVT_2018.xlsx

| | | | |
|-----------------|---------------------------------------------------------------------------------------------|------------------|--------------------------|
| Location | US101; MP 114.91; OREGON COAST HIGHWAY NO. 9; 0.07 mile north of "D" River State Wayside | Site Name | D River Wayside (21-008) |
| | | Installed | May, 1998 |

| HISTORICAL ANNUAL TRAFFIC DATA | | | | | | |
|---------------------------------------|--------------------------------------------|--------------------------------------------------------------------------|-----------------|------------------|------------------|------------------|
| Year | Annual Average Daily Traffic (AADT) | Critical Values as percent of Annual Average Daily Traffic (AADT) | | | | |
| | | Max Day | Max Hour | 10th Hour | 20th Hour | 30th Hour |
| 2010 | *** | *** | *** | *** | *** | *** |
| 2011 | 23972 | 146 | 12.1 | 11.7 | 11.5 | 11.4 |
| 2012 | 23935 | 152 | 12.2 | 11.7 | 11.5 | 11.5 |
| 2013 | 23866 | 137 | 11.5 | 11.2 | 11.1 | 10.9 |
| 2014 | 23768 | 143 | 11.8 | 11.4 | 11.3 | 11.1 |
| 2015 | 24897 | 141 | 11.7 | 11.3 | 11.2 | 11.1 |
| 2016 | 25344 | 139 | 11.5 | 10.8 | 10.7 | 10.6 |
| 2017 | 24944 | 139 | 11.3 | 10.9 | 10.8 | 10.7 |
| 2018 | 25442 | 133 | 11.2 | 10.8 | 10.7 | 10.6 |
| 2019 | 24665 | 132 | 10.9 | 10.6 | 10.4 | 10.4 |

| 2019 SEASONAL TRAFFIC DATA | | | | |
|-----------------------------------|----------------|---------------|----------------|---------------|
| Month | Weekday | | Daily | |
| | Average | % AADT | Average | % AADT |
| January | 21578 | 87 | 21860 | 89 |
| February | 20496 | 83 | 21368 | 87 |
| March | 24600 | 100 | 25600 | 104 |
| April | 24300 | 99 | 24900 | 101 |
| May | 25000 | 101 | 26400 | 107 |
| June | 26404 | 107 | 27014 | 110 |
| July | 28427 | 115 | 29182 | 118 |
| August | 28752 | 117 | 29399 | 119 |
| September | 25258 | 102 | 25654 | 104 |
| October | 22960 | 93 | 23557 | 96 |
| November | 20870 | 85 | 21372 | 87 |
| December | 19859 | 81 | 19671 | 80 |

| | | | |
|-----------------|-----------------------------------------------------------------------------------------|------------------|-----------------------------|
| Location | US101; MP 119.15; OREGON COAST HIGHWAY NO. 9; 0.01 mi. South of South Drift Creek Rd | Site Name | South Lincoln City (21-011) |
| | | Installed | April, 2014 |

| HISTORICAL ANNUAL TRAFFIC DATA | | | | | | |
|---------------------------------------|--------------------------------------------|--------------------------------------------------------------------------|-----------------|------------------|------------------|------------------|
| Year | Annual Average Daily Traffic (AADT) | Critical Values as percent of Annual Average Daily Traffic (AADT) | | | | |
| | | Max Day | Max Hour | 10th Hour | 20th Hour | 30th Hour |
| 2010 | *** | *** | *** | *** | *** | *** |
| 2011 | *** | *** | *** | *** | *** | *** |
| 2012 | *** | *** | *** | *** | *** | *** |
| 2013 | *** | *** | *** | *** | *** | *** |
| 2014 | *** | *** | *** | *** | *** | *** |
| 2015 | 13530 | 158 | 13.4 | 12.9 | 12.6 | 12.4 |
| 2016 | 13767 | 155 | 13.2 | 12.7 | 12.5 | 12.4 |
| 2017 | 13745 | 153 | 13.7 | 13.0 | 12.7 | 12.6 |
| 2018 | 14000 | 147 | 13.0 | 12.5 | 12.3 | 12.2 |
| 2019 | 14031 | 144 | 13.2 | 12.5 | 12.2 | 12.1 |

| 2019 SEASONAL TRAFFIC DATA | | | | |
|-----------------------------------|----------------|---------------|----------------|---------------|
| Month | Weekday | | Daily | |
| | Average | % AADT | Average | % AADT |
| January | 11162 | 80 | 11344 | 81 |
| February | 10709 | 76 | 11013 | 78 |
| March | 13297 | 95 | 13952 | 99 |
| April | 12984 | 93 | 13307 | 95 |
| May | 13549 | 97 | 14361 | 102 |
| June | 15485 | 110 | 15844 | 113 |
| July | 17334 | 124 | 17931 | 128 |
| August | 17523 | 125 | 18148 | 129 |
| September | 15254 | 109 | 15599 | 111 |
| October | 13207 | 94 | 13684 | 98 |
| November | 11678 | 83 | 12065 | 86 |
| December | 11154 | 79 | 11123 | 79 |

| | | | |
|----------|---------------------------------------------------------------------------------------------------|-----------|--------------------------|
| Location | 101/D River State Wayside ; OREGON COAST HIGHWAY NO. 9; 0.07 miles north of D River State Wayside | Site Name | D River Wayside (21-008) |
| | | Installed | May, 1998 |

| HISTORICAL ANNUAL TRAFFIC DATA | | | | | | |
|--------------------------------|-------------------------------------|-------------------------------------------------------------------|----------|-----------|-----------|-----------|
| Year | Annual Average Daily Traffic (AADT) | Critical Values as percent of Annual Average Daily Traffic (AADT) | | | | |
| | | Max Day | Max Hour | 10th Hour | 20th Hour | 30th Hour |
| | | 2011 | 23972 | 146.1 | 12.1 | 11.7 |
| 2012 | 23935 | 151.8 | 12.2 | 11.7 | 11.5 | 11.5 |
| 2013 | 23866 | 136.7 | 11.7 | 11.3 | 11.2 | 11.1 |
| 2014 | 23768 | 142.9 | 11.8 | 11.4 | 11.3 | 11.1 |
| 2015 | 24897 | 141.2 | 11.7 | 11.3 | 11.2 | 11.1 |
| 2016 | 25300 | 139.1 | 11.5 | 10.9 | 10.8 | 10.6 |
| 2017 | 24944 | 138.7 | 11.5 | 11.1 | 10.9 | 10.8 |
| 2018 | 25442 | 132.8 | 11.2 | 10.8 | 10.7 | 10.6 |
| 2019 | 24665 | 132.3 | 10.9 | 10.6 | 10.4 | 10.4 |
| 2020 | 19538 | 147.8 | 13.0 | 12.3 | 12.1 | 12.1 |

| 2020 SEASONAL TRAFFIC DATA | | | | |
|----------------------------|---------|--------|---------|--------|
| Month | Weekday | | Daily | |
| | Average | % AADT | Average | % AADT |
| January | 19752 | 101 | 19510 | 100 |
| February | 22299 | 114 | 22318 | 114 |
| March | 18039 | 92 | 17778 | 91 |
| April | 10917 | 56 | 10024 | 51 |
| May | 16264 | 83 | 15808 | 81 |
| June | 23275 | 119 | 23364 | 120 |
| July | 24152 | 124 | 24400 | 125 |
| August | 24716 | 127 | 25226 | 129 |
| September | 22644 | 116 | 22975 | 118 |
| October | 20949 | 107 | 20985 | 107 |
| November | 20846 | 107 | 21051 | 108 |
| December | 18935 | 97 | 18935 | 97 |

| Highest Hour | | | | | |
|--------------|----------|----------------|------|--------|-------|
| Date | Day | Hours of Day | Rank | Volume | %AADT |
| 6/27/2020 | Saturday | 1:00 - 2:00 pm | 1 | 2537 | 13.0 |
| 8/29/2020 | Saturday | 3:00 - 4:00 pm | 10 | 2404 | 12.3 |
| 2/29/2020 | Saturday | 2:00 - 3:00 pm | 20 | 2365 | 12.1 |
| 8/29/2020 | Saturday | 0:00 - 1:00 pm | 30 | 2355 | 12.1 |
| 7/19/2020 | Sunday | 1:00 - 2:00 pm | 40 | 2342 | 12.0 |
| 8/15/2020 | Saturday | 3:00 - 4:00 pm | 50 | 2328 | 11.9 |

| Highest Day | | | |
|-------------|----------|--------|-------|
| Date | Day | Volume | AADT |
| 8/15/2020 | Saturday | 28882 | 147.8 |

Comments:
 2020 - COVID-19

| | | | |
|----------|-----------------------------------------------------------------------------------------------------|-----------|-----------------------------|
| Location | 101/South Drift Creek Road ; OREGON COAST HIGHWAY NO. 9; 0.01 miles south of South Drift Creek Road | Site Name | South Lincoln City (21-011) |
| | | Installed | April, 2014 |

| HISTORICAL ANNUAL TRAFFIC DATA | | | | | | |
|--------------------------------|-------------------------------------|-------------------------------------------------------------------|----------|-----------|-----------|-----------|
| Year | Annual Average Daily Traffic (AADT) | Critical Values as percent of Annual Average Daily Traffic (AADT) | | | | |
| | | Max Day | Max Hour | 10th Hour | 20th Hour | 30th Hour |
| | | 2011 | *** | *** | *** | *** |
| 2012 | *** | *** | *** | *** | *** | *** |
| 2013 | *** | *** | *** | *** | *** | *** |
| 2014 | *** | *** | *** | *** | *** | *** |
| 2015 | 13530 | 157.8 | 13.4 | 12.9 | 12.6 | 12.4 |
| 2016 | 13800 | 154.8 | 13.1 | 12.7 | 12.5 | 12.3 |
| 2017 | 13745 | 152.8 | 13.7 | 13.0 | 12.7 | 12.6 |
| 2018 | 14000 | 147.2 | 13.0 | 12.5 | 12.3 | 12.2 |
| 2019 | 14031 | 143.8 | 13.2 | 12.5 | 12.2 | 12.1 |
| 2020 | 12177 | 163.7 | 14.7 | 14.0 | 13.8 | 13.7 |

| 2020 SEASONAL TRAFFIC DATA | | | | |
|----------------------------|---------|--------|---------|--------|
| Month | Weekday | | Daily | |
| | Average | % AADT | Average | % AADT |
| January | 11047 | 91 | 10953 | 90 |
| February | 12649 | 104 | 12679 | 104 |
| March | 10192 | 84 | 10043 | 82 |
| April | 7237 | 59 | 6733 | 55 |
| May | 9606 | 79 | 9421 | 77 |
| June | 13567 | 111 | 13598 | 112 |
| July | 16183 | 133 | 16316 | 134 |
| August | 16798 | 138 | 17032 | 140 |
| September | 13679 | 112 | 13697 | 112 |
| October | 13869 | 114 | 13930 | 114 |
| November | 11166 | 92 | 11200 | 92 |
| December | 10793 | 89 | 10526 | 86 |

| Highest Hour | | | | | |
|--------------|----------|------------------|------|--------|-------|
| Date | Day | Hours of Day | Rank | Volume | %AADT |
| 08/15/2020 | Saturday | 0:00 - 1:00 pm | 1 | 1786 | 14.7 |
| 08/15/2020 | Saturday | 3:00 - 4:00 pm | 10 | 1706 | 14.0 |
| 07/25/2020 | Saturday | 0:00 - 1:00 pm | 20 | 1686 | 13.8 |
| 08/23/2020 | Sunday | 11:00 - 12:00 am | 30 | 1666 | 13.7 |
| 07/03/2020 | Friday | 2:00 - 3:00 pm | 40 | 1654 | 13.6 |
| 07/25/2020 | Saturday | 3:00 - 4:00 pm | 50 | 1641 | 13.5 |

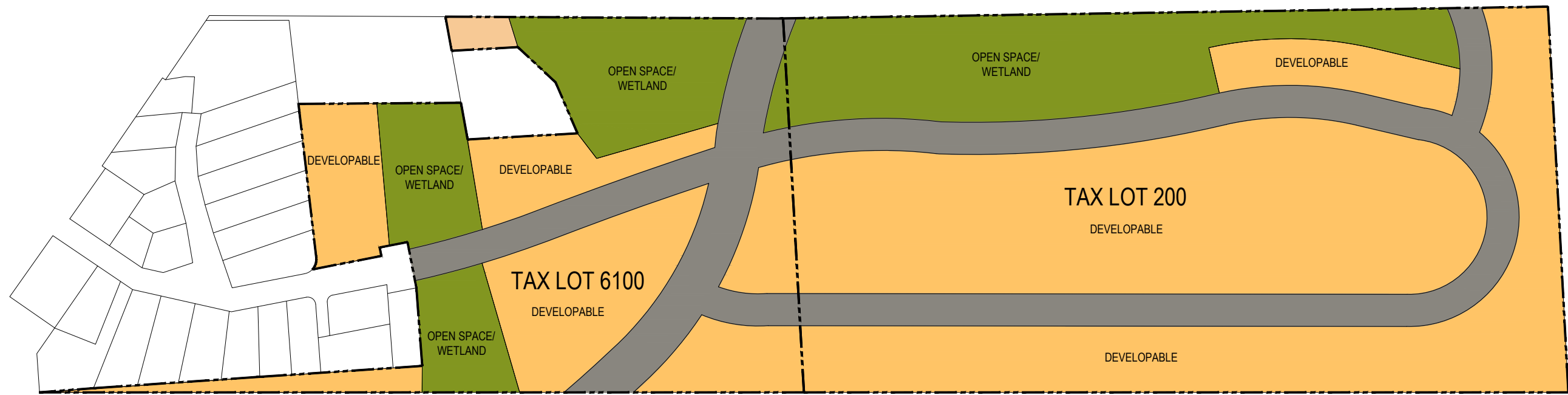
| Highest Day | | | |
|-------------|----------|--------|-------|
| Date | Day | Volume | AADT |
| 08/15/2020 | Saturday | 19930 | 163.7 |

Comments:
 2020 - COVID-19

Appendix C – ODOT Future Volume Table

| Site id | HWY | MP | DIR | HS | Description | 2017 | 2018 | 2019 | 2020 | 2040** | RSQ |
|---------|-----|--------|-----|----|-------------------------------------------------------------------------------------|------|-------|------|------|--------|--------|
| 21008 | 009 | 114.91 | 1 | | North of D River Wayside entrance [0.07 mile] {D River Wayside ATR, Sta. 21-008} | | 25400 | | | 21200 | 0.1318 |
| 1109 | 009 | 115.33 | 1 | | South of S.W. Galley Street [0.01 mile] | | 22100 | | | 24600 | 0.0201 |
| 1110 | 009 | 115.58 | 1 | | South of East Devils Lake Road [0.02 mile] | | 21700 | | | 22100 | 0.0016 |
| 1111 | 009 | 116.12 | 1 | | South of S.E. 23rd Drive [0.02 mile] | | 19700 | | | 19800 | 0.0630 |
| 1112 | 009 | 117.03 | 1 | | North of High School Drive [0.02 mile] | | 18100 | | | 18200 | 0.5091 |
| 1113 | 009 | 117.48 | 1 | | South of S Coast Avenue [0.02 mile] | | 16400 | | | 16500 | 0.6999 |
| 1114 | 009 | 117.98 | 1 | | North of S.E. 51st Street [0.02 mile] | | 15500 | | | 15600 | 0.4175 |
| 1115 | 009 | 118.17 | 1 | | On Schooner Creek Bridge | | 14800 | | | 14900 | 0.0296 |
| 1116 | 009 | 118.70 | 1 | | South of S.W. 63rd Avenue [0.03 mile] | | 13700 | | | 13800 | 0.0498 |
| 21011 | 009 | 119.15 | 1 | | South of Drift Creek Road [0.01 mile] {South Lincoln City ATR, Sta. 21-011} | | 14000 | | | 12300 | 0.8232 |

Appendix D – Developable Lands

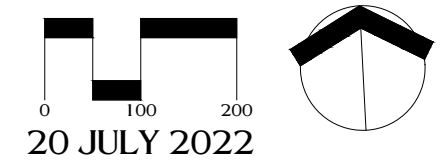


| | |
|--------------------|---------|
| LANDUSE SUMMARY | |
| DEVELOPABLE LAND | 17.7 AC |
| OPEN SPACE/WETLAND | 6.8 AC |
| ROADS | 5.8 AC |
| TOTAL | 30.3 AC |

NET DEVELOPABLE AREA 58% OF TOTAL SITE AREA

LAYOUT DERIVED FROM THE NELSCOTT GAP NEIGHBORHOOD PLAN

**LE
AP**
LAMOINE EILER | ARCHITECTURE PLANNING
720 SE 33RD AVENUE PORTLAND, OREGON 97214 503.522.9733



DEVELOPMENT ANALYSIS
SPYGLASS RIDGE
LINCOLN CITY, OREGON

Appendix E – Level of Service Calculations

Appendix Contents:

1. Calculations for Existing Conditions
2. Calculations for Year 2037 without Project
3. Calculations for Year 2037 Scenario I-1
4. Calculations for Year 2037 Scenario I-2
5. Calculations for Year 2037 Scenario M-1
6. Calculations for Year 2037 Scenario M-2
7. Mitigated Traffic Scenario – Maximum Development without 32nd Street Connection, ODOT Mobility Targets as the Standards
8. Mitigated Traffic Scenario – Maximum Development without 32nd Street Connection, Lincoln City Standards for non-highway intersections
9. Mitigated Traffic Scenario – Maximum Development with 32nd Street Connection

Base Year Tue Aug 9, 2022 09:27:54 Page 1-1
PM Peak Hour -- Year 2037 with incremental development and no 32nd street conne
#01709 -- Lincoln City Residential Rezone

Scenario Report
Scenario: Base Year
Command: base year
Volume: Default Volume
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Base Year

Base Year Tue Aug 9, 2022 09:27:54 Page 2-1
PM Peak Hour -- Year 2037 with incremental development and no 32nd street conne
#01709 -- Lincoln City Residential Rezone

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #1 Highway 101/32nd Street
Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 8 Average Delay (sec/veh): 14.4
Optimal Cycle: 56 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Control: Prot+Permit Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0
Volume Module:
Base Vol: 45 854 1 26 829 27 29 11 63 5 57 99
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 49 927 1 28 900 29 31 12 68 5 62 108
Added Vol: 0 32 0 0 26 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 49 959 1 28 926 29 31 12 68 5 62 108
User 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
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 54 1054 1 31 1018 32 35 13 75 6 68 118
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 1054 1 31 1018 32 35 13 75 6 68 118
PCE 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
MLF 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
FinalVolume: 54 1054 1 31 1018 32 35 13 75 6 68 118
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.32 0.87 0.87 0.61 0.91 0.91
Lanes: 1.00 0.99 0.01 1.00 0.97 0.03 1.00 0.15 0.85 1.00 0.37 0.63
Final Sat.: 1805 1898 2 1805 1832 58 600 246 1411 1167 628 1091
Capacity Analysis Module:
Vol/Sat: 0.03 0.56 0.56 0.02 0.56 0.56 0.06 0.05 0.05 0.01 0.11 0.11
Crit Moves: ****
Green/Cycle: 0.80 0.75 0.75 0.76 0.74 0.74 0.14 0.14 0.14 0.14 0.14 0.14
Volume/Cap: 0.19 0.74 0.74 0.11 0.75 0.75 0.40 0.37 0.37 0.04 0.75 0.75
Delay/Veh: 9.8 8.9 8.9 8.1 10.2 10.2 42.0 39.7 39.7 36.9 53.5 53.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 9.8 8.9 8.9 8.1 10.2 10.2 42.0 39.7 39.7 36.9 53.5 53.5
LOS by Move: A A A A B B D D D D D
HCM2kAvgQ: 1 19 19 0 20 20 1 3 3 0 7 7
Note: Queue reported is the number of cars per lane.

Base Year Tue Aug 9, 2022 10:40:03 Page 1-1
PM Peak Hour Traffic -- Incrementall Development wtih 32nd Street Connection
#01709 -- Lincoln City Residential Rezone

Scenario Report
Scenario: Base Year
Command: base year
Volume: Default Volume
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Base Year

Base Year Tue Aug 9, 2022 10:40:03 Page 2-1
PM Peak Hour Traffic -- Incrementall Development wtih 32nd Street Connection
#01709 -- Lincoln City Residential Rezone

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #1 Hwy 101/SE 32nd
Cycle (sec): 134 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 8 Average Delay (sec/veh): 19.4
Optimal Cycle: 60 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Prot+Permit Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0
Volume Module:
Base Vol: 45 854 1 26 829 27 29 11 63 5 57 99
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 49 927 1 28 900 29 31 12 68 5 62 108
Added Vol: 0 3 28 28 3 0 0 0 0 23 0 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 49 930 29 56 903 29 31 12 68 28 62 131
User 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
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 54 1022 32 62 993 32 35 13 75 31 68 143
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 1022 32 62 993 32 35 13 75 31 68 143
PCE 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
MLF 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
FinalVolume: 54 1022 32 62 993 32 35 13 75 31 68 143
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.27 0.87 0.87 0.60 0.90 0.90
Lanes: 1.00 0.97 0.03 1.00 0.97 0.03 1.00 0.15 0.85 1.00 0.32 0.68
Final Sat.: 1805 1835 57 1805 1831 59 517 246 1411 1138 549 1157
Capacity Analysis Module:
Vol/Sat: 0.03 0.56 0.56 0.03 0.54 0.54 0.07 0.05 0.05 0.03 0.12 0.12
Crit Moves: ****
Green/Cycle: 0.77 0.73 0.73 0.79 0.74 0.74 0.16 0.16 0.16 0.16 0.16 0.16
Volume/Cap: 0.18 0.76 0.76 0.22 0.74 0.74 0.41 0.33 0.33 0.17 0.76 0.76
Delay/Veh: 11.6 13.4 13.4 14.0 12.2 12.2 53.6 50.3 50.3 48.7 65.2 65.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 11.6 13.4 13.4 14.0 12.2 12.2 53.6 50.3 50.3 48.7 65.2 65.2
LOS by Move: B B B B B B D D D D E E
HCM2kAvgQ: 1 27 27 1 25 25 2 3 3 1 10 10
Note: Queue reported is the number of cars per lane.

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to FERGUSON and ASSOC.

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to FERGUSON and ASSOC.

Base Year Tue Aug 9, 2022 10:42:59 Page 1-1
PM Peak Hour Traffic -- Full RM Development with 32nd Street Connection
#01709 -- Lincoln City Residential Rezone

Base Year Tue Aug 9, 2022 10:42:59 Page 2-1
PM Peak Hour Traffic -- Full RM Development with 32nd Street Connection
#01709 -- Lincoln City Residential Rezone

Scenario Report
Scenario: Base Year
Command: base year
Volume: Default Volume
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Base Year

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #1 Hwy 101/SE 32nd Street
Cycle (sec): 100 Critical Vol./Cap.(X): 0.947
Loss Time (sec): 8 Average Delay (sec/veh): 28.9
Optimal Cycle: 134 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Prot+Permit Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0
Volume Module:
Base Vol: 45 854 1 26 829 27 29 11 63 5 57 99
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 49 927 1 28 900 29 31 12 68 5 62 108
Added Vol: 0 13 118 118 8 0 0 0 0 75 0 75
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 49 940 119 146 908 29 31 12 68 80 62 183
User 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
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 54 1033 131 161 998 32 35 13 75 88 68 201
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 1033 131 161 998 32 35 13 75 88 68 201
PCE 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
MLF 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
FinalVolume: 54 1033 131 161 998 32 35 13 75 88 68 201
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.98 0.98 0.95 1.00 1.00 0.24 0.87 0.87 0.63 0.89 0.89
Lanes: 1.00 0.89 0.11 1.00 0.97 0.03 1.00 0.15 0.85 1.00 0.25 0.75
Final Sat.: 1805 1658 210 1805 1831 59 452 246 1411 1199 427 1260
Capacity Analysis Module:
Vol/Sat: 0.03 0.62 0.62 0.09 0.55 0.55 0.08 0.05 0.05 0.07 0.16 0.16
Crit Moves: ****
Green/Cycle: 0.70 0.66 0.66 0.77 0.71 0.71 0.17 0.17 0.17 0.17 0.17 0.17
Volume/Cap: 0.20 0.95 0.95 0.66 0.76 0.76 0.46 0.32 0.32 0.44 0.95 0.95
Delay/Veh: 10.1 30.4 30.4 36.4 11.7 11.7 41.8 37.2 37.2 38.9 80.5 80.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 10.1 30.4 30.4 36.4 11.7 11.7 41.8 37.2 37.2 38.9 80.5 80.5
LOS by Move: B C C D B B D D D D F F
HCM2kAvgQ: 1 38 38 4 21 21 2 3 3 3 12 12
Note: Queue reported is the number of cars per lane.

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to FERGUSON and ASSOC.

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to FERGUSON and ASSOC.

PM Peak Hour Traffic -- Full RM Development with 32nd Street Connection #01709 -- Lincoln City Residential Rezone

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #2 Hwy 101/SE 31st Street
Average Delay (sec/veh): 2.0 Worst Case Level Of Service: F[132.5]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0
Volume Module:
Base Vol: 0 980 2 1 875 0 0 0 0 7 0 9
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 0 1064 2 1 950 0 0 0 0 8 0 10
Added Vol: 0 75 13 13 118 0 0 0 0 8 0 8
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1139 15 14 1068 0 0 0 0 16 0 18
User 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
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 0 1252 17 15 1174 0 0 0 0 17 0 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 1252 17 15 1174 0 0 0 0 17 0 20
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxxx 4.1 xxxx xxxxxx 7.1 6.5 6.2 6.4 6.5 6.2
FollowUpTim:xxxxx xxxx xxxxxx 2.2 xxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxxx 1269 xxxx xxxxxx 2475 2473 1174 2465 2465 1260
Potent Cap.: xxxx xxxx xxxxxx 555 xxxx xxxxxx 21 30 236 34 31 210
Move Cap.: xxxx xxxx xxxxxx 555 xxxx xxxxxx 18 30 236 33 30 210
Volume/Cap: xxxx xxxx xxxxxx 0.03 xxxx xxxxxx 0.00 0.00 0.00 0.52 0.00 0.09
Level of Service Module:
2Way95thQ: xxxx xxxx xxxxxx 0.1 xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx 11.7 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
LOS by Move: * * * * B * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx 0 xxxxxx xxxx 60 xxxxxx
SharedQueue:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 2.5 xxxxxx
Shrd ConDel:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 132 xxxxxx
Shared LOS: * * * * * * * * * * * * * * * * F * *
ApproachDel: xxxxxxx xxxxxxx xxxxxxx 132.5
ApproachLOS: * * * * F
Note: Queue reported is the number of cars per lane.

PM Peak Hour Traffic -- Full RM Development with 32nd Street Connection #01709 -- Lincoln City Residential Rezone

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #3 Hwy 101/SW 29th Street
Average Delay (sec/veh): 0.8 Worst Case Level Of Service: F[84.3]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 1! 0 0 0 0 0 1 0 0 0 0 1! 0 0 0 0 1! 0 0
Volume Module:
Base Vol: 20 968 0 0 866 21 7 0 10 0 0 0 0
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 22 1051 0 0 940 23 8 0 11 0 0 0 0
Added Vol: 0 84 0 0 131 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 22 1135 0 0 1071 23 8 0 11 0 0 0 0
User 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
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 24 1248 0 0 1177 25 8 0 12 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 24 1248 0 0 1177 25 8 0 12 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxxx xxxxxx xxxx xxxxxx 6.4 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.2 xxxx xxxxxx xxxxxx xxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Cnflct Vol: 1203 xxxx xxxxxx xxxx xxxx xxxxxx 2485 2485 1190 2491 2498 1248
Potent Cap.: 587 xxxx xxxxxx xxxx xxxx xxxxxx 33 30 231 20 29 214
Move Cap.: 587 xxxx xxxxxx xxxx xxxx xxxxxx 32 29 231 18 28 214
Volume/Cap: 0.04 xxxx xxxxxx xxxx xxxx xxxxxx 0.26 0.00 0.05 0.00 0.00 0.00
Level of Service Module:
2Way95thQ: 0.1 xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
Control Del: 11.3 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
LOS by Move: B * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx 65 xxxxxx xxxx 0 xxxxxx
SharedQueue:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx 1.1 xxxxxx xxxxxx xxxx xxxxxx
Shrd ConDel:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 84.3 xxxxxx xxxxxx xxxx xxxxxx
Shared LOS: * * * * * * * * * * * * * * * * F * *
ApproachDel: xxxxxxx xxxxxxx 84.3 xxxxxxx
ApproachLOS: * * * * F *
Note: Queue reported is the number of cars per lane.

Base Year Tue Aug 9, 2022 10:45:39 Page 1-1
PM Peak Hour Traffic -- Full RM Development wth All Future Street Connection
#01709 -- Lincoln City Residential Rezone

Scenario Report
Scenario: Base Year
Command: base year
Volume: Default Volume
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Base Year

Base Year Tue Aug 9, 2022 10:45:39 Page 2-1
PM Peak Hour Traffic -- Full RM Development wth All Future Street Connection
#01709 -- Lincoln City Residential Rezone

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #1 Hwy 101/SE 32nd Street
Cycle (sec): 134 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 8 Average Delay (sec/veh): 28.1
Optimal Cycle: 109 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Prot+Permit Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0
Volume Module:
Base Vol: 45 854 1 26 829 27 29 11 63 5 57 99
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 49 927 1 28 900 29 31 12 68 5 62 108
Added Vol: 0 39 92 92 25 0 0 0 0 58 0 58
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 49 966 93 120 925 29 31 12 68 63 62 166
User 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
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 54 1062 102 132 1017 32 35 13 75 70 68 182
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 1062 102 132 1017 32 35 13 75 70 68 182
PCE 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
MLF 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
FinalVolume: 54 1062 102 132 1017 32 35 13 75 70 68 182
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.99 0.99 0.95 1.00 1.00 0.18 0.87 0.87 0.60 0.89 0.89
Lanes: 1.00 0.91 0.09 1.00 0.97 0.03 1.00 0.15 0.85 1.00 0.27 0.73
Final Sat.: 1805 1711 165 1805 1832 58 346 246 1411 1142 461 1232
Capacity Analysis Module:
Vol/Sat: 0.03 0.62 0.62 0.07 0.55 0.55 0.10 0.05 0.05 0.06 0.15 0.15
Crit Moves: ****
Green/Cycle: 0.73 0.69 0.69 0.79 0.74 0.74 0.16 0.16 0.16 0.16 0.16 0.16
Volume/Cap: 0.19 0.90 0.90 0.60 0.75 0.75 0.61 0.32 0.32 0.37 0.90 0.90
Delay/Veh: 12.2 24.9 24.9 40.1 12.9 12.9 69.3 50.0 50.0 51.0 83.4 83.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 12.2 24.9 24.9 40.1 12.9 12.9 69.3 50.0 50.0 51.0 83.4 83.4
LOS by Move: B C C D B B E D D D F F
HCM2kAvqQ: 1 41 41 3 26 26 2 3 3 3 3 13 13
Note: Queue reported is the number of cars per lane.

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Base Year Tue Aug 9, 2022 10:47:58 Page 1-1
PM Peak Hour -- Year 2037 no 32nd street connection (25 percent of buildout)
#01709 -- Lincoln City Residential Rezone

Scenario Report
Scenario: Base Year
Command: base year
Volume: Default Volume
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Base Year

Base Year Tue Aug 9, 2022 10:47:58 Page 2-1
PM Peak Hour -- Year 2037 no 32nd street connection (25 percent of buildout)
#01709 -- Lincoln City Residential Rezone

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #1 Highway 101/32nd Street
Cycle (sec): 100 Critical Vol./Cap.(X): 0.751
Loss Time (sec): 8 Average Delay (sec/veh): 14.3
Optimal Cycle: 56 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Prot+Permit Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0
Volume Module:
Base Vol: 45 854 1 26 829 27 29 11 63 5 57 99
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 49 927 1 28 900 29 31 12 68 5 62 108
Added Vol: 0 33 0 0 21 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 49 960 1 28 921 29 31 12 68 5 62 108
User 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
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 54 1055 1 31 1012 32 35 13 75 6 68 118
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 1055 1 31 1012 32 35 13 75 6 68 118
PCE 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
MLF 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
FinalVolume: 54 1055 1 31 1012 32 35 13 75 6 68 118
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.32 0.87 0.87 0.62 0.91 0.91
Lanes: 1.00 0.99 0.01 1.00 0.97 0.03 1.00 0.15 0.85 1.00 0.37 0.63
Final Sat.: 1805 1898 2 1805 1832 58 602 246 1411 1169 628 1091
Capacity Analysis Module:
Vol/Sat: 0.03 0.56 0.56 0.02 0.55 0.55 0.06 0.05 0.05 0.01 0.11 0.11
Crit Moves: ****
Green/Cycle: 0.80 0.75 0.75 0.76 0.74 0.74 0.14 0.14 0.14 0.14 0.14 0.14
Volume/Cap: 0.19 0.74 0.74 0.11 0.75 0.75 0.40 0.37 0.37 0.04 0.75 0.75
Delay/Veh: 9.7 9.0 9.0 8.2 10.1 10.1 41.8 39.6 39.6 36.9 53.1 53.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 9.7 9.0 9.0 8.2 10.1 10.1 41.8 39.6 39.6 36.9 53.1 53.1
LOS by Move: A A A A B B D D D D D
HCM2kAvgQ: 1 19 19 0 20 20 1 3 3 0 7 7
Note: Queue reported is the number of cars per lane.

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Base Year Tue Aug 9, 2022 10:47:58 Page 3-1
PM Peak Hour -- Year 2037 no 32nd street connection (25 percent of buildout)
#01709 -- Lincoln City Residential Rezone

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #2 Highway 101/SE 31st Street
Average Delay (sec/veh): 5.3 Worst Case Level Of Service: F[184.3]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0
Volume Module:
Base Vol: 0 980 2 1 875 0 0 0 0 7 0 9
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 0 1064 2 1 950 0 0 0 0 8 0 10
Added Vol: 0 0 33 33 0 0 0 0 0 21 0 21
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1064 35 34 950 0 0 0 0 29 0 31
User 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
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 0 1170 39 37 1044 0 0 0 0 31 0 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 1170 39 37 1044 0 0 0 0 31 0 34
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxxx 4.1 xxxx xxxxxx 7.1 6.5 6.2 6.4 6.5 6.2
FollowUpTim:xxxxx xxxx xxxxxx 2.2 xxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxxx 1208 xxxx xxxxxx 2325 2327 1044 2308 2308 1189
Potent Cap.: xxxx xxxx xxxxxx 585 xxxx xxxxxx 26 38 281 43 39 231
Move Cap.: xxxx xxxx xxxxxx 585 xxxx xxxxxx 21 35 281 41 36 231
Volume/Cap: xxxx xxxx xxxxxx 0.06 xxxx xxxxxx 0.00 0.00 0.00 0.77 0.00 0.15
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxxx 0.2 xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx 11.6 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
LOS by Move: * * * B * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx 0 xxxxxx xxxx 71 xxxxxx
SharedQueue:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 4.6 xxxxxx
Shrd ConDel:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx 184 xxxxxx
Shared LOS: * * * * * * * * * * * F *
ApproachDel: xxxxxxx xxxxxxx xxxxxxx 184.3
ApproachLOS: * * * * * F
Note: Queue reported is the number of cars per lane.

Base Year Tue Aug 9, 2022 10:47:58 Page 4-1
PM Peak Hour -- Year 2037 no 32nd street connection (25 percent of buildout)
#01709 -- Lincoln City Residential Rezone

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #3 Highway 101/SW 29th Street
Average Delay (sec/veh): 0.7 Worst Case Level Of Service: F[62.5]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 1 0 0 0 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0
Volume Module:
Base Vol: 20 968 0 0 866 21 7 0 10 0 0 0
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 22 1051 0 0 940 23 8 0 11 0 0 0
Added Vol: 0 21 0 0 33 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 22 1072 0 0 973 23 8 0 11 0 0 0
User 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
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 24 1178 0 0 1070 25 8 0 12 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 24 1178 0 0 1070 25 8 0 12 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxxx xxxxxx xxxx xxxxxx 6.4 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.2 xxxx xxxxxx xxxxxx xxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Cnflct Vol: 1095 xxxx xxxxxx xxxx xxxx xxxxxx 2308 2308 1082 2314 2321 1178
Potent Cap.: 645 xxxx xxxxxx xxxx xxxx xxxxxx 43 39 267 27 38 234
Move Cap.: 645 xxxx xxxxxx xxxx xxxx xxxxxx 41 37 267 25 37 234
Volume/Cap: 0.04 xxxx xxxxxx xxxx xxxx xxxxxx 0.20 0.00 0.04 0.00 0.00 0.00
Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
Control Del: 10.8 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
LOS by Move: B * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx 82 xxxxxx xxxx 0 xxxxxx
SharedQueue:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx 0.9 xxxxxx xxxxxx xxxx xxxxxx
Shrd ConDel:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx 62.5 xxxxxx xxxxxx xxxx xxxxxx
Shared LOS: * * * * * * * * * * * F *
ApproachDel: xxxxxxx xxxxxxx 62.5 xxxxxxx
ApproachLOS: * * * * * F *
Note: Queue reported is the number of cars per lane.

Base Year Tue Aug 9, 2022 10:49:05 Page 1-1
PM Peak Hour -- Year 2037 no 32nd street connection-- Limited ot Meet City Stan #01709 -- Lincoln City Residential Rezone

Base Year Tue Aug 9, 2022 10:49:05 Page 2-1
PM Peak Hour -- Year 2037 no 32nd street connection-- Limited ot Meet City Stan #01709 -- Lincoln City Residential Rezone

Scenario Report
Scenario: Base Year
Command: base year
Volume: Default Volume
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Base Year

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #1 Highway 101/32nd Street
Cycle (sec): 100 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 8 Average Delay (sec/veh): 14.2
Optimal Cycle: 54 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Prot+Permit Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0
Volume Module:
Base Vol: 45 854 1 26 829 27 29 11 63 5 57 99
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 49 927 1 28 900 29 31 12 68 5 62 108
Added Vol: 0 16 0 0 10 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 49 943 1 28 910 29 31 12 68 5 62 108
User 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
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 54 1037 1 31 1000 32 35 13 75 6 68 118
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 1037 1 31 1000 32 35 13 75 6 68 118
PCE 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
MLF 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
FinalVolume: 54 1037 1 31 1000 32 35 13 75 6 68 118
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.32 0.87 0.87 0.62 0.91 0.91
Lanes: 1.00 0.99 0.01 1.00 0.97 0.03 1.00 0.15 0.85 1.00 0.37 0.63
Final Sat.: 1805 1898 2 1805 1832 59 610 246 1411 1169 628 1091
Capacity Analysis Module:
Vol/Sat: 0.03 0.55 0.55 0.02 0.55 0.55 0.06 0.05 0.05 0.01 0.11 0.11
Crit Moves: ****
Green/Cycle: 0.79 0.75 0.75 0.76 0.73 0.73 0.15 0.15 0.15 0.15 0.15 0.15
Volume/Cap: 0.18 0.73 0.73 0.11 0.74 0.74 0.39 0.37 0.37 0.04 0.74 0.74
Delay/Veh: 9.4 8.8 8.8 7.8 10.0 10.0 41.5 39.5 39.5 36.8 52.3 52.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 9.4 8.8 8.8 7.8 10.0 10.0 41.5 39.5 39.5 36.8 52.3 52.3
LOS by Move: A A A A A A D D D D D D
HCM2kAvgQ: 1 18 18 0 20 20 1 3 3 0 7 7
Note: Queue reported is the number of cars per lane.

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Base Year Tue Aug 9, 2022 10:51:47 Page 1-1
9. PM Peak Hour Traffic -- Mitigated RM Development with 32nd Street Connection
#01709 -- Lincoln City Residential Rezone (limit to 880 units)

Scenario Report
Scenario: Base Year
Command: base year
Volume: Default Volume
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Base Year

Base Year Tue Aug 9, 2022 10:51:47 Page 2-1
9. PM Peak Hour Traffic -- Mitigated RM Development with 32nd Street Connection
#01709 -- Lincoln City Residential Rezone (limit to 880 units)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #1 Hwy 101/SE 32nd Street
Cycle (sec): 100 Critical Vol./Cap.(X): 0.903
Loss Time (sec): 8 Average Delay (sec/veh): 24.3
Optimal Cycle: 102 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Prot+Permit Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0
Volume Module:
Base Vol: 45 854 1 26 829 27 29 11 63 5 57 99
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 49 927 1 28 900 29 31 12 68 5 62 108
Added Vol: 0 11 95 95 7 0 0 0 0 60 0 60
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 49 938 96 123 907 29 31 12 68 65 62 168
User 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
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 54 1031 106 135 997 32 35 13 75 72 68 184
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 1031 106 135 997 32 35 13 75 72 68 184
PCE 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
MLF 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
FinalVolume: 54 1031 106 135 997 32 35 13 75 72 68 184
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.99 0.99 0.95 1.00 1.00 0.24 0.87 0.87 0.63 0.89 0.89
Lanes: 1.00 0.91 0.09 1.00 0.97 0.03 1.00 0.15 0.85 1.00 0.27 0.73
Final Sat.: 1805 1699 174 1805 1831 59 462 246 1411 1195 457 1236
Capacity Analysis Module:
Vol/Sat: 0.03 0.61 0.61 0.08 0.54 0.54 0.07 0.05 0.05 0.06 0.15 0.15
Crit Moves: ****
Green/Cycle: 0.71 0.67 0.67 0.78 0.72 0.72 0.16 0.16 0.16 0.16 0.16 0.16
Volume/Cap: 0.20 0.90 0.90 0.60 0.76 0.76 0.45 0.32 0.32 0.36 0.90 0.90
Delay/Veh: 9.9 23.0 23.0 31.0 11.4 11.4 42.0 37.5 37.5 38.3 71.0 71.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 9.9 23.0 23.0 31.0 11.4 11.4 42.0 37.5 37.5 38.3 71.0 71.0
LOS by Move: A C C C B B D D D D E E
HCM2kAvgQ: 1 33 33 3 21 21 2 3 3 2 11 11
Note: Queue reported is the number of cars per lane.

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Base Year Tue Aug 9, 2022 09:22:10 Page 1-1
PM Peak Hour -- Year 2037 without project
#01709 -- Lincoln City Residential Rezone

Scenario Report
Scenario: Base Year
Command: base year
Volume: Default Volume
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Base Year

Base Year Tue Aug 9, 2022 09:22:10 Page 2-1
PM Peak Hour -- Year 2037 without project
#01709 -- Lincoln City Residential Rezone

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #1
Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 8 Average Delay (sec/veh): 14.1
Optimal Cycle: 53 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Prot+Permit Prot+Permit Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0
Volume Module:
Base Vol: 45 854 1 26 829 27 29 11 63 5 57 99
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 49 927 1 28 900 29 31 12 68 5 62 108
User 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
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 54 1019 1 31 989 32 35 13 75 6 68 118
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 1019 1 31 989 32 35 13 75 6 68 118
PCE 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
MLF 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
FinalVolume: 54 1019 1 31 989 32 35 13 75 6 68 118
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 1.00 0.95 1.00 1.00 0.32 0.87 0.87 0.62 0.91 0.91
Lanes: 1.00 0.99 0.01 1.00 0.97 0.03 1.00 0.15 0.85 1.00 0.37 0.63
Final Sat.: 1805 1898 2 1805 1831 60 616 246 1411 1172 628 1091
Capacity Analysis Module:
Vol/Sat: 0.03 0.54 0.54 0.02 0.54 0.54 0.06 0.05 0.05 0.01 0.11 0.11
Crit Moves: ****
Green/Cycle: 0.79 0.75 0.75 0.76 0.73 0.73 0.15 0.15 0.15 0.15 0.15 0.15
Volume/Cap: 0.18 0.72 0.72 0.10 0.74 0.74 0.38 0.36 0.36 0.03 0.74 0.74
Delay/Veh: 9.2 8.6 8.6 7.5 9.9 9.9 41.3 39.4 39.4 36.7 51.7 51.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 9.2 8.6 8.6 7.5 9.9 9.9 41.3 39.4 39.4 36.7 51.7 51.7
LOS by Move: A A A A A A D D D D D D
HCM2kAvgQ: 1 18 18 0 19 19 1 3 3 0 7 7
Note: Queue reported is the number of cars per lane.

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to FERGUSON and ASSOC.

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to FERGUSON and ASSOC.

PM Peak Hour -- Existing Conditions #01709 -- Lincoln City Residential Rezone

Scenario Report Base Year Command: base year Volume: Default Volume Geometry: Default Geometry Impact Fee: Default Impact Fee Trip Generation: Default Trip Generation Trip Distribution: Default Trip Distribution Paths: Default Path Routes: Default Route Configuration: Base Year

PM Peak Hour -- Existing Conditions #01709 -- Lincoln City Residential Rezone

Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Cycle (sec): 100 Critical Vol./Cap.(X): 0.679 Loss Time (sec): 8 Average Delay (sec/veh): 12.6 Optimal Cycle: 46 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Prot+Permit, Permitted), Rights (Include), Min. Green, Y+R, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

PM Peak Hour -- Existing Conditions #01709 -- Lincoln City Residential Rezone

Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: E[43.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Critical Gp and FollowUpTim.

Capacity Module table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Cnflct Vol, Potent Cap, Move Cap, and Volume/Cap.

Level Of Service Module table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

PM Peak Hour -- Existing Conditions #01709 -- Lincoln City Residential Rezone

Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: E[43.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Critical Gp and FollowUpTim.

Capacity Module table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Cnflct Vol, Potent Cap, Move Cap, and Volume/Cap.

Level Of Service Module table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Planning Commission Communication

ZOA 2022-09 Tiny House Definition and Time Ext Procedure

| | | | |
|-----------------|---------------------|------------------------|--------------------------|
| Meeting Date: | August 16, 2022 | Primary Staff Contact: | AnneMarie Skinner |
| Department: | Planning Commission | E-Mail: | ASkinner@lincolncity.org |
| Secondary Dept: | | Secondary Contacts: | |
| Approval: | | Estimated Time: | |

Attachments:

ZOA 2022-09 Draft (DOCX)

ORDINANCE NO. 2022- __

1
2

3 **AN ORDINANCE AMENDING THE LINCOLN CITY MUNICIPAL CODE, TITLE 17, (ZONING),**
 4 **AMENDING CHAPTER 17.08 (DEFINITIONS), SECTION 17.08.010 (DEFINITIONS), TINY**
 5 **HOUSE, CHAPTER 17.18 (VACATION RENTAL ZONE), SECTION 17.18.020 (PERMITTED**
 6 **USES), CHAPTER 17.28 (RECREATION-COMMERCIAL ZONE), SECTION 17.28.020**
 7 **(PERMITTED USES), CHAPTER 17.32 (GENERAL COMMERCIAL ZONE), SECTION 17.32.020**
 8 **(PERMITTED USES), AND CHAPTER 17.76 (PROCEDURES), SECTION 17.76.020 (SUMMARY**
 9 **OF PROCEDURE TYPES), SECTION 17.76.140 (EXPIRATION OF DECISION) AND SECTION**
 10 **17.76.150 (EXTENSION OF DECISION)**

11
12
13 *Annotated to show deletions and additions to the code sections being modified. Deletions are **bold***
 14 *~~lined through~~ and additions are **bold underlined**.*

15 **The City Council finds:**

- 16 A. The amendments to the Lincoln City Municipal Code are in conformance with the
 17 Statewide Planning Goals and Lincoln City Comprehensive Plan goals as addressed in
 18 attached Exhibit "A"; and
 19
- 20 B. The amendments are in conformance with the Zoning Ordinance, including, but not
 21 limited to, required initiation, processing, and noticing requirements; and
- 22 C. The City duly notified the Oregon Department of Land Conservation and Development
 23 pursuant to ORS 197.610, of its consideration of the proposed amendment(s) on June 14,
 24 2022; City staff determined the the amendment does not remove uses from any zone
 25 and accordingly did not require a city-wide mailing under ORS 227.186(4); and
 26
- 27 D. The Planning Commission, on August 16, 2022, held a public hearing and considered the
 28 amendments contained within this ordinance. On August 16, 2022, the Planning
 29 Commission voted to transmit the amendments to the City Council with a
 30 recommendation that the ordinance be adopted; and
- 31 E. The City Council conducted the public hearing on October 10, 2022, closed the hearing,
 32 closed the record, and deliberated on the proposed amendments on October 10, 2022,
 33 and provided direction to staff to return with an Ordinance for adoption; and
 34
- 35 F. All persons were given an opportunity to provide written and/or oral testimony on the
 36 proposed ordinance amendments.
 37

38 **THE CITY OF LINCOLN CITY ORDAINS AS FOLLOWS:**
 39

1 **SECTION 1.** Chapter 17.08 (*Definitions, Tiny House*) is hereby amended to read as follows:
 2
 3

4 **“Tiny house” means either: 1) a park model recreational vehicle that: is designed**
 5 **for use as living quarters providing complete, independent living facilities for one**
 6 **or more persons, including permanent indoor provisions for living, sleeping,**
 7 **eating, cooking, and sanitation; is built on a single trailer or chassis mounted on**
 8 **wheels; has a floor area that does not exceed 400 square feet, excluding lofts; is**
 9 **more than eight and one-half feet wide; complies with manufacturing standards**
 10 **and other requirements adopted by Oregon Department of Transportation; and,**
 11 **has a skirting of pressure-treated wood, mass timber, masonry, or similar material;**
 12 **or 2) a standalone dwelling with a floor area of 400 square feet or less, excluding**
 13 **lofts.**

14
 15 ~~“Tiny house” means a standalone dwelling with a floor area of 400 square feet or~~
 16 ~~less, excluding lofts. “Tiny house” does not mean a trailer, residential trailer, or a~~
 17 ~~recreational vehicle.~~

18
 19 **SECTION 2.** Chapter 17.76 (*Procedures*), Section 17.76.020 (*Summary of procedure types*), is
 20 hereby amended as follows:
 21

Table 17.76.020-1: Land Use Applications and Procedure Types

| Application | Procedure Type | Review Authority |
|----------------------------------|---------------------------|----------------------------------------------------------------------------------------------------|
| Administrative adjustment | Type II | Director |
| Adjustment – Design standard | Type II | Director |
| Annexation | Type IV | Planning commission recommends City council decides |
| Appeal | Type III | Planning commission |
| Bed and breakfast accommodations | Type I | Director |
| Comprehensive plan map amendment | Type III or IV | Planning commission recommends City council decides regardless of Type III or Type IV |

Table 17.76.020-1: Land Use Applications and Procedure Types

| Application | Procedure Type | Review Authority |
|-----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|--------------------------------------------------------|
| Conditional use permit application | Type III | Planning commission |
| Development review application | Type II | Director |
| Director's interpretation | Type II | Director |
| Extensions | See 17.76.140 | Director |
| Geologic hazard report and/or beach protective structure review | Type II | Director |
| Home occupation application | Type I | Director |
| Property line adjustment | Type II | Director |
| Mobile food unit application | Type I | Director |
| Modification of approved applications, plans, or conditions of approval | Type II or Type III, based upon the procedure type of the original application | Director if Type II Planning commission if Type III |
| Natural resource development review | Type II | Director |
| Partition | Type II | Director |
| Nonconforming – Determining that nonconforming use, site, or structure is lawful | Type II | Director |
| Nonconforming – Restoration of a substantially damaged lawful, nonconforming structure or use | Type II – Single-unit dwelling or duplex Type III – Multi-unit dwelling, mixed use, or commercial | Director Planning commission |
| Planned unit development Preliminary master plan Final master plan | Type III Type I | Planning commission Director |
| Subdivision preliminary plat Final plat | Type III Type I | Planning commission Director |
| Text amendment | Type IV | Planning commission recommends City council decides |

Table 17.76.020-1: Land Use Applications and Procedure Types

| Application | Procedure Type | Review Authority |
|--------------------------|---------------------------|----------------------------------------------------------------------------------------------------|
| Tree permit | Type I | Director |
| Vacation rental dwelling | Type II | Director |
| Variance | Type III | Planning commission |
| Zone change | Type III or IV | Planning commission recommends City council decides Regardless of Type III or Type IV |
| Zoning sign permit | Type I | Director |

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SECTION 3. Chapter 17.18.020 Permitted uses.

A. ~~Single-unit single-family dwellings and duplexes; if developed under the standards set forth for single-unit dwellings in the R-1 zone;~~

SECTION 4. Chapter 17.28.020 Uses permitted

E. ~~Single-unit single-family dwellings and duplexes; if developed under the standards set forth for single-family dwellings within the R-1 zone;~~

SECTION 5. Chapter 17.32.020 Uses permitted

N. ~~Single-unit single-family dwellings and duplexes; if developed under the standards in the R-1 zone;~~

SECTION 6. Chapter 17.76 (*Procedures*), Section 17.76.140 (*Expiration of decision*), is hereby amended as follows:

- A. Unless a different period of time is established within the decision, or under subsection (D) of this section, a land use action **or land use application approval or permit** granted pursuant to this chapter expires and becomes void automatically as provided under Table 17.76.140-1 unless one of the following circumstances has occurred:
 1. Substantial construction, which includes required infrastructure construction, has begun and is actively in progress in compliance with the land use action or **land use application approval; or permit approval; or**

1 **2. 1.** The previous land use decision will not be modified in design, use, or conditions of
2 approval.

3 **SECTION 8. Findings Adopted.** The findings contained in the Whereas Clauses of this
4 ordinance, together with the Findings set forth in Exhibit A, as well as the competent substantial
5 evidence in the whole record of this legislative proceeding are incorporated into this section by
6 reference as if fully set forth herein, and are adopted in support of this legislative action.
7

8 **SECTION 9. Severability.** The sections, subsections, paragraphs and clauses of this ordinance
9 are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the
10 validity of the remaining sections, subsections, paragraphs and clauses.
11

12 **SECTION 10. Savings.** Notwithstanding the amendment to this Title, the existing Title remains
13 valid and in full force and effect for purposes of all criminal, civil or administrative code
14 enforcement cases or land use actions or applications filed or commenced during the time said
15 ordinances were operative. Nothing in this Ordinance affects the validity of prosecutions
16 commenced and continued under the laws in effect at the time the matters were originally filed.
17

18 **SECTION 11. Ordinance Effective Date.** Pursuant to Chapter IX, Section 9.3, this ordinance
19 takes effect 30 days after the date of its adoption.
20

21 **SECTION 11. Codification.** Provisions of this Ordinance shall be incorporated in the City of
22 Lincoln City Municipal Code and the word "ordinance" may be changed to "code", "article",
23 "section", "chapter" or another word, and the sections of this Ordinance may be renumbered, or
24 re-lettered, provided that any Whereas clauses and boilerplate provisions (i.e. Sections 2-6) need
25 not be codified and the City Recorder is authorized to correct any cross-references and any
26 typographical errors.
27

28 The foregoing ordinance was distinctly read by title only in accordance with Chapter IX, Section
29 9.2 of the City of Lincoln City Charter on the 10th day of October, 2022 (First and Second
30 Reading).
31

32 PASSED AND ADOPTED by the City Council of the City of Lincoln City this 10th day of
33 October, 2022.
34
35
36
37

38 _____
SUSAN WAHLKE, MAYOR

39 ATTEST:

40 _____
41
42 JAMIE YOUNG, CITY RECORDER
43

44 APPROVED AS TO FORM:

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2
3
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RICHARD APPICELLO, CITY ATTORNEY

DRAFT

Planning Commission Communication

Status Update 2043 Comprehensive Plan

Meeting Date: August 16, 2022 Primary Staff Contact: AnneMarie Skinner
Department: Planning Commission E-Mail: ASkinner@lincolncity.org
Secondary Dept: Secondary Contacts:
Approval: Estimated Time:

Additional Public Outreach:

1. Table at National Night Out on August 1, 2022
2. 2043 Lincoln City Comp Plan Questionnaire link live on the website on August 1, 2022 (Spanish and English)
3. Interactive meeting with Public Arts Committee on August 10, 2022
4. Interactive meeting with Parks Board on August 17, 2022
5. Mailing to apartment residents asking for input

Next Steps:

1. Establishing dates on August 16, 2022 for work sessions with Planning Commission for October and November.
2. Presentation to City Council on August 22, 2022 regarding the results of the May 2022 survey and 14 public outreach sessions
3. Finalizing commercial and industrial lands inventory in September
4. Writing rough drafts of modules for discussion in work sessions, incorporating data from public outreach, along with already-adopted master plans (2015 Lincoln City Transportation System Plan, 2016 Lincoln City Parks and Recreation System Plan, Lincoln City Walking and Biking Plan), the 2017 Economic Opportunities and Housing Needs Analysis, the 2022 Housing Needs Analysis and buildable lands inventory update, and the previous work done on the tsunami hazard area.