



City of Manzanita

P.O. Box 129, Manzanita, OR 97130-0129
Phone (503) 812-2514 | Fax (503) 368-4145 | TTY Dial 711
ci.manzanita.or.us

Planning Commission

Zoom Video Webinar
<https://ci.manzanita.or.us/planning-commission/>

AGENDA

May 30, 2023
10:00 AM Pacific Time

Video Meeting: The Planning Commission will hold this meeting through video conference. The public may watch live on the [City's Website: ci.manzanita.or.us/broadcast](http://ci.manzanita.or.us/broadcast)

or by joining the Zoom meeting:
<https://us02web.zoom.us/j/87036293360?pwd=bm1RQ1duMUk4UEZFVG5oNFBIZzZiZz09>

Meeting ID: 870 3629 3360

Passcode: 833163

Call in number:

+1 (253) 215 8782

Note: Agenda item times are estimates and are subject to change.

1. **CALL TO ORDER (10:00 a.m.)**
2. **APPROVAL OF MINUTES (10:01 a.m.)**
4. **HEARING ITEMS (10:05 a.m.)**
 - A. **Remand of a Land Use Board of Appeals Decision**
5. **GENERAL UPDATES (11:55 a.m.)**
6. **ADJOURN (12:00 P.M.)**

CITY OF MANZANITA
PLANNING COMMISSION MEETING MINUTES
March 20, 2023

I. CALL MEETING TO ORDER: Chair Karen Reddick-Yurka called the meeting to order at 4:00 p.m.

II. ROLL: Members present were: Karen Reddick-Yurka, Phil Mannan, Thomas Crist, John Collier, Lee Hiltenbrand, Frank Squillo and Mayor Debra Simmons. Staff present: City Manager Leila Aman, Building Official Scott Gebhart, and Permit Technician Chris Bird.

III. AUDIENCE: There was 1 person in the audience.

IV. PLANNING COMMISSION MEMBER INTRODUCTIONS:

Each member of the planning commission introduced themselves and gave a brief on their personal and professional backgrounds. Mayor Simmons then gave a thoughtful speech thanking the commission members for their service. City Manager, Leila Aman followed, introducing herself and her qualifications to the planning commission.

V. ELECTION OF PLANNING COMMISSION OFFICERS:

Chair Reddick-Yurka explained since it was the first meeting of the year, it was time to elect officers for the planning commission as per city ordinance. Commissioner Squillo volunteered for the vice-chair position while Chair Reddick-Yurka was asked if she would like to remain chair of the commission.

A motion was made by Crist, seconded by Collier to keep Reddick-Yurka as chair and to nominate Squillo as vice-chair. Motion passed unanimously.

VI. APPROVAL OF MINUTES: November 21, 2022

Related to.

A motion was made by Mannan, seconded by Hiltenbrand to approve the minutes of the November 21, 2023, Planning Commission meeting as stated. Motion passed unanimously.

VII. APPOINTMENT OF A PLANNING COMMISSION MEMBER TO THE PLANNING COMMISSION SELECTION COMMITTEE:

City Councilor Jenna Eddington mentioned that she and fellow council member Mayerle were appointed to the Planning Commission Selection committee. It was her recommendation that the Planning Commission members appoint someone for the Planning Commission Selection Committee amongst themselves.

Councilor Eddington was asked about the timeline for the committee selection process. Hiltenbrand volunteered for the selection committee post.

A consensus vote was taken to install Hiltenbrand to the Planning Commission Selection Committee.

VIII. PLANNING COMMISSION 101:

City Manager Aman proceeded to explain to the new commissioners how things were done and how they would experience all levels of city planning. She then introduced Scott Gebhart, Development Services Manager to the new commission members. Gebhart then proceeded to explain his role in the planning commission process. The commission then commented about the timing of the staff reports and appeals process. Chair Reddick-Yurka then explained the Comprehensive Plan called for a Citizen Involvement Commission to make sure that local control over land use matters is maintained. She then mentioned that the Planning Commission was designated as the Citizen Involvement Program, and it was important that the Commission hear from the public on all matter related to land use and land use planning. Chair Reddick-Yurka then went into the structure of the typical Planning Commission meeting touching on the three different types of formats. Conversation shifted to “commission business” is only conducted at public meetings as a body. It was imparted on the commission to be as transparent as possible and to take ex-parte contact and bias seriously. Chair Reddick-Yurka then reminded the commission that they needed to fill out yearly financial disclosure forms.

VIV. GENERAL UPDATES: Gebhart informed the Commissioners that there was an application for a variance request and the final transportation plan for the next meeting. Collier asked if the commission gets staff reports prior to meetings and if contact between commission members were allowable.

X. ADJOURNMENT:

A motion was made by Mannan and seconded by Crist to adjourn the meeting.

Chair Reddick-Yurka adjourned the meeting at 5:02 p.m.

**MINUTES APPROVED THIS 20th
DAY OF March 2023**

Karen Reddick-Yurka, Chair

ATTEST:

Leila Aman, City Manager/Recorder



David J. Petersen
david.petersen@tonkon.com
Admitted to Practice in Oregon and California

503.802.2054 direct
503.221.1440 main

May 22, 2023

VIA E-MAIL - layan@ci.manzanita.or.us

Manzanita Planning Commission
Attn: Leila Aman, City Manager
PO Box 129
167 S. 5th Street
Manzanita, OR 97130

Re: 698 Dorcas Lane application for 34-unit hotel – hearing on remand

Dear Commissioners:

On behalf of the applicant, please accept this additional testimony and evidence for the upcoming remand hearing on May 30. This letter supplements my letter of May 5, 2023.

Enclosed with this letter please find the following documents:

- Updated Site Plan (multiple large-format copies were dropped off at the City by the applicant earlier today)
- Site Storm Drainage Layout and Calculations
- Sight Distance Diagram
- October 24, 2022 Letter from Department of State Lands

The relevance of each document to the limited issues on remand is as follows.

Updated Site Plan

As discussed in my May 5 letter, the density standard of MZO 3.030(4)(a) does not apply to this proposal because hotel rooms are not dwelling units. But even if hotel rooms are dwelling units, then the density standard can be met by a dedication of at least 40% of the site for open space or public or private park area or a golf course, as expressly allowed by MZO 3.030(4)(a).

The applicant is willing to accept a condition of approval requiring that it dedicate the area shown in dark green on the Updated Site Plan as open space or a public or private park area. That area (exclusive of buildings) is 79,042.9 square feet, which is 47.38% of the total site area of 166,834.8 square feet. Under MZO 3.030(4)(a), this dedication would increase the maximum density of the site to 49 dwelling units, well

more than the 34 proposed hotel rooms in the project. Thus, even if the density standard of MZO 3.030(4)(a) applies, it is met.

Site Storm Drainage Layout and Calculations

MZO 4.136(3)(c)(2) requires a finding that the proposed project will not be inconsistent with zoning objectives of the area, including specifically with respect to storm drainage. The enclosed diagram shows that the project has been designed to meet all applicable storm drainage requirements.

Sight Distance Diagram

In response to MZO 4.136(3)(c)(5), this diagram supplements the applicant's Traffic Impact Study submitted on May 4.¹ It demonstrates that with minimal vegetation clearing, all sight distance requirements can be met at the project entrance. The applicant is willing to accept a condition of approval requiring that the appropriate sight distances be met.

October 24, 2022 Letter from Department of State Lands

Although not within the scope of the issues on remand, the Department of State Lands has provided its final concurrence that there are no jurisdictional wetlands or other waters of the state on the project site. This letter updates DSL's preliminary findings dated June 9, 2022 already in the record. A copy of the final concurrence is provided for the City's files.

Additionally, later this week the applicant will submit some conceptual renderings of the hotel. As discussed in my May 5 letter in response to MZO 4.136(3)(c)(3), an outright permitted use under the zoning cannot logically be inharmonious with the surrounding area. The conceptual renderings demonstrate that this will be true in practice as well. The hotel buildings are modest in scope and will be partially concealed on the site among the existing tree cover. When compared to the existing high-density Classic Street Cottages development to the east, the hotel appears modest and unobtrusive, in contrast to the much more visible and imposing cottages development. There is no evidence upon which one could reasonably conclude that the hotel will be inharmonious with the surrounding area.

¹ My May 5 letter states that the TIS was submitted on May 3. It was originally submitted on May 3, but Mackenzie followed that submittal with an identical copy stamped by the traffic engineer on May 4.



Manzanita Planning Commission
May 22, 2023
Page 3

Please enter this letter and its enclosures into the record on this matter. Thank you.

Best regards,



David J. Petersen

DJP/rkb
Enclosures

cc (via e-mail): Vito Cerelli
 Scott Gebhart
 Souvanny Miller
 Mick Harris

043045\00002\16260235v1



1 SITE PLAN
1" = 60'-0"



SITE INFORMATION:	
OWNER:	MANZANITA LOFTS LLC
TAX LOT:	3N 10W TAX LOT 2600 + 2100
ZONING:	SR-R
LOT AREA:	166,834.8 SF
HOTEL AREA:	6,521 SF
CABIN AREA:	9,000 SF
MICRO CABIN AREA:	2,100 SF
NATIVE LANDSCAPE	
DEDICATED OUTDOOR SPACE PER CODE	
INDOOR OUTDOOR BUILDING FOR GUEST USE PER SECTION 0.030 (2) (h): 2,225 SF	
ROAD/PARKING AREA: 26,479 SF	
PARKING REQUIRED: 43	
PARKING PROVIDED: 53	
PERCENTAGE LOT COVERAGE w/ ROAD: (6,521 + 9,000 + 2,100 + 2,225 + 26,479 SF) / (166,834.8 SF) x 100 = 21.77%	
PERCENTAGE LOT COVERAGE w/o ROAD: (6,521 + 9,000 + 2,100 + 2,225 SF) / (166,834.8 SF) x 100 = 11.90%	
DEDICATED PERMANENT OUTDOOR SPACE PER MZO 3.030(4)a: (19,042.9) / (166,834.8 SF) x 100 = 47.38%	
** +/- 25 TREES REMOVED FOR CONSTRUCTION	
** ADDITION OF +/- 50 NATIVE TREES AND VEGETATION	

11251 SE 232nd AVE

DAMASCUS, OR 97089

MANZANITA RETREAT

TAX LOT:
3N 10W TAX LOT 2600 + 2100

SITE PLAN

Drawn By
TL
5/18/2023 10:31:52 AM
Drawing Index

No.	Date	Description
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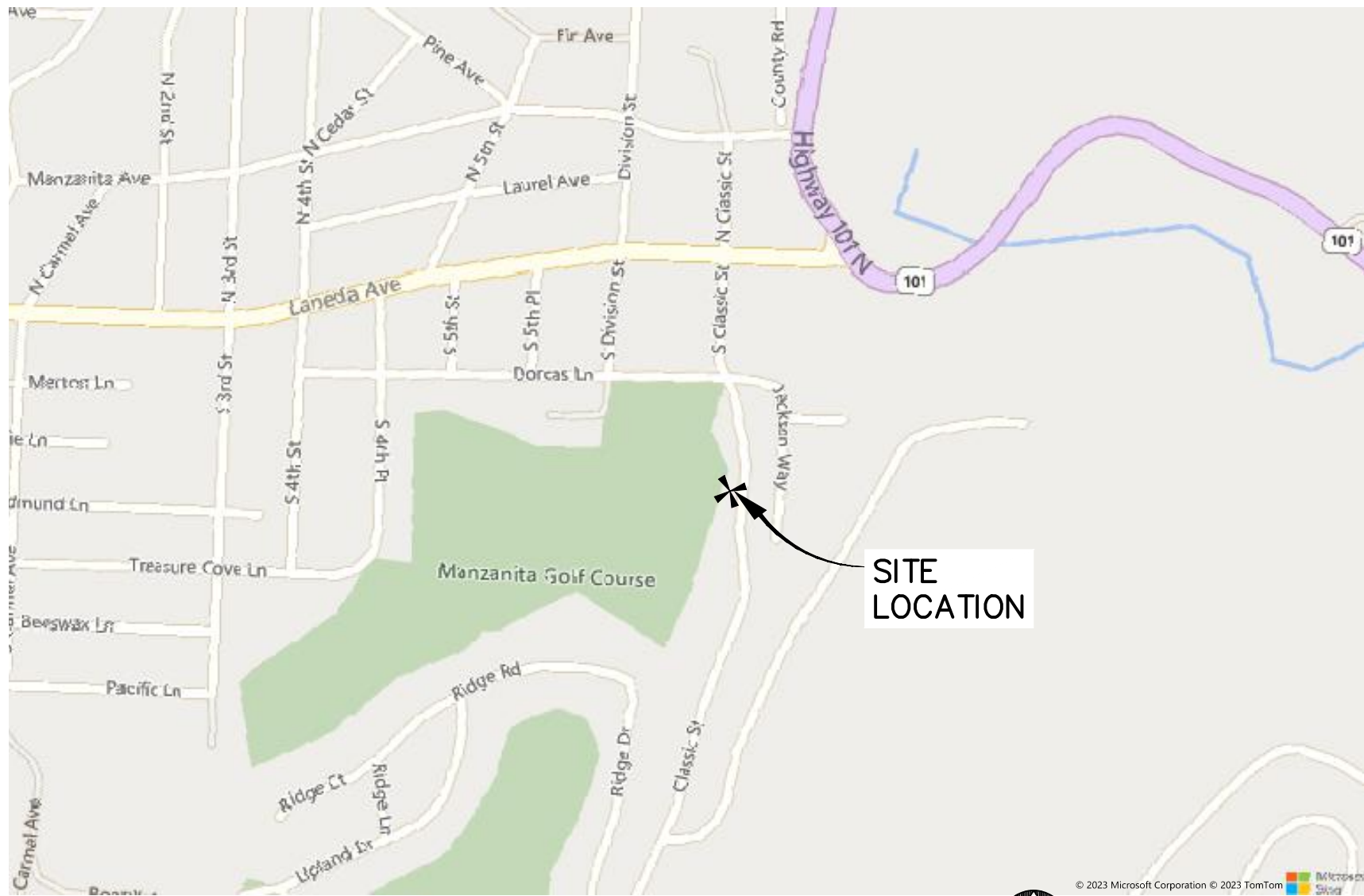
SITE

DRAWING NAME: L:\PROMO\PI68-055 MANZANITA LOFTS\6. ENGINEERING\3. CAD\EXHIBITS\2023-05-18 STORM MEMO EXPI68-055 STORM BASIN.DWG 2023/05/18 11:46AM DAB

ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THESE RULES BY CALLING THE CENTER. (NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503) 232-1987).

UTILITY STATEMENT: THE UNDERGROUND UTILITIES SHOWN ARE PER FIELD MARKINGS AND RECORD DRAWINGS PROVIDED BY THE RESPECTIVE UTILITY AGENCIES. LOCATION OF NON-OBSERVABLE AND/OR UNDERGROUND UTILITIES ARE SHOWN FOR INFORMATION ONLY AND ARE NOT GUARANTEED TO BE COMPLETE OR ACCURATE.

UTILITY VERIFICATION: CONTRACTOR SHALL POTHOLE TO VERIFY LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCING CONSTRUCTION AND SHALL PROVIDE **WESTLAKE CONSULTANTS, INC.** 72-HOURS NOTICE OF ANY POTENTIAL CONFLICTS.



VICINITY MAP
NOT TO SCALE



APPLICANT

CERELLI DESIGN LLC
31897 MAXWELL LANE
ARCH CAPE, OR 97102
PHONE: (503) 440-5766
CONTACT: VITO CERELLI
EMAIL: VITO.CERELLI@GMAIL.COM

ENGINEER

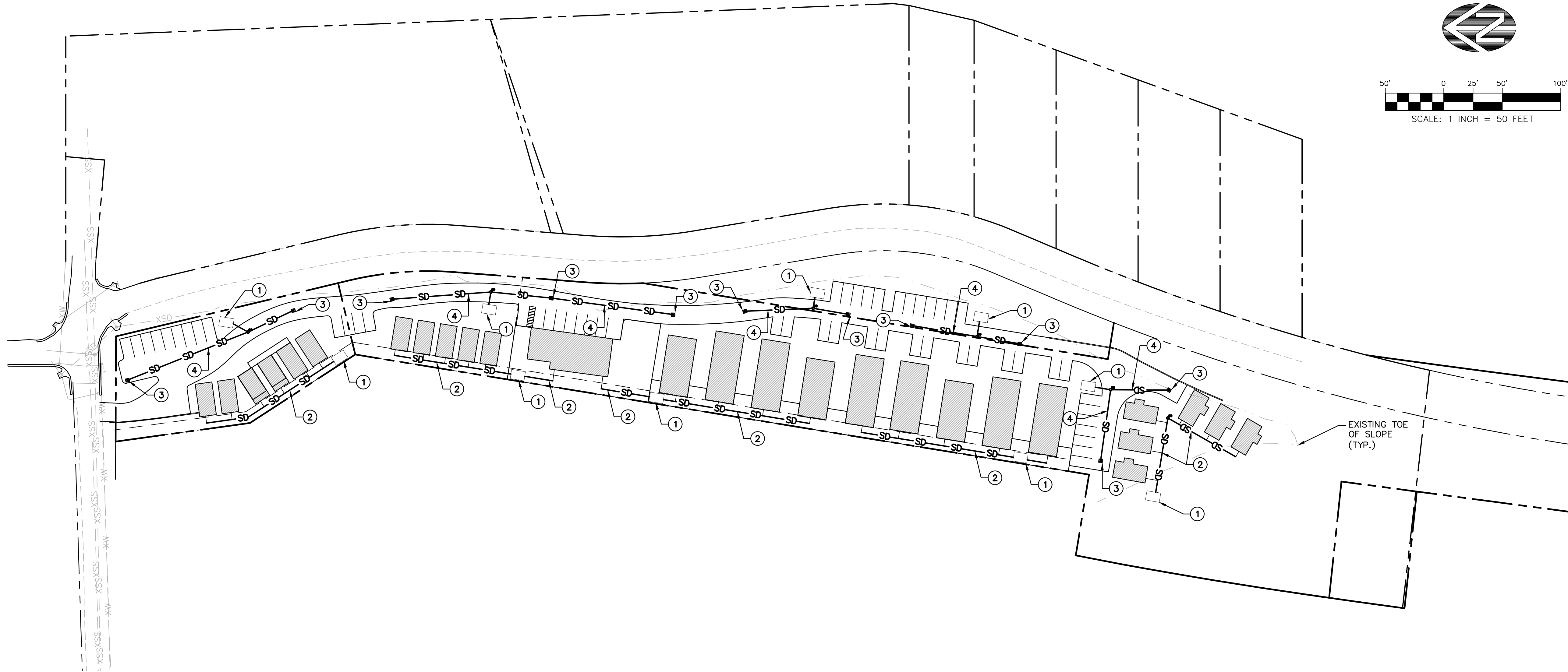
WESTLAKE CONSULTANTS, INC.
PACIFIC CORPORATE CENTER
15115 S.W. SEQUOIA PARKWAY,
SUITE 150 TIGARD, OREGON 97224
PHONE: (503) 684-0652
CONTACT: JEFF HINTON, PE
EMAIL: JHINTON@WESTLAKECONSULTANTS.COM

STORM KEYNOTES

- 1 INSTALL DRYWELLS WITH SEDIMENT BOX AND OVERFLOW PER CODE
- 2 INSTALL STORM PIPES TO CONVEY STORM WATER FROM ROOFS TO DRYWELL.
- 3 INSTALL CATCH BASINS TO CAPTURE RUNOFF FROM PARKING LOT AREA.
- 4 INSTALL STORM PIPES TO CONVEY WATER FROM CATCH BASINS TO DISPERSED DRYWELLS.

LOT AREAS

TOTAL LOT AREA - 146,456 SF
HOTEL AREA - 6,521 SF
CABIN AREA - 9,000 SF
MICRO CABIN AREA - 2,100 SF
ROAD PARKING AREA - 26,479 SF
PERCENTAGE OF LOT IMPERVIOUS AREA - 30.11%



MANZANITA LOFTS

MANZANITA OR
DRYWELL EXHIBIT



Planning | Engineering | Surveying

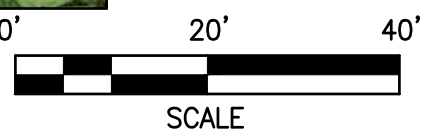
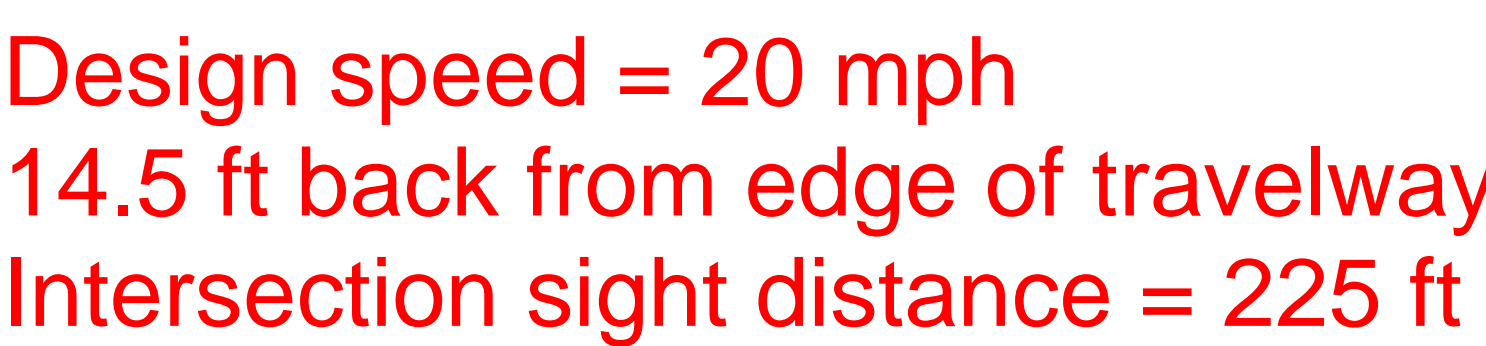
THESE DRAWINGS ARE THE PROPERTY OF WESTLAKE CONSULTANTS INC. (WCI) AND ARE NOT TO BE REPRODUCED IN ANY MANNER EXCEPT WITH THE WRITTEN PERMISSION OF WCI

NO.	DATE	DESCRIPTION	DRAFT	CHECK
0	2023-05-24	DRYWELL EXHIBIT	JMH	WCI

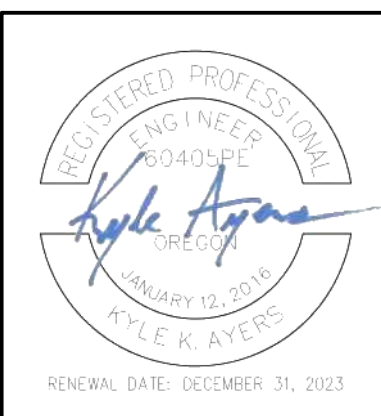
SHEET
EX
JOB NO.
####-###

JURISDICTION NAME AND LANDUSE CASEFILE NUMBER

LAND USE SUBMITTAL



CONSTRUCTION SET



CITY OF MANZANITA
DORCAS LN. AND 4TH ST. CONSTRUCTION
ROAD CONSTRUCTION DRAWINGS
DORCAS LN. – STA 10+80 TO 14+40 PLAN & PROFILE VIEW
TILLAMOOK COUNTY, OR

	NO.	DATE	BY	REVISION COMMENTS
Design K/A	Drawn LJ	Checked KA	Initial Issue Date: February 19, 2023	

Project No.	Drawing No.
21004	RD01.DWG

RD3

Sheet No.

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Oregon

Kate Brown, Governor

Department of State Lands

775 Summer Street NE, Suite 100

Salem, OR 97301-1279

(503) 986-5200

FAX (503) 378-4844

www.oregon.gov/dsl

State Land Board

October 24, 2022

Manzanita Loft LLC
Attn: Vito Cerelli
11251 SE 232nd Avenue
Damascus, OR 97089

Kate Brown
Governor

Shemia Fagan
Secretary of State

Re: WD # 2022-0331 **Approved**
Wetland Delineation Report for Manzanita Retreat
Tillamook County; T3N R10W S29D TL2100; S29DA TL2600

Tobias Read
State Treasurer

Dear Vito Cerelli:

The Department of State Lands has reviewed the wetland determination report prepared by NW Regolith for the site referenced above. Based upon the information presented in the report, a site visit on October 20, 2022, and additional information submitted upon request, we concur that there are no jurisdictional wetlands or other waters of the state within the study area, as indicated on the attached Figure 6. Please replace all copies of the preliminary wetland map with this final Department-approved map.

This concurrence is based on information provided to the agency and is for purposes of the state Removal-Fill Law only. Federal, other state agencies or local permit requirements may apply as well. The U.S. Army Corps of Engineers will determine jurisdiction under the Clean Water Act, which may require submittal of a complete Wetland Delineation Report.

The jurisdictional determination is valid for five years from the date of this letter unless new information necessitates a revision. Circumstances under which the Department may change a determination are found in OAR 141-090-0045 (available on our web site or upon request). In addition, laws enacted by the legislature and/or rules adopted by the Department may result in a change in jurisdiction; individuals and applicants are subject to the regulations that are in effect at the time of the removal-fill activity or complete permit application. The applicant, landowner, or agent may submit a request for reconsideration of this determination in writing within six months of the date of this letter.

Thank you for having the site evaluated. If you have any questions, please contact the Jurisdiction Coordinator for Tillamook County, Daniel Evans, PWS, at (503) 986-5271.

Sincerely,

A handwritten signature in black ink, appearing to read "P. Ryan", with a stylized, flowing script.

Peter Ryan, SPWS
Aquatic Resource Specialist

Enclosures

cc: Austin Tomlinson, NW Regolith
Manzanita Planning Department
Kate Mott, Corps of Engineers
Dan Cary, SPWS, DSL
Oregon Coastal Management Program

WETLAND DELINEATION / DETERMINATION REPORT COVER FORM

A complete report and signed report cover form, along with [applicable review fee](#), are required before a report review timeline can be initiated by the Department of State Lands. All applicants will receive an emailed confirmation that includes the report's unique file number and other information.

Ways to submit report:

- ❖ **Under 50MB** - A single unlocked PDF can be emailed to:
wetland.delineation@dsl.oregon.gov.
- ❖ **50MB or larger** - A single unlocked PDF can be uploaded to [DSL's Box.com](#) website.
After upload notify DSL by email at: wetland.delineation@dsl.oregon.gov.
- ❖ **OR** a hard copy of the unbound report and signed cover form can be mailed to: Oregon Department of State Lands, 775 Summer Street NE, Suite 100, Salem, OR 97301-1279.

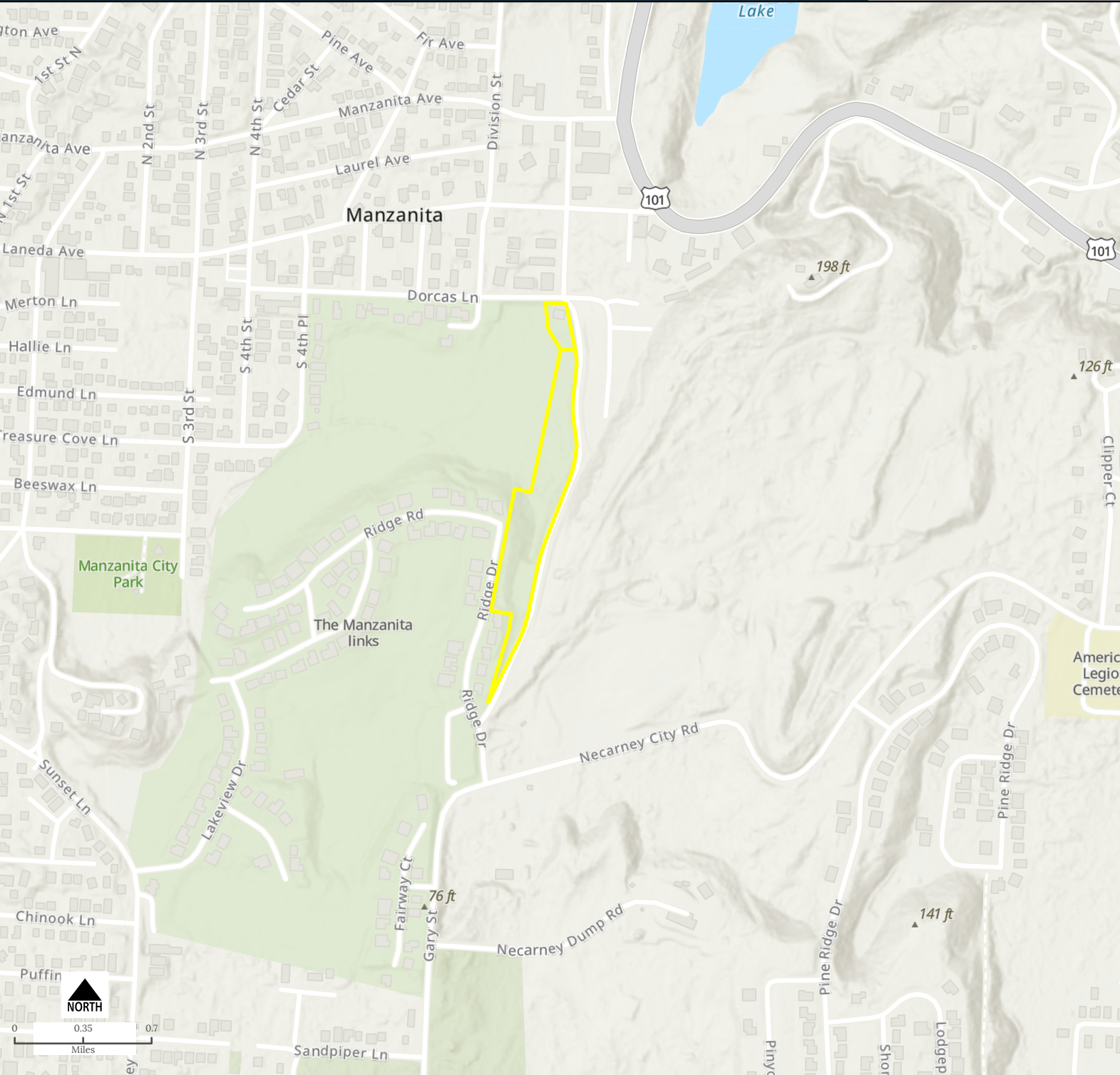
Ways to pay review fee:

- ❖ By credit card on [DSL's epayment portal](#) after receiving the unique file number from DSL's emailed confirmation.
- ❖ By check payable to the Oregon Department of State Lands attached to the unbound mailed hardcopy **OR** attached to the complete signed cover form if report submitted electronically.

Contact and Authorization Information			
<input checked="" type="checkbox"/> Applicant <input checked="" type="checkbox"/> Owner Name, Firm and Address: Manzanita Loft LLLC 11251 SE 232 nd Ave Damascus, OR 97089		Business phone # (503) 440-5766 Mobile phone # (optional) E-mail: vito.cerelli@gmail.com	
<input type="checkbox"/> Authorized Legal Agent, Name and Address (if different):		Business phone # Mobile phone # (optional) E-mail:	
I either own the property described below or I have legal authority to allow access to the property. I authorize the Department to access the property for the purpose of confirming the information in the report, after prior notification to the primary contact.			
Typed/Printed Name: <u>Vito Cerelli</u>		Signature: <u>Vito Cerelli</u>	
Date: <u>6.01.2022</u>		Special instructions regarding site access: _____	
Project and Site Information			
Project Name: Manzanita Retreat		Latitude: 45.71638 Longitude: -123.929949 decimal degree - centroid of site or start & end points of linear project	
Proposed Use: Commercial-Hospitality		Tax Map # 3N1029D002100 Tax Lot(s) 2100	
Project Street Address (or other descriptive location): Corner of Dorcas Lane and Classic Street		Tax Map # 3N1029DA02600 Tax Lot(s) 2600	
City: Manzanita County: Tillamook		Township 3N Range 10W Section 29 QQ Use separate sheet for additional tax and location information	
Waterway:		River Mile:	
Wetland Delineation Information			
Wetland Consultant Name, Firm and Address: NW Regolith Austin Tomlinson 523 S. Cottage Ave Gearhart, OR 97138		Phone # (503) 440-0084 Mobile phone # (if applicable) E-mail: nwregolith@gmail.com	
The information and conclusions on this form and in the attached report are true and correct to the best of my knowledge.			
Consultant Signature: <u>Austin Tomlinson</u>		Date: <u>06/10/2022</u>	
Primary Contact for report review and site access is <input checked="" type="checkbox"/> Consultant <input checked="" type="checkbox"/> Applicant/Owner <input type="checkbox"/> Authorized Agent			
Wetland/Waters Present? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Study Area size: 4.7 acres Total Wetland Acreage:	
Check Applicable Boxes Below			
<input type="checkbox"/> R-F permit application submitted		<input type="checkbox"/> Fee payment submitted \$ _____	
<input type="checkbox"/> Mitigation bank site		<input type="checkbox"/> Resubmittal of rejected report (\$100)	
<input type="checkbox"/> EFSC/ODOE Proj. Mgr: _____		<input type="checkbox"/> Request for Reissuance. See eligibility criteria. (no fee)	
<input type="checkbox"/> Wetland restoration/enhancement project (not mitigation)		DSL # _____ Expiration date _____	
<input checked="" type="checkbox"/> Previous delineation/application on parcel		<input type="checkbox"/> LWI shows wetlands or waters on parcel	
If known, previous DSL # <u>WD2022-0296 ;WD2017-0149</u>		Wetland ID code _____	
For Office Use Only			
DSL Reviewer: <u>DE</u>		Fee Paid Date: ____ / ____ / ____	
Date Delineation Received: <u>6 / 12 / 22</u>		DSL WD # <u>2022-0331</u>	
DSL App.# _____		_____	

Figure 1-Topography & General Location

Manzanita Retreat

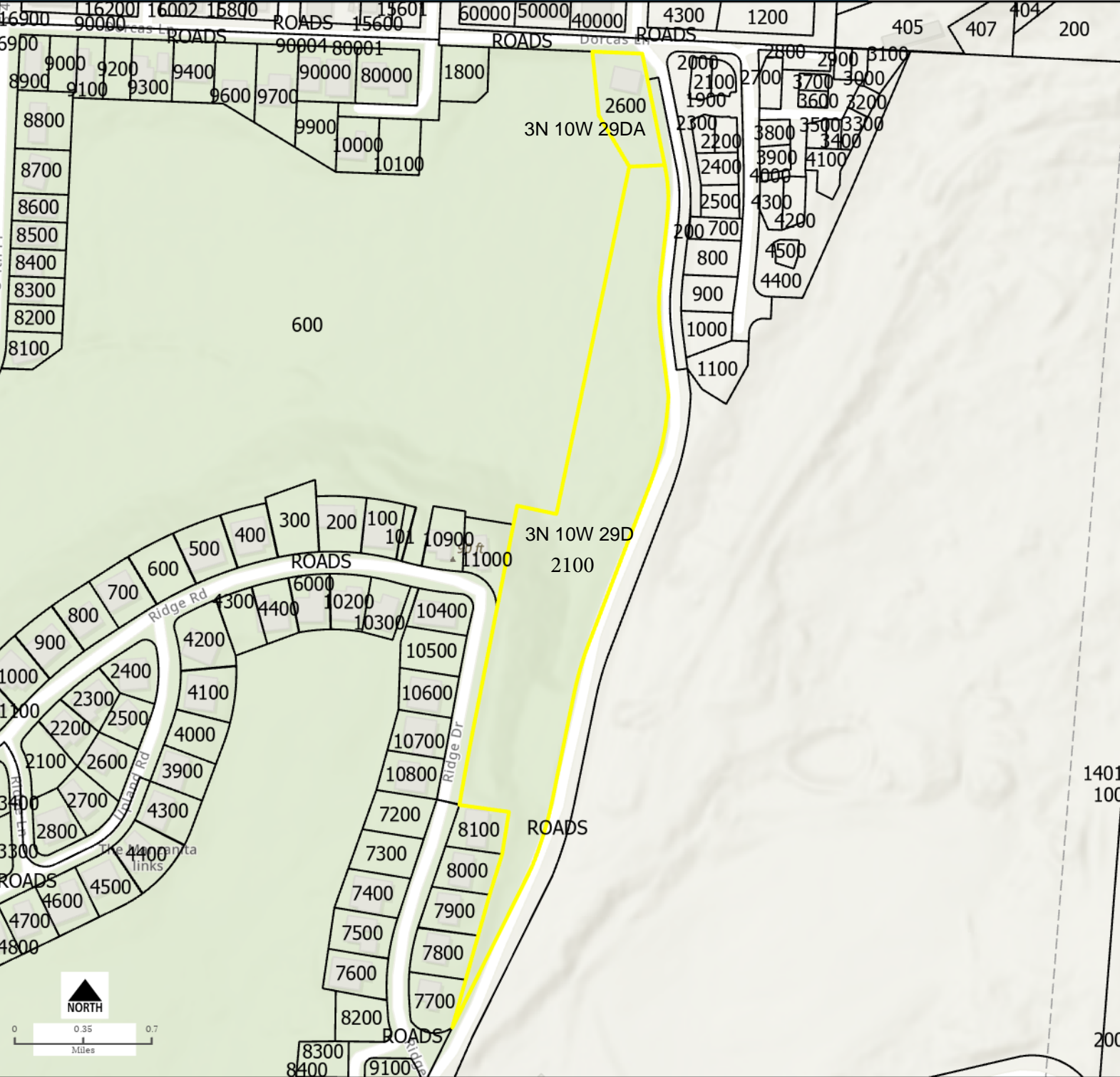


Legend

Study Area

Figure 2-Taxlot Map

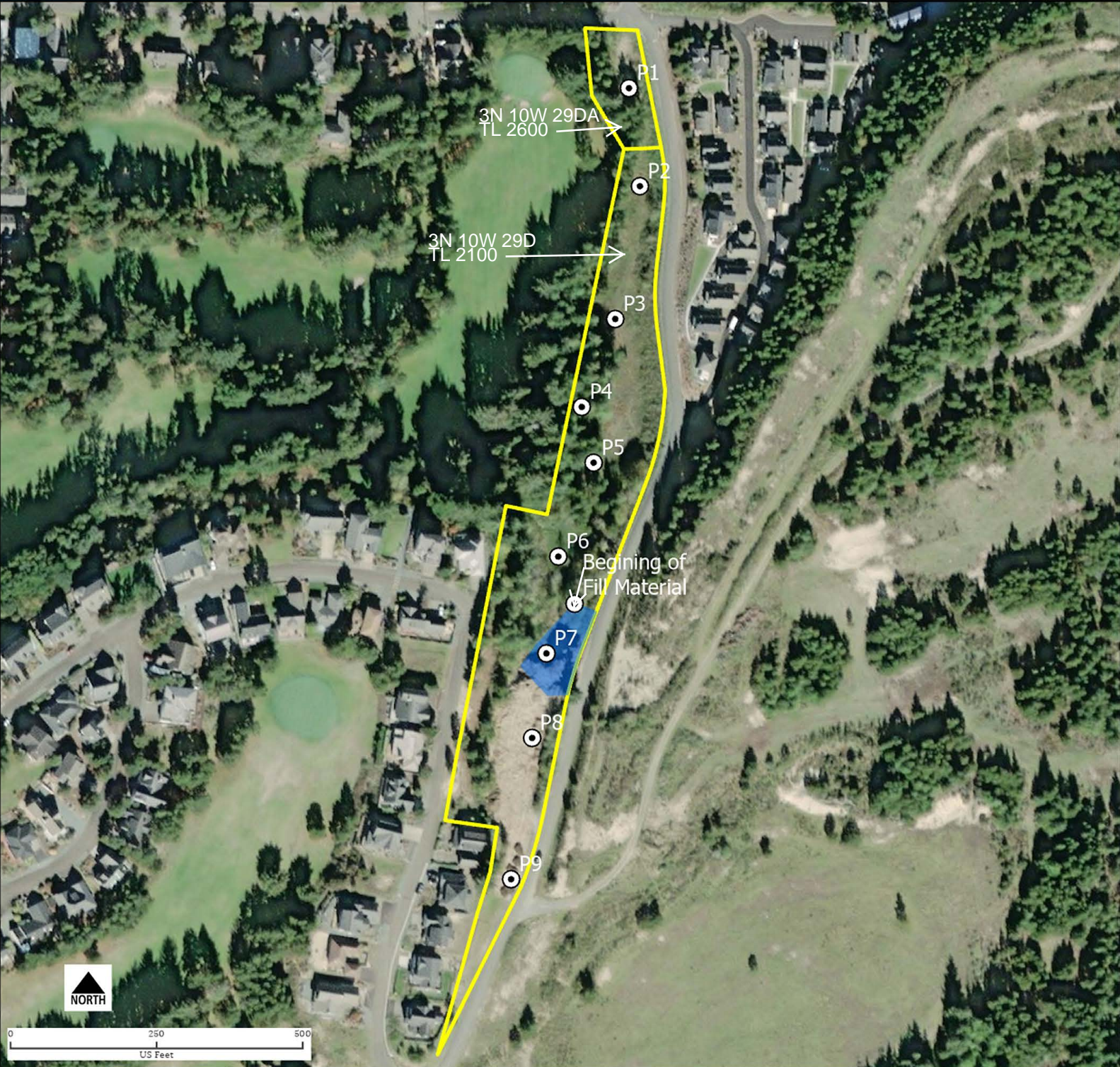
Manzanita Retreat



- Legend
- Study Area
 - Tax lot

Figure 6-Wetland Delineation Map

Manzanita Retreat



- Legend
- ⊙ Test Plots
 - Study Area
 - Fill Area

DSL WD # [2022-0331](#)
Approval Issued [10/24/2022](#)
Approval Expires [10/24/2027](#)

All photos were taken at test plots. Photos follow true cardinal directions; North (360 degrees), East (90 degrees), South (180 degrees), and West (270 degrees). Study area is based on Tillamook County GIS tax lot data (NAD 1983 HARN State Plane Oregon North FIPS 3601 (Intl Feet)). Test plots were mapped using GPS with Avensa Maps on a iPad field device, accuracy is submeter. Fill area was identified by using aerial photography and GPS points, accuracy is +/-10ft.

March 30, 2023

VIA U.S. MAIL AND E-MAIL - layan@ci.manzanita.or.us

Manzanita City Council
Attn: Leila Aman, City Manager
PO Box 129
167 S. 5th Street
Manzanita, OR 97130

Re: *Cerelli v. City of Manzanita* – initiation of remand
698 Dorcas Lane application for 34-unit hotel

Dear Councilors:

In its order of February 27, 2023 (the "Order") in the above-referenced matter, the Land Use Board of Appeals (LUBA) sustained three assignments of error raised by the applicant:

- First, LUBA ruled that a hotel is a permitted use in the SRR zone. Accordingly, the provisions of MZO 3.030(4) and 4.136(3)(c) are standards "designed to regulate the physical characteristics of the outright permitted use," and the decision before the Council on remand is a limited land use decision to determine if those standards are met. Order, p. 20. Comprehensive plan provisions may not be relied upon to determine compliance with applicable criteria. Order, pp. 23, 26.
- Second, LUBA ruled that the City failed to make a reviewable determination as to whether MZO 3.030(4)(a) applied to the proposal and, if so, whether it was met. Order, pp. 24-25.
- Third, LUBA ruled that the City's findings in response to MZO 4.136(3)(c)(5) were not supported by substantial evidence in the record. Order, p. 28.

This letter constitutes the applicant's request pursuant to ORS 227.181(2) to initiate remand proceedings to address the errors identified by LUBA.

We are not aware of any provisions of the MZO governing the procedure for this remand. The applicant recommends, however, that on remand the record should be reopened for the limited purpose of receiving evidence in response to the third error. The first error is purely a legal issue requiring the City's compliance on remand, and

the second error poses a combination of legal and factual issues that can be resolved by evaluating the existing record. Specifically, the applicant contends that MZO 3.030(4)(a) does not apply because hotel rooms are not dwelling units, but even if they are, the density standard in MZO 3.030(4)(a) is met. The existing record shows that the site is 3.83 acres, which at 6.5 dwelling units per acre permits a maximum density of 24 units. However, the applicant is willing to reserve or dedicate 40% of the site for open space or public or private park area or a golf course, thereby increasing maximum density to 13 units per acre, or 49 units. This is more than enough to accommodate the proposed 34 hotel rooms in the project.

Regardless of what procedures the City adopts, the applicant requests that the City provide adequate advance notice of its intended procedures with sufficient time for the applicant and other interested parties to fully prepare an appropriate response.

Thank you for your prompt attention to this matter. If you have any questions, please contact Mick Harris or me.

Best regards,



David J. Petersen

DJP/rkb

cc (via e-mail): Vito Cerelli
Souvanny Miller
Mick Harris

BEFORE THE LAND USE BOARD OF APPEALS
OF THE STATE OF OREGON

VITO CERELLI,
Petitioner,

vs.

CITY OF MANZANITA,
Respondent,

and

OREGON COAST ALLIANCE,
Intervenor-Respondent.

LUBA No. 2022-073

FINAL OPINION
AND ORDER

Appeal from City of Manzanita.

David J. Petersen filed the petition for review and reply brief and Mick Harris argued on behalf of petitioner. Also on the brief was Tonkon Torp LLP.

No appearance by City of Manzanita.

Sean Malone filed the intervenor-respondent's brief and argued on behalf of intervenor-respondent.

RYAN, Board Chair; RUDD, Board Member; ZAMUDIO, Board Member, participated in the decision.

REMANDED

02/27/2023

You are entitled to judicial review of this Order. Judicial review is governed by the provisions of ORS 197.850.

NATURE OF THE DECISION

Petitioner appeals a city council decision denying their application to establish a hotel on land zoned Special Residential/Recreation.

FACTS

The subject property is 3.83 acres and is zoned Special Residential/Recreation (SRR). It is located to the south of Dorcas Lane, west of Classic Street, and north and east of a golf course. In January 2022 petitioner submitted an application to develop a 34-unit hotel on the subject property. Hotels are a permitted use in the SRR zone. The application proposed a hotel including 19 studio hotel rooms in 11 stand-alone buildings; a 2,963 square-foot building for gatherings of hotel guests, including a kitchen and bar area (but no restaurant) and an adjacent outdoor fire pit; nine stand-alone approximately 1,000 square foot lodging units; six A-frame cabins around a shared open space; and 53 parking spaces. The hotel is proposed to be developed on the northern part of the property, while approximately 14,800 square feet of open space is proposed for the southern part of the site adjacent to the existing golf course. The sole access point is proposed along the north boundary of the property onto Dorcas Lane, a local street. As part of their application materials, petitioner submitted a traffic impact study that was reviewed by a city transportation consultant. Record 424-25.

1 The planning commission held a public hearing on the application on
2 March 21, 2022, after which it continued the hearing to April 18, 2022 to allow
3 petitioner time to submit additional information requested by the Commission.
4 At petitioner's request, the April 18, 2022 planning commission meeting was
5 later continued to May 16, 2022. At the May 16, 2022 meeting, the Commission
6 received additional information from petitioner, and continued the hearing to
7 June 20, 2022. At the June 20, 2022 meeting, the Commission received additional
8 testimony and evidence, including a letter from a transportation engineer on
9 behalf of opponents of the project. In addition, the city's planning staff submitted
10 a report recommending approval. Record 291-306. At the conclusion of the June
11 20, 2022, hearing, the planning commission closed the record, deliberated, and
12 voted to deny the application. The Commission issued its written decision
13 denying the application on June 24, 2022.

14 On July 7, 2022, petitioner appealed the decision to the City Council.
15 Petitioner's appeal included a statement that they did "not seek de novo review."
16 Record 207. On July 8, the city issued notice that the appeal would be heard by
17 the city council on "Monday, July 20, 2022," which was not a real date because
18 July 20, 2022 fell on a Wednesday. Petition for Review 8; Record 19. On July
19 12, 2022, the city issued a corrected notice identifying the date of the city council
20 proceeding on the appeal as Tuesday, July 19, 2022. Record 203. At the on-the-
21 record proceeding before the city council, petitioner appeared both in writing and
22 by Zoom video conference. At the end of the meeting, city council voted

1 unanimously to deny petitioner’s appeal and uphold the planning commission
2 decision. The city council issued its written decision two days later, on July 21,
3 2022. This appeal followed.

4 **WAIVED ISSUES**

5 In its responses to the third, fifth, sixth, seventh, and eighth assignments of
6 error, intervenor-respondent (intervenor) argues that petitioner failed to raise the
7 issues raised in those assignments of error prior to the close of the evidentiary
8 hearing as required by ORS 197.797(1), and, in some cases, failed to raise the
9 issues in their appeal statement as required to exhaust their remedies under ORS
10 197.825(2)(a). Accordingly, intervenor argues, the issues presented in those
11 assignments of error may not be raised for the first time at LUBA. Although
12 intervenor does not cite any particular statute to support its arguments, we
13 understand intervenor to argue in part that petitioner failed to satisfy the statutory
14 “raise it or waive it” requirement at ORS 197.797(1) and ORS 197.195(3)(c)(B),
15 and in part that petitioner failed to exhaust their remedies under ORS
16 197.825(2)(a). We briefly describe the relevant statutes and case law before
17 turning to intervenor’s waiver arguments and petitioner’s responses.

18 **A. Exhaustion Waiver, Statutory Waiver, and Preservation of** 19 **Issues**

20 ORS 197.825(2)(a) provides that LUBA’s jurisdiction “[i]s limited to
21 those cases in which the petitioner has exhausted all remedies available by right
22 before petitioning the board for review[.]” In *Miles v. City of Florence*, 190 Or

1 App 500, 79 P3d 382 (2003), *rev den*, 336 Or 615 (2004), the Court of Appeals
2 concluded that, when the local appeal ordinance requires an appealing party to
3 specify the issues for appeal, and the local ordinance expressly or impliedly limits
4 the local appeal body to the issues so specified, the local appeal body's review is
5 generally limited to the specified issues. 190 Or App at 509-10.

6 "When such an ordinance limits the local body's review to the issues
7 so specified, the local appeal body cannot go beyond those issues.
8 *See Smith v. Douglas County*, 93 Or App 503, 506-07, 763 P2d 169
9 (1988), *aff'd*, 308 Or 191, 777 P2d 1377 (1989). Even when an
10 ordinance does not expressly limit the local body's review, such a
11 limitation may be inherent in the requirement that the issues for the
12 local appeal be specified in advance." *Id.* at 510.

13 We refer to that kind of waiver as exhaustion waiver.

14 The court held that "exhaustion principles traditionally require not only
15 that an avenue of review be pursued, but also that the particular claims that form
16 the basis for a challenge [at LUBA] be presented to the administrative or local
17 government body whose review must be exhausted." 190 Or App at 506. The
18 court explained that "a party does not exhaust his or her remedies 'simply by
19 stepping through the motions of the administrative process without affording the
20 [administrative or local government body] an opportunity to rule on the substance
21 of the dispute.'" *Id.* at 507 (quoting *Mullenaux v. Dept. of Revenue*, 293 Or 536,
22 541, 651 P2d 724 (1982); brackets in *Miles*). The purpose of the exhaustion
23 waiver doctrine is to ensure that the final local decision-maker has an opportunity
24 to address the issues that may become the basis for appeal to LUBA. That purpose

1 is achieved only if the appellant identifies the appellant's particular concerns with
2 the underlying decision in the notice of local appeal, where the local ordinance
3 requires such an identification. Here, Manzanita Zoning Ordinance (MZO)
4 10.160(C) requires that the appeal statement include "The specific grounds relied
5 upon for review, including a statement that the criteria against which review is
6 being requested were addressed at the Design Review Board or Planning
7 Commission hearing." The MZO impliedly limits the appeal body to the issues
8 so specified.

9 The statutory "raise it or waive it" requirement in ORS 197.797(1) and
10 ORS 197.195(2)(c)(B) for limited land use decisions, which we refer to as
11 statutory waiver, is different from the exhaustion waiver doctrine. The purpose
12 of the statutory waiver requirement is to provide "fair notice" of an issue, such
13 that the decision-maker and other parties have an adequate opportunity to respond
14 to the issue. *Boldt v. Clackamas County*, 107 Or App 619, 623, 813 P2d 1078
15 (1991).

16 Finally, OAR 661-010-0030(4)(d) provides that the petition for review
17 shall

18 "[s]et forth each assignment of error under a separate heading. Each
19 assignment of error must demonstrate that the issue raised in the
20 assignment of error was preserved during the proceedings below.
21 Where an assignment raises an issue that is not identified as
22 preserved during the proceedings below, the petition shall state why
23 preservation is not required."

1 **B. Third and Seventh Assignments of Error**

2 As we explain in our resolution of the third and seventh assignments of
3 error below, we reject intervenor’s waiver arguments and conclude that the issues
4 raised in those assignments of error were preserved for purposes of statutory
5 waiver and exhaustion waiver.

6 **C. Waived Issues**

7 **1. Fifth Assignment of Error**

8 Petitioner’s fifth assignment of error argues that the city improperly
9 construed the MZO by applying criteria in MZO 4.136(3)(c) that are not clear
10 and objective, as required by ORS 197.307(4). Petitioner argues that if the hotel
11 units are “dwelling units” for purposes of MZO 3.030(4)(a), as the city
12 concluded, then they are “housing” to which ORS 197.307(4) applies and
13 prohibits the city from applying standards that are not clear and objective.

14 In the petition for review, petitioner asserts that it raised the issue during
15 their testimony to the city council during the July 19, 2022 proceeding, and
16 appends a portion of that transcribed testimony as Exhibit H to the petition for
17 review. Intervenor responds that raising the issue for the first time in testimony
18 during the city council proceeding on their appeal is insufficient to preserve the
19 issue raised in the fifth assignment of error for purposes of exhaustion waiver or
20 statutory waiver.

21 We agree with intervenor that petitioner has not established that the issue
22 raised in the fifth assignment of error was raised for purposes of exhaustion

1 waiver. Under ORS 197.825(2)(a) and *Miles*, it is not sufficient to raise an issue
2 for the first time in testimony during an on the record appeal proceeding before
3 the city council. Accordingly, the issue raised in the fifth assignment of error is
4 waived.¹

5 The fifth assignment of error is denied.

6 **2. Sixth Assignment of Error**

7 In their sixth assignment of error, petitioner argues that the city
8 misconstrued the MZO by applying the PUD criteria in MZO 4.136 to its
9 application, and that because its application is for a permitted use in the SRR
10 zone, the discretionary standards at MZO 4.136 do not apply. Intervenor responds
11 that petitioner has failed to establish that the issue was preserved for purposes of
12 statutory waiver and also for purposes of exhaustion waiver.

13 In the reply brief, petitioner responds that petitioner did not have the
14 opportunity to raise the issue to the planning commission because the issue arose
15 after the evidentiary record was closed. Reply Brief 2. We disagree. The May 9,

¹ In the reply brief, petitioner responds that for purposes of statutory waiver, they could not have raised the issue prior to the close of the evidentiary hearing, because the planning commission determined for the first time in its decision that the standards in MZO 3.030(4)(a) applied. Reply Brief 2; Record 223. We agree. The staff reports to the planning commission took the position that MZO 3.030(4)(a) did not apply to the application. Record 386-87; Record 300. As we explain in our resolution of the fourth assignment of error, for the first time in its decision, the planning commission took the position that MZO 3.030(4)(a) might apply.

1 2022 and June 10, 2022 staff reports to the planning commission took the position
2 that the standards in MZO 4.136 applied to the application. Record 382-386; 294-
3 300. Petitioner has not established that they could not have raised the issue prior
4 to the close of the evidentiary hearing.

5 The sixth assignment of error was not preserved as required by ORS
6 197.797(1) and ORS 197.835(3), and accordingly is denied.

7 **3. Eighth Assignment of Error**

8 Petitioner's eighth assignment of error is that the city failed to follow the
9 procedures in MZO 4.136(3)(e) by failing to direct petitioner to file an
10 application to amend the MZO to identify the property as a planned development
11 on the city's zoning map.² Intervenor responds that petitioner failed to preserve
12 the issue raised in the eighth assignment of error for purposes of both statutory
13 waiver and exhaustion waiver.

14 In the reply brief, petitioner responds that petitioner did not have the
15 opportunity to raise the issue to the planning commission because the issue arose
16 after the evidentiary record was closed. Reply Brief 2. We disagree. The May 9,
17 2022 and June 10, 2022 staff reports to the planning commission discussed
18 application of MZO 4.136(3)(e). Record 299; 386. Petitioner has not established

² MZO 4.136(3)(e) provides:

“Following this preliminary meeting, the applicant may proceed with his request for approval of the planned development by filing an application for an amendment to this Ordinance.”

1 that they could not have raised the issue raised in the eighth assignment of error
2 prior to the close of the evidentiary hearing. We agree that the issue raised in the
3 eighth assignment of error was not raised prior to the close of the evidentiary
4 hearing, and may not be raised for the first time at LUBA.

5 The eighth assignment of error is denied.

6 **FIRST ASSIGNMENT OF ERROR**

7 Petitioner argues that LUBA should reverse the city's decision and order
8 the city to grant approval of the application under ORS 197.835(10)(a)(B),
9 because the city's action in denying their application was "for the purpose of
10 avoiding the requirements" of ORS 227.178.³ ORS 227.178(1) requires that the
11 city take final action on the application within 120 days of the date the application
12 is deemed complete.⁴ In an order denying a motion to take evidence in *Wal-Mart*

³ ORS 197.835(10)(a)(B) provides:

"[LUBA] shall reverse a local government decision and order the local government to grant approval of an application for development denied by the local government if the board finds:

" * * * * *

"(B) That the local government's action was for the purpose of avoiding the requirements of ORS 215.427 or [ORS] 227.178."

⁴ If the city does not do so, ORS 227.179 grants the applicant the right to file a writ of mandamus with the circuit court to compel the city to approve the application or, in the alternative, to elect to proceed with application after the 120 day deadline has expired. In the latter circumstance, unless the applicant agrees

1 *Stores, Inc. v. City of Central Point*, 49 Or LUBA 697, 708 (2005) (*Wal-Mart*
2 *Order*), we explained that ORS 197.835(10)(a)(B) is intended to protect the rights
3 of development applicants under the foregoing statutes, by discouraging local
4 governments from spurious, bad faith denials prior to the 120th day. *See also*
5 *Miller v. Multnomah County*, 33 Or LUBA 644 (1997), *aff'd*, 153 Or App 30,
6 956 P2d 209 (1998) (holding so).⁵ Conversely, we explained, ORS
7 197.835(10)(a)(B) does not apply where the local government denial, timely or
8 untimely, is based on the merits of the application, that is, on findings of
9 noncompliance with applicable approval criteria. *Wal-Mart Order*, 49 Or LUBA
10 at 707-08.

11 **A. Motion to Take Evidence**

12 In conjunction with their assignment of error, petitioner moves for LUBA
13 to allow petitioner an opportunity to submit extra-record evidence, pursuant to
14 ORS 197.835(2)(b) and OAR 661-010-0045, that will establish that petitioner
15 offered and the city rejected their offer to extend the 120-day deadline in ORS

to an extension of time, the local government must refund the unexpended portion
of any application fees or deposits previously paid, or half of the application fees,
whichever is greater. ORS 227.178(8).

⁵ In *Miller*, we concluded after examining the text and legislative history of
ORS 197.835(10)(a)(B) that it was primarily intended to discourage local
governments from spuriously denying applications to avoid the necessity of
refunding application fees, a necessity imposed by contemporaneously enacted
legislation codified at ORS 215.428(7) and 227.178(7). 33 Or LUBA at 652-53.

1 227.178(1).⁶ Petitioner contends that the evidence shows that the city was
2 motivated by a bad faith desire to avoid the requirements of ORS 227.178.

3 As we understand it, the city does not dispute that on July 15, 2022,
4 petitioner offered to extend the 120-day deadline, which was set to expire on July
5 23, 2022. There is also no dispute that the city rejected their offer. Accordingly,
6 petitioner has not established that “disputed factual allegations” exist. The
7 dispute is over the legal effect of those actions, as we explain below. Accordingly,
8 petitioner has not established a basis for LUBA’s consideration of the motion.

9 The motion to take evidence is denied.

10 **B. ORS 197.835(10)(a)(B)**

11 We discussed in *Wal-Mart Order* some of the difficulties that are present
12 in determining whether a city’s decision that is expedited to comply with the
13 deadline in ORS 227.178 should instead be viewed as a decision that was taken
14 “for the purpose of avoiding the requirements of ORS 227.178.” 49 Or LUBA at

⁶ LUBA’s review is generally limited to the record that was compiled by the local government whose decision is on appeal at LUBA. ORS 197.835(2)(a). However, ORS 197.835(2)(b) provides:

*“In the case of disputed allegations of standing, unconstitutionality of the decision, ex parte contacts, actions described in subsection [ORS 197.835](10)(a)(B) * * * or other procedural irregularities not shown in the record that, if proved, would warrant reversal or remand, the board may take evidence and make findings of fact on those allegations.” (Emphasis added.)*

1 704-709. Later, in *Wal-Mart Stores, Inc. v. City of Central Point*, 49 Or LUBA
2 472 (2005) (*Wal-Mart Opinion*), we explained:

3 “reading ORS 197.835(10)(a)(B) together with ORS 227.178 and
4 [ORS] 227.179, it is clear that the legislature intended to provide the
5 option of a mandamus remedy to the applicant, in part, as an
6 incentive to cities to take the 120-day deadline seriously and take all
7 appropriate steps to render a final decision within that deadline.
8 While a city may not take procedural short-cuts that it knows or
9 reasonably should know will prejudice one or more party’s
10 substantial rights and thereby provide a reasonably certain basis for
11 an appeal to and remand by LUBA, we do not see anything in ORS
12 197.835(10)(a)(B) or ORS 227.178 that prohibits a city from
13 expediting its local review process to meet the 120-day deadline,
14 provided that expedited process does not require one or more parties
15 to sacrifice their substantial right to fully and fairly present their
16 position on the merits of the application.” *Id.* at 482.

17 Here, petitioner first argues that the city was required and failed to adhere
18 to the 20-day notice requirements in MZO 10.040 and ORS 197.797(3)(f)(A).
19 Petitioner takes the position that MZO 10.040 required the city to give petitioner
20 at least 20 days’ notice of the appeal proceeding before the city council, and that
21 ORS 197.797(3)(f)(A) similarly required 20 days’ notice. The city gave
22 petitioner only seven days’ notice of the proceeding, which petitioner argues was
23 an action under ORS 197.835(10)(a)(B) for the purpose of avoiding the 120-day
24 deadline. Petitioner argues that as a result of the non-compliant notice of the
25 appeal proceeding, petitioner did not have adequate time to prepare and present
26 their case. *Muller v. Polk County*, 16 Or LUBA 771, 775 (1988).

1 We disagree with petitioner that ORS 197.797(3)(f)(a) required the city to
2 give petitioner 20 days' notice of the city council proceeding on appeal. That
3 statute requires the city to mail notice "at least * * * twenty days before the
4 *evidentiary hearing*" that is referenced in ORS 197.797. (Emphasis added.) As
5 noted, petitioner's appeal statement stated "[t]he appellant does not seek de novo
6 review." Record 213. Accordingly, the city council's review of the planning
7 commission's decision to deny the application was an on-the-record proceeding,
8 not an evidentiary hearing. Record 207, 213.

9 For similar reasons, we also disagree with petitioner that MZO 10.040
10 required the city to give petitioner at least 20 days' notice of the appeal
11 proceeding. MZO 10.040 provides that "[w]*here required*, notice shall be mailed,
12 published, and posted 20 days prior *to the hearing requiring the notice*."
13 (Emphases added.) Petitioner argues that MZO 10.040 required 20 days' notice
14 of the city council's proceeding on their appeal, but does not explain why. MZO
15 10.040's introductory phrase is "where required," which strongly suggests that
16 notice is not always required. The last phrase suggests that it is only required for
17 "the hearing requiring the notice."

18 Intervenor responds that MZO 10.180 specifies the procedure for a
19 "Review on the Record," and does not use the term "hearing" at all in referring
20 to the on the record review proceeding before the city council. Differently, the
21 procedure at MZO 10.190 for a *de novo* review by the city council expressly uses
22 the term "hearing" in several places. MZO 10.190(A), (B). Absent any developed

1 argument from petitioner regarding why MZO 10.040 required 20 days' notice
2 to petitioner, we conclude that it did not.

3 Second, petitioner argues that the city's rejection of petitioner's offer to
4 extend the 120-day deadline constituted an "action" within the meaning of the
5 statute and that action was for the purpose of avoiding the 120-day deadline.
6 Intervenor responds, and we agree, that the city is not obligated to extend the
7 120-day deadline. ORS 227.178(5) provides that the deadline "may be extended
8 for a specified period of time at the written request of the applicant." Under the
9 plain language of that provision, an applicant does not have a right to an
10 extension.

11 Finally, petitioner argues, the city's issuance of a decision that is nearly
12 identical to the planning commission's decision is a "*pro forma*" decision of the
13 kind we described in *Wal-Mart Opinion*. In *Wal-Mart Opinion*, we explained that
14 "[a] timely decision on an application is worthless to an applicant if that timely
15 decision is a *pro forma* denial rather than a timely decision on the merits of the
16 application" because "at best, it provides an applicant with an opportunity to seek
17 a remand at LUBA, with the additional delay that such an appeal entails, rather
18 than a final decision on the merits, from which the applicant can assess its chances
19 for ultimate success." 49 Or LUBA at 481-82.

20 Intervenor responds, and we agree, that given petitioner's choice to not
21 seek *de novo* review, the city council's decision that denies petitioner's appeal
22 and upholds the planning commission's decision is not evidence of a spurious or

1 bad faith denial. Rather, the city council's decision explains the reasons it
2 concluded that the planning commission correctly denied the application on the
3 merits.

4 The first assignment of error is denied.

5 **SECOND ASSIGNMENT OF ERROR**

6 LUBA will reverse or remand a limited land use decision if "[t]he local
7 government committed a procedural error which prejudiced the substantial rights
8 of the petitioner." ORS 197.828(2)(d). The substantial rights referred to in ORS
9 197.828(2)(d) are the same as those referred to in ORS 197.835(9)(a)(B). *Warren*
10 *v. City of Aurora*, 25 Or LUBA 11, 16 (1993). Those rights are the right to an
11 adequate opportunity to prepare and submit one's case and to a full and fair
12 hearing. *Muller*, 16 Or LUBA at 775. In order to establish a procedural error, a
13 petitioner must identify the procedure allegedly violated. *Stoloff v. City of*
14 *Portland*, 51 Or LUBA 560, 563 (2006). In the second assignment of error
15 petitioner argues that the city committed several procedural errors.

16 First, petitioner restates the same argument set forth in the first assignment
17 of error that the city committed a procedural error that prejudiced their substantial
18 rights when it failed to provide 20 days' notice of the city council's appeal
19 proceeding. For the reasons explained above, we reject that argument.

20 Second, petitioner alleges that the city committed a procedural error that
21 prejudiced their substantial rights when it failed to provide a staff report that the
22 notice of appeal proceeding referenced. Petitioner argues this failure prejudiced

1 their substantial right to know what the city's planning staff recommended.
2 Intervenor responds that petitioner identifies no statute or MZO provision that
3 required the city to provide a staff report and accordingly, has not established any
4 procedure that was violated. We agree.

5 Finally, petitioner cites ORS 197.797(6)(e), which provides:

6 "Unless waived by the applicant, the local government shall allow
7 the applicant at least seven days after the record is closed to all other
8 parties to submit final written arguments in support of the
9 application. The applicant's final submittal shall be considered part
10 of the record, but shall not include any new evidence. This seven-
11 day period shall not be subject to the limitations of ORS 215.427 or
12 [ORS] 227.178 and ORS 215.429 or [ORS] 227.179."

13 The planning commission held hearings on March 21, 2022, April 18, 2022, and
14 May 16, 2022, and petitioner presented evidence at those hearings. The planning
15 commission also held a hearing on June 20, 2022 and received evidence at that
16 hearing. As explained above, at the June 20, 2022 planning commission hearing,
17 the planning commission accepted new evidence and testimony from opponents
18 of the application, including a letter from a transportation engineer. At the
19 conclusion, the planning commission closed the record, deliberated, and voted to
20 deny the application. Petitioner argues that the planning commission committed
21 a procedural error at its June 20, 2022 hearing when it accepted evidence into the
22 record from opponents of the application without giving petitioner an adequate
23 opportunity to respond to it. Petition for Review 14-15. Petitioner argues that this
24 was a failure to comply with ORS 197.797(6)(e) that prejudiced their substantial

1 right to respond to new evidence. Petition for Review 15 (citing ORS
2 197.797(6)(e) and *Brome v. City of Corvallis*, 36 Or LUBA 225, 234-35, *aff'd*,
3 163 Or App 211, 987 P2d 1243 (1999)).

4 We reject petitioner's arguments. First, ORS 197.797(6)(e) does not give
5 petitioner the right to respond to new evidence. Rather, it gives petitioner seven
6 days after the record closes in which to submit final written argument before the
7 decision-making body, specifically *without new evidence*. Accordingly,
8 petitioner's argument that cites and relies on ORS 197.797(6)(e) to argue that the
9 planning commission committed a procedural error in failing to allow them to
10 respond to the new evidence presented at the planning commission hearing
11 provides no basis for reversal or remand.

12 Petitioner cites *Brome* for the proposition that "[v]iolation of ORS
13 197.797(6)(e) by failing to allow a party to rebut new evidence is prejudicial error
14 that warrants remand or reversal." Petition for Review 15. Petitioner's citation to
15 *Brome* is unpersuasive. In *Brome*, we held that the city erred in accepting new
16 evidence from the applicant as part of the applicant's final written argument
17 without offering other parties an opportunity to respond to that new evidence. 36
18 Or LUBA at 234-35. *Brome* does not assist petitioner, where petitioner did not
19 submit any final written argument to the planning commission.

20 Intervenor responds that the proceeding before the city council cured any
21 procedural error that may have occurred before the planning commission in
22 failing to allow petitioner seven days for final written argument before making a

1 decision on the application, and that the city council proceeding gave petitioner
2 “the equivalent of ORS 197.797(6)(e)” to present its final argument, without new
3 evidence, to the city council. Intervenor’s Brief 15. Petitioner presented written
4 argument to the city council, and also provided in-person testimony to the city
5 council. Record 467-75. Petitioner has not explained how any planning
6 commission error in failing to provide them with seven days for final written
7 argument was not cured by the subsequent city council proceeding.

8 The second assignment of error is denied.

9 **THIRD ASSIGNMENT OF ERROR**

10 ORS 197.015(12) defines “limited land use decision” to mean

11 “(a) * * * a final decision or determination made by a local
12 government pertaining to a site within an urban growth
13 boundary that concerns:

14 “* * * * *

15 “(B) The approval or denial of an application based on
16 discretionary standards designed to regulate the
17 physical characteristics of a use permitted outright,
18 including but not limited to site review and design
19 review.”

20 A threshold issue presented by the third assignment of error is whether the
21 challenged decision is a limited land use decision. Petitioner argues that the
22 challenged decision is a limited land use decision because the proposed hotel is
23 a permitted use in the SRR zone, and the city’s decision concerns the application

1 of discretionary standards that are designed to regulate the physical
2 characteristics of the outright permitted use.

3 We agree. MZO 3.030(2)(h) allows as permitted uses in the SRR zone
4 “motel, hotel, including an eating and drinking establishment in conjunction
5 therewith.” The provisions of MZO 3.030(4) are SRR zone standards that are
6 designed to regulate the physical characteristics of that permitted use. MZO
7 3.030(4)(c) provides that “[t]he Planning Commission shall use the procedure set
8 forth in Section 4.136 of this Ordinance (Planned Development) in order to
9 evaluate development proposals in this area.” The PUD provisions at MZO
10 4.136(3)(c) include procedural requirements and substantive standards and are
11 also designed to regulate the physical characteristics of the outright permitted
12 use.

13 ORS 197.195(1), in turn, governs limited land use decisions and provides:

14 “A limited land use decision shall be consistent with applicable
15 provisions of city or county comprehensive plans and land use
16 regulations. Such a decision may include conditions authorized by
17 law. Within two years of September 29, 1991, cities and counties
18 shall incorporate all comprehensive plan standards applicable to
19 limited land use decisions into their land use regulations. A decision
20 to incorporate all, some, or none of the applicable comprehensive
21 plan standards into land use regulations shall be undertaken as a
22 post-acknowledgment amendment under ORS 197.610 to [ORS]
23 197.625. *If a city or county does not incorporate its comprehensive*
24 *plan provisions into its land use regulations, the comprehensive*
25 *plan provisions may not be used as a basis for a decision by the city*
26 *or county or on appeal from that decision.”* (Emphasis added.)

1 One of the PUD provisions at MZO 4.136(3)(c)(2) provides that for a preliminary
2 development plan “[r]esulting development will not be inconsistent with the
3 Comprehensive Plan provisions or zoning objectives of the area, particularly with
4 regard to dune stabilization, geologic hazards and storm drainage.”

5 The city council denied the application because it concluded that for
6 purposes of MZO 4.136(3)(c)(2), the application failed to demonstrate
7 compliance with Objective 3 of the Manzanita Comprehensive Plan (MCP) Land
8 Use Section, which is to “[p]rotect the character and quality of existing residential
9 areas and neighborhoods from incompatible new development.”⁷

⁷ The city council found:

“3.(c)(2) – Resulting development will not be inconsistent with the Comprehensive Plan provisions or zoning objectives of the area, particularly with regard to dune stabilization, geologic hazards and storm drainage.

“FINDINGS: Planning Commission members specifically noted under ‘Comprehensive Plan Policies’ item #2: *The plan overrides other city ordinances, such as zoning, subdivision or other ordinances when there is a conflict.*

“In this regard, the Commission finds the goals, objective and policies contained in the Plan apply to this development.

“The Goal provisions in ‘Land Use’ states the following: *To guide the development of land so that land use is orderly, convenient, and suitable related to the natural environment. The uses must fulfill the needs of residents and property owners, and be adequately provided with improvements and facilities.*

1 In their third assignment of error, petitioner argues that ORS 197.195(1)
2 prohibited the city from relying on any MCP provisions as a basis for denying
3 the application under MZO 4.136(3)(c)(2). Intervenor responds that the issue
4 presented in the third assignment of error is waived because, according to
5 intervenor, petitioner did not raise the issue in its appeal statement. We disagree.

6 Petitioner's appeal statement includes the following:

7 "If the substantive approval criteria of MZO 4.136(3)(c) apply to
8 this application, the Planning Commission erred in directly applying
9 the Comprehensive Plan provisions to the application, in violation
10 of ORS 197.195(1) and other applicable law." Record 207.

"Objective #1 states the City will: *Designate separate land use areas within which optimum conditions can be established for compatible activities and uses.*

"While Objective #3 notes the following: *Protect the character and quality of existing residential areas and neighborhoods from incompatible new development.*

"Based on testimony and presented evidence, the Commission finds the proposed hotel incompatible with area activities that are dominated by recreational (golf course) and residential uses. This conclusion is based on the amount of traffic generated by the site and potential traffic impacts on the local street system. Further, the Commission heard testimony indicating the size of the hotel (accordingly the largest in the city) is incompatible with area development. On balance, the Commission found the proposal did not comply with the applicable Comprehensive Plan Policies." Record 10-11 (emphases in original).

1 It is hard to imagine how petitioner could have raised the issue of the ORS
2 197.195(1) prohibition on applying the comprehensive plan more clearly than
3 they did.

4 On the merits, we agree with petitioner that the city erred in relying on
5 MCP provisions as a basis for the limited land use decision, and in particular as
6 a basis to deny the application for failure to satisfy MZO 4.136(3)(c)(2). *Oster v.*
7 *City of Silverton*, 79 Or LUBA 447, 453 (2019) (citing *Paterson v. City of Bend*,
8 49 Or LUBA 160, *aff'd, in part, rev'd and rem'd on other grounds*, 201 Or App
9 344, 118 P3d 842 (2005) (ORS 197.195(1) contemplates more than a broad
10 reference to unspecified portions of the comprehensive plan.))

11 The third assignment of error is sustained.

12 **FOURTH ASSIGNMENT OF ERROR**

13 MZO 3.030(4)(a) is a standard for development in the SRR zone and
14 provides:

15 “Overall density for the [SRR] zone is 6.5 dwelling units per gross
16 acre. Dwellings may be clustered on one portion of a site within the
17 [SRR] zone and achieve a maximum density of 13 dwellings per
18 acre where at least 40% of the total lot or parcel area is reserved or
19 dedicated as permanent open space as a public or private park area
20 or golf course. The open space shall be so indicated on the Plan and
21 zoning map, and deed restrictions to that effect shall be filed with
22 the City.”

23 We refer to that provision as the Density Standard. The May 9, 2022 and June
24 10, 2022 staff reports to the planning commission took the position that the

1 Density Standard did not apply because the project does not include residential
2 development. Record 386-87, 300. However, the planning commission found:

3 “While submitted as a hotel project, the Commission notes a number
4 (if not all) can meet the definition of a ‘dwelling unit’ contained in
5 [MZO 1.030]. Therefore, application of the density requirement is
6 appropriate. Additional information on the specific level of
7 improvement would be needed to determine whether the
8 development complies with the density requirements in this
9 Section.” Record 223.

10 The city council adopted the identical findings. Record 13-14.

11 Petitioner argues that the hotel project does not propose “dwelling units”
12 as defined in MZO 1.030, and argues that the city council’s application of the
13 Density Standard to petitioner’s proposal “does not comply with the applicable
14 land use regulations” because it is inconsistent with the plain language of the
15 Density Standard and other relevant provisions of the MZO. ORS 197.828(2)(b);
16 Petition for Review 19-20.

17 Intervenor responds that the city council properly applied the Density
18 Standard to deny petitioner’s project because, according to intervenor, the project
19 proposes units that are dwelling units as defined in MZO 1.030. Record 13-14.
20 There are two problems with that response. First, the city council’s brief findings
21 on the Density Standard do not include a reviewable interpretation of all of the
22 relevant MZO provisions, so we cannot determine why the city council concluded
23 that the Density Standard could apply to petitioner’s proposal, if it in fact did
24 reach that conclusion. Second, the city council did not conclude that the hotel

1 units *are* dwelling units. The city council merely concluded that some or all of
2 the units “can meet” the definition of dwelling unit, and that more information
3 on the “specific level of improvement would be” needed. Record 13-14. Given
4 that equivocal language, we do not understand the city to have denied the
5 application on the basis that the application failed to satisfy the Density Standard.
6 Rather, we understand the city council to have adopted an equivocal finding that
7 the Density Standard could apply *if* the units are “dwelling units” as defined in
8 MZO 1.030, without deciding whether the units are in fact dwelling units.

9 In that circumstance, we agree with petitioner that remand is appropriate
10 for the city council to adopt a reviewable interpretation of all of the relevant MZO
11 provisions and determine, after receiving the referenced “additional information
12 on the specific level of improvement[,]” whether the Density Standard applies to
13 the proposal. Record 14.

14 The fourth assignment of error is sustained.

15 **SEVENTH ASSIGNMENT OF ERROR**

16 In the decision, the city denied the application because it concluded that
17 for purposes of MZO 4.136(3)(c)(3), “as noted above [in its discussion of MZO
18 4.136(3)(c)(2) and MCP Objective 3], the hotel [is] incompatible with area uses.”
19 Record 11. The city also denied the application because it concluded, based in
20 part on evidence submitted at the June 20, 2022 hearing, that MZO 4.136(3)(c)(5)
21 was not met:

22 “While the applicant submitted a traffic impact study (subsequently

1 reviewed by the City’s traffic engineer), opponents provided a more
2 comprehensive study. The report indicated the project would
3 generate more than 309 vehicle trips per day. Many of these trips
4 would be directed to downtown where most of the eating
5 establishments are located. This creates adverse impacts on streets
6 within the vicinity. *Not only is this a safety issue with pedestrian*
7 *and bicycle traffic*, but the Commission also finds the use and
8 potential traffic impacts conflict with [MCP] ‘Land Use’ Objective
9 #3: *Prevent the concentration of uses that would overload streets*
10 *and other public facilities, or destroy living quality and natural*
11 *amenities.”* Record 12 (first emphasis added, second emphasis in
12 original.)

13 Petitioner’s seventh assignment of error first argues that the comprehensive plan
14 provisions that the city relied on to conclude that MZO 4.136(3)(c)(3) and (5)
15 were not met are impermissible bases for doing so. Petition for Review 25-26,
16 28. For the reasons explained in our resolution of the third assignment of error,
17 we agree with petitioner. ORS 197.195(1) prohibits the city from relying on the
18 MCP as a basis for evaluating the application.

19 Also in the seventh assignment of error, petitioner argues that the city
20 council’s decision that MZO 4.136(3)(c)(5) is not met is not supported by
21 substantial evidence in the record. MZO 4.136(3)(c) provides in relevant part:

22 “(c) * * * In considering the plan, the Planning Commission shall
23 seek to determine that:

24 “* * * * *

25 “(5) The streets are adequate to support the anticipated
26 traffic and the development will not overload the
27 streets outside the planned area.”

1 Intervenor first responds that petitioner has failed to establish that the issue
2 raised in the seventh assignment of error regarding MZO 4.136(3)(c)(5) was
3 preserved for purposes of exhaustion waiver. Intervenor argues that the
4 preservation statement included in the petition for review is insufficient because
5 it cites the nine-page July 19, 2022 letter from petitioner's attorney to the city
6 council, at Record 467-75, to establish where the issue was raised, requiring
7 LUBA and intervenor to search those nine pages for where the issue was raised.

8 While it is a close call, we disagree with intervenor that the issue raised in
9 the seventh assignment of error regarding MZO 4.136(3)(c)(5) was not raised for
10 purposes of exhaustion waiver.⁸ Petitioner's appeal statement includes the
11 following description of the bases for appeal:

12 "If the substantive approval criteria of MZO 4.136(3)(c) apply to
13 this application, the Planning Commission's findings of non-
14 compliance are not supported by substantial evidence properly in the
15 record.

16 "The Planning Commission erred in finding that the applicant's
17 materials in support of the application were inadequate and did not
18 provide sufficient detail for the Commission to determine if the
19 applicable approval criteria were met." Record 207.⁹

⁸ We do not understand intervenor to allege that the issues were not raised for purposes of statutory waiver. Intervenor's Brief 27.

⁹ Record 472 includes a similar statement that "If the substantive approval criteria of MZO 4.136(3)(c) apply to this application, the Planning Commission erred in concluding that the criteria were [not] met."

1 On the merits, at the outset, we note that it is difficult to tell from the city
2 council's findings how much weight the city council assigned to the quoted MCP
3 provision, which, as noted, is an impermissible basis for evaluating the
4 application. However, to the extent the city's finding regarding MZO
5 4.136(3)(c)(5) is independent from its evaluation pursuant to the MCP, we also
6 agree with petitioner that the planning commission's conclusion that the project
7 will generate "more than 309" vehicle trips is not supported by substantial
8 evidence in the record. ORS 197.828(2)(a). Both petitioner's and opponent's
9 traffic engineer estimated that the project would generate "up to" 309 vehicle
10 trips on the peak day, a Saturday in the summer. Record 541; 42-46. Evidence
11 that a project would generate up to 309 trips does not establish that a project
12 would generate "more than" 309 trips.

13 Petitioner also argues that there is no evidence in the record to support the
14 city's conclusion that "[m]any of these trips would be directed to downtown."
15 Record 12. Intervenor does not respond to this argument, or point to any evidence
16 in the record to support the city council's conclusion. Accordingly, we agree with
17 petitioner that the city council's decision that "many of the trips would be
18 directed to downtown" is not supported by substantial evidence in the record.

19 The seventh assignment of error is sustained.

20 **CONCLUSION**

21 We sustain the third and seventh assignments of error and conclude that
22 the city erred in evaluating the proposal for compliance with MCP provisions.

1 We also sustain a portion of the seventh assignment of error that argues that the
2 city's decision that MZO 4.136(3)(c)(5) is not met is not supported by substantial
3 evidence in the record. Finally, we also sustain the fourth assignment of error,
4 and conclude that (1) application of the Density Standard is not supported by a
5 reviewable interpretation of that standard or other relevant standards of the MZO,
6 and (2) a determination regarding application of the Density Standard to the
7 proposal should be undertaken after receiving the referenced "[a]dditional
8 information on the specific level of improvement." Record 14.

9 The city's decision is remanded.

STAFF REPORT TO PLANNING COMMISSION

To: Manzanita Planning Commission
From: Manzanita Planning Staff
Subject: LUBA Remand Manzanita Lofts
Date: May 22, 2023

I. BACKGROUND

- A. APPLICANT: Vito Cerelli.
- B. PROPERTY LOCATION: The property is located at the approximate southwest corner of Dorcas Lane and Classic Street. Classic Street borders the property along the east. The site address is 698 Dorcas Lane and the County Assessor places the property within Township 3 North; Range 10 West; Section 29D; Tax Lot #2100; and, Township 3 North; Range 10 West; Section 29DA; Tax Lot #2600.
- C. MAPPED AREA: Tax Lot #2100 - 3.42 acres; Tax Lot #2600 - 0.41 acres for 3.81 total acres.
- D. EXISTING DEVELOPMENT: The vacant subject area fronts two public streets and public services are available.
- E. ZONING: The property is zoned Special Residential/Recreation Zone (SR-R) and located within the Dune Overlay.
- F. ADJACENT ZONING AND LAND USE: Property to the north is zoned High Density Residential (R-3) and contains a mix of single-family homes. All remaining adjacent land is zoned SR-R and includes a golf course and residences to the west and south, and, residential development to the east.
- G. REQUEST: The applicant is requesting approval of a Planned Unit Development to construct a hotel complex upon remand from the Land Use Board of Appeals.
- H. DECISION CRITERIA: The review criteria for this application are MZO 3.030(4) and MZO 4.136(3)(c).
- I. REMAND ISSUES: The Planning Commission will review the application in accordance with the Oregon Land Use Board of Appeals' Final Opinion and Order dated February 27, 2023, and the City's Notice of a Public Hearing on the Remand of a Land Use Board of Appeals Decision published on February 27, 2023, issued May 8, 2023, which noticed the Planning Commission Hearing for May 30, 2023.

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II. APPLICATION SUMMARY

- A. The applicant wishes to create a 34 Unit hotel complex on the subject property that will feature a combination of loft units and large and small cabins. The project will be developed over three phases:
1. Phase 1 is located at the north end of the site and will total 19 studio hotel rooms. There will be a total of 11 buildings with eight designed to contain two units and three single units. Each unit will be approximately 350 square feet in area. This Phase also includes an event gathering space with a kitchen. This building will not contain a restaurant.
 2. Phase 2 will be located to the south of Phase 1, containing 9 hotel cabins, each approximately 1,000 square feet in area. These will be unattached and run perpendicular to the adjacent roadway.
 3. Phase 3 will be at the south end of the site and contain 6 small cottages, each approximately 350 square feet in area.
 4. A private roadway will run along the east side of the site, serving all three Phases. Required public facilities will also be located within this roadway. Appropriate levels of parking will be included for each Phase for a total of 53 parking spaces.
- B. Section 3.030(2)(h) permits a "motel, hotels, including an eating and drinking establishment therewith" in the Special Residential/Recreation Zone. In addition, Subsection (4)(c) requires the Planning Commission to use the Planned Development procedures in Section 4.136 when evaluating an application.
- C. This application and review are only considering the planned development layout, and not the individual buildings. While the applicant submitted photos and schematics identifying potential designs, this application does not include a design review for any structure. However, the layout does contain proposed building locations, and if approved, the Commission has the authority to condition their decision on the final layout substantially conforming to the proposal, including the relative size, position and design of the buildings.

D. Two items for clarification:

1. The zoning map on the City's website identifies a right-of-way where the subject property is located. This is in error. The County Assessor maps clearly show the two tax lots without an intervening right-of-way.
2. Phase 2 includes the 1,000 square foot cottages. The submitted plan partitioning of the property. That option is not under consideration with the current proposal. Again, the request is to development site for a hotel complex with a restaurant.

III. PROCEDURAL HISTORY

On March 21, 2022, the Planning Commission conducted a hearing on the application. The Commissioners were familiar with the site's location. Otherwise, no *ex parte* contacts, bias or conflicts of interest were declared. At the conclusion of the meeting, the Commission voted to continue the matter until the April 18, 2022, meeting, allowing the applicant to provide additional information regarding, traffic, wetlands and open space.

The Commission reconvened on April 18, 2022. The applicant was unable to submit the requested information to City staff to meet the April hearing deadline. To ensure a complete and proper review of the material, the applicant requested the Commission continue the matter to the May 16, 2022, Commission meeting. The Commission approved the continuation.

The Commission reconvened on May 16, 2022. At the May 16 meeting, the Commission reviewed the additional material, including traffic reports from the applicant and the City's review of said report, additional building details and landscaping information. At the conclusion of the meeting the Commission voted to continue the matter until the June 20 hearing to address the hotel's operations and vehicle parking.

The Commission reconvened on June 20, 2022. Prior to the June hearing, area property owners submitted written comments to the City and Planning Commission. Although the record was left open at that time only to review materials submitted by the applicant, the City agreed to comprehensively reopen the record to allow additional evidence, argument, and testimony. As a result, a new notice was mailed prior to the June 20 meeting indicating that public testimony will be accepted.

At their conclusion of the June 20 hearing, the Planning Commission voted to deny the application based on previous testimony and the submitted comments. The Commission found the proposal failed to comply with all applicable decision criteria for a Planned Unit Development contained in Manzanita Ordinance 95-4. Further, the Commission directed staff to prepare an Order for the Chair's signature. Notice of the decision was provided, and the applicant submitted a timely appeal to the City Council.

The City Council elected to conduct the appeal review on the record, and held a hearing on ... After hearing argument from the applicant and those opposed to the application, the City Council adopted the Planning Commission's findings, and denied the application.

The applicant then submitted a timely petition for review to the Oregon Land Use Board of Appeals ("LUBA") on August 8, 2022. Before LUBA, the applicant asserted eight assignments of error against the City's denial. LUBA resolved the petition in a Final Opinion and Order dated February 27, 2023 (the "Remand Order"), remanding the decision to the City for further consideration with respect to three of the assignments of error. Specifically, LUBA agreed with the applicant's arguments that:

1. "[T]he [C]ity erred in relying on [Manzanita Comprehensive Plan] provisions as a basis for the limited land use decision, and in particular as a basis to deny the application for failure to satisfy MZO 4.136(3)(c)(2)." Remand Order at p. 23.
2. "[R]emand is appropriate for the city council to adopt a reviewable interpretation of all of the relevant MZO provisions" MZO 1.030 and MZO 3.030(4)(a), and to determine "whether the Density Standard applies to the proposal." Remand Order at p. 25.
3. The City's decision was not supported by substantial evidence in the record with respect to MZO 4.136(3)(c)(5) in that the record did not support the Planning Commission's conclusions that "the project will generate 'more than 309 vehicle trips'" and that "many of the trips would be directed to downtown." Remand Order at p. 28.

On March 30, 2023, the applicant requested that the City begin remand proceedings to address the three issues on remand. This request started a 120-day time clock for the City to issue its final decision.

The City Council held a special meeting on April 12, 2023 at which it remanded these proceedings to the Planning Commission.

On April 14, 2023 the City issued a Notice of Remand Hearing in accordance with the City Council's decision outlining the remand issues to be resolved at a public hearing before the Planning Commission on May 15, 2023. On May 8, 2023, the City issued a new Notice of Remand Hearing postponing the Remand Hearing to May 30, 2023.

The City's remand decision must be made in writing, with no further appeals available within the City's process, on or before July 28, 2023. The Commission Decision may be appealed to the City Council and the Council must render a final decision, in writing, by July 28, 2023. The Council decision may again be appealed to LUBA.

IV. PROCEDURE ON REMAND

As anticipated in the Notice of Remand Hearing dated May 8, 2023, the issues before the Planning Commission on remand are limited to the remand issues.

The materials on review before the Planning Commission include the existing record as was submitted to LUBA, including previous Staff Reports dated March 10, 2022 and June 10, 2022, finding that applicant's proposal complied with the applicable Planned Development criteria and

recommending that the Planning Commission approve the application. The record also includes the Remand Order, applicant's request for a remand hearing, Notice of Remand Hearing, and Applicant's letter dated May 5, 2023. The record is available at <https://ci.manzanita.or.us/planning-commission/>.

In accordance with the Notice of Remand Hearing, the applicant, as well as others who have participated in these land use proceedings to date will have the opportunity to submit evidence and argument in support or opposition of the application on the remand issues.

IV. PLANNED UNIT DEVELOPMENT PROVISIONS AT ISSUE ON REMAND

As reflected in the City's Notice of Remand Hearing of May 8, 2023, the following issues were remanded for the Planning Commission's review and decision.

- A. LUBA ordered that the Planning Commission cannot consider the Manzanita Comprehensive Plan provisions in making its determination on the application on remand.**

DISCUSSION: LUBA has ruled that the decision on remand to the Planning Commission is a "limited land use decision," and accordingly, only the land use regulations themselves, here the MZO criteria, can be used in making a decision on the application. More specifically under Oregon law, by September 29, 1991, cities and counties were required to incorporate all comprehensive plan standards applicable to limited land use decisions into their land use regulations. If a city or county did not incorporate its comprehensive plan provisions into its land use regulations, *"the comprehensive plan provisions may not be used as a basis for a decision by the city or county or on appeal from that decision."* ORS 197.195(1).

FINDINGS: This issue does not present a decision-point for the Planning Commission. Instead, the Planning Commission must make its decision based solely on the Manzanita Zoning Ordinance provisions, without reference to the Manzanita Comprehensive Plan provisions.

- B. MZO 3.030(4) addresses density standards for development in the Special Residential/Recreational Zone, SR-R. In the SR-R zone the following standards shall apply:**

MZO 3.030(4)(a) Overall density for the SR-R zone is 6.5 dwelling units per gross acre. Dwellings may be clustered on one portion of a site within the SR-R zone and achieve a maximum density of 13 dwellings per acre where at least 40% of the total lot or parcel area is reserved or dedicated as permanent open space as a public or private park area or golf course. The

open space shall be so indicated on the Plan and zoning map, and deed restrictions to that effect shall be filed with the City.

DISCUSSION: LUBA has accepted that the proposed use is a “hotel” and that the proposed use is therefore a permitted use in the City’s SR-R zone. The City’s Ordinance does not define the term “hotel.” For context, one Oregon law defines a hotel as follows:

“Hotel” or “inn” means a property, however owned and including a condominium under ORS chapter 100, in which rooms or suites of rooms generally are rented as transient lodgings and not as principal residences. (ORS 699.005(2))

“Transient lodging” means a room or suite of rooms that is not occupied as a principal residence:

(a) By persons for periods of less than 30 consecutive days; or

(b) With which the services normally offered by hotels, including but not limited to daily or bidaily maid and linen service, a front desk and a telephone switchboard, are provided, regardless of the length of occupancy of a person. (ORS 699.005(4)).

LUBA found that the City’s initial denial of the application “adopted an equivocal finding that [this] Density Standard could apply *if* the [hotel’s] units are ‘dwelling units’ as defined in MZO 1.030, without deciding whether the units are in fact dwelling units.” LUBA remanded this portion of the decision to the City to provide further interpretation, and determine whether the Density Standard in MZO 3.030(4)(a) applies to the application.

In his request for a remand hearing, applicant noted that he disagrees that the Density Standard applies to the hotel project. However, applicant has also stated in that letter that he is nonetheless “willing to reserve or dedicate 40% of the site for open space or public or private park area or a golf course, thereby increasing maximum density to 13 units per acre.”

Applicant has not yet proposed a specific use or design, or otherwise described the physical characteristics of the dedicated open space, to demonstrate how this criterion can be met.

FINDINGS: In accordance with LUBA’s Remand Order, the proposed use is a hotel and is a permitted use in the SR-R zone. Therefore, the Planning Commission may address this issue in two ways.

- First, because the applicant has agreed to meet the Density Standard, despite disagreeing that it should apply to the hotel project, the Planning Commission could determine that this requirement is met, or can be met with a condition of approval, without making an interpretation about whether some or all of the hotel units are “dwelling units” for purposes of MZO 1.030, or whether the Density Standard in MZO 3.030(4)(a) applies to the proposed use. In this instance Staff would recommend that the Planning Commission request additional information from the applicant at the hearing about the design and characteristics of the proposed

dedicated open space, public or private park, or golf course, as the proposed open space use may have offsite impacts with respect to traffic, development planning in the area around the proposed use, and storm drainage.

- Second, the Planning Commission could make an interpretation about whether the hotel's units are "dwelling units" for purposes of MZO 1.030 and whether the Density Standard in MZO 3.030(4)(a) applies to the proposed use.

If the Planning Commission decides that the hotel is not subject to the Density Standard then the applicant need not meet this requirement.

If the Planning Commission decides that the hotel is subject to the Density Standard, this requirement can be met with a condition of approval reflecting applicant's agreement to reserve or dedicate 40% of the site for open space or public or private park area or a golf course.

In this instance as well, Staff would recommend that Planning Commission request additional information from the applicant at the hearing about the design and characteristics of the proposed dedicated open space, public or private park, or golf course, as the proposed open space use may have offsite impacts with respect to traffic, development planning in the area around the proposed use, and storm drainage.

C. MZO 4.136(3), addresses the Planned Unit Development Procedure. With respect to the issues on remand, the following procedures shall be observed in applying for and acting on a planned development:

MZO 4.136(3)(c) The Planning Commission shall consider the preliminary development plan at a meeting, at which time the comments of persons receiving the plan for study shall be reviewed. In considering the plan, the Planning Commission shall seek to determine that:

- (2) Resulting development will not be inconsistent with the . . . zoning objectives of the area, particularly with regard to dune stabilization, geologic hazards and storm drainage.**

DISCUSSION: As discussed in Section A. above, in accordance with LUBA's ruling the City may not consider whether the application complies with Manzanita Comprehensive Plan when making its determination on this application.

LUBA also recognized that under MZO 3.030(2)(h) hotels are a permitted use in the SR-R zone.

FINDINGS: Ordinance 95-4 (and adopted zone map) established the SR-R zone, a zone which permits residential uses along with compatible

commercial activities. And among these very limited commercial uses is a hotel, which is the subject of this application. In accordance with this and LUBA's Remand Order, the establishment of the hotel, a permitted use, is solely limited to compliance with the applicable development standards contained in Ordinance 95-4.

The proposed use is not in an area that affects dune stabilization and Staff is not aware of geologic hazards that would impact or be exacerbated by the proposed use.

Storm drainage is a potential concern regarding the proposed use. The Manzanita Storm Drain System is designed to handle street runoff and limited excess runoff from adjacent properties. The portion of the City stormwater drainage system that would serve this property is located on Dorcas Lane. Excess stormwater runoff could cause strain on the existing stormwater drainage system if not addressed onsite, and may limit or negatively impact future development in the area if future development must account for excess stormwater from this project.

However, properties are required to handle storm water onsite per the City's "Drywell and Infiltration System Standards" document. These standards are designed to prevent/minimize stormwater runoff from adjoining properties and the minimize impact on the storm drain system. .

Applicant has indicated to Staff that stormwater runoff will be handled onsite. Staff recommends a condition that stormwater runoff be addressed onsite per the "Drywell and Infiltration System Standards".

(3) The area around the development can be planned to be in substantial harmony with the proposed plan.

DISCUSSION: As discussed in Section A. above, in accordance with LUBA's ruling the City may not consider whether the application complies with Manzanita Comprehensive Plan when making its determination on this application.

With respect to this criterion, single-family residential development is the primary development activity in the vicinity along with the golf course located to the west. Site topography places most of the structures below residential uses to the east. The golf course tree canopy to the west provides additional separation and screening. The SRR zone also specifically lists hotels as a permitted use along with residential development.

On remand, applicant argued in his May 5, 2023, letter to the Planning Commission that the hotel, as an "outright permitted use that otherwise meets all applicable development standards cannot logically be inharmonious with the surrounding area."

As reflected in the record, opponents to the application have raised concerns that the proposed project is not in substantial harmony with the area surrounding the development. As reflected in the record, the opponents' arguments include that the proposed use is not in substantial harmony with existing development, including arguments that it is incompatible with the existing golf course for safety reasons, and that the proposed community center could create additional traffic and other offsite impacts.

FINDINGS: As the applicant acknowledges in his May 5, 2023 letter, the Council in prior proceedings appears to have interpreted this provision to require that the proposed use be compatible with the existing area around the development.

An alternative interpretation would be that this provision further requires the application meets this requirement with respect to future development.

The Planning Commission will have to decide, without reference to the Comprehensive Plan provisions, whether the application meets this requirement. As with each of the other issues on remand, the parties will have the opportunity to make their case to the Planning Commission at the hearing.

- If the Planning Commission finds that the evidence in the record supports applicant's conclusion that this criterion is met, it should approve the application.
- If the Planning Commission finds that the evidence in the record does not support applicant's conclusion that this criterion is met, it should deny the application.

(5) The streets are adequate to support the anticipated traffic and the development will not overload the streets outside the planned area.

DISCUSSION: LUBA determined that the City's denial was not supported by substantial evidence in the record with respect to MZO 4.136(3)(c)(5) in that the record did not support two of the Planning Commission's conclusions. First, LUBA noted that both the applicant's and the opponent's traffic engineers "estimated that the project would generate 'up to' 309 vehicle trips on the peak day, a Saturday in the summer," which did not support a finding that the project would generate "more than" 309 trips per day. Remand Order at 28. Second, LUBA found that there was no evidence in the record to support the City's conclusion that many of the trips would be directed to downtown.

LUBA remanded this portion of the decision to the City. In accordance with the City's Notice of a Public Hearing, the record is reopened to consider new evidence and argument relating to this remand issue.

The City of Manzanita's Transportation Engineer provided a scoping letter to the Applicant on **April 13, 2023** to provide an updated Transportation Impact

Study (TIS) to address the issues raised in the Remand Order. This letter is posted as part of the packet for the May 30th hearing and is available at the web address above.

FINDINGS: There will be a single private driveway servicing the site. Neither Ordinance 95-4 or Ordinance 95-5 (Land Divisions) contains minimum driveway width and improvement requirements. To ensure two traffic lanes it is recommended the minimum width be 22-feet with paving acceptable to the Department of Public Works. Staff found in its initial Staff Report dated March 10, 2022, that the proposed use can comply with this criterion so long as these conditions are met.

On May 4, 2023 applicant submitted Transportation Impact Study Conducted by Mackenzie for Manzanita Lofts Hotel Dated May 3, 2023

On May 4, 2023 Lancaster Mobley, the City's Contract Traffic Engineer reviewed the findings from the Mackenzie Transportation Impact Analysis.

These materials are available and included in the Planning Commission Packet which can be found on the City's website: <https://ci.manzanita.or.us/planning-commission/>

After reviewing the record, and these additional materials, and with input from the City's Contract Engineer, Staff finds that the TIS for Manzanita Lofts submitted on May 4, 2023 complies with the scoping letter provided to the applicant and demonstrates that impacts from the project will be minor, with all study-area intersections operating acceptably with the project in place.

V. RECOMMENDATION AND CONDITIONS OF APPROVAL

If Planning Commission agrees with City Staff with respect to Staff's findings regarding MZO 3.030(4)(a) and MZO 4.136(3)(c)(2) and (5), and if Planning Commission further finds the proposal complies, or can comply with conditions, with MZO 4.136(3)(c) (3), Staff recommends the Planning Commission approve the application subject to the following Conditions:

- A. The approval shall be limited to the layout submitted and approved as part of this application. Any modification involving altering the phase boundaries, a change in proposed uses, increasing the proposed building footprints by more than 10% or similar modifications shall require a new application and review to proceed.
- B. Construction for individual buildings shall require a design review application and approval. The applicant has the option of submitting a design review application for each building, for a group of similar buildings or for all the buildings within a Phase.
- C. Engineering plans for the entire development will be submitted as part of the development of the Phase 1. The applicant shall have the option of installing public facility improvements for the entire project or only for each Phase. Unless otherwise modified by City Public Works, the minimum improved roadway width serving the development shall be 22-feet.

- D. Design review applications, and associated engineering plans, for Phase 1 shall be submitted within two years of the date of final approval of this application. Associated submittals for the remaining phases shall be submitted within five years from the date of final approval of the design review of Phase 1. Modification to the Phasing or time extensions shall require the review and approval of the Planning Commission.
- E. All stormwater runoff shall be addressed on the subject property. Applicant shall provide a stormwater runoff design plan for approval to the City during the design review phase of the project.
- F. Applicant shall reserve or dedicate 40% of the site for open space or public or private park area or a golf course. The applicant shall provide the City with a site plan that indicates the percentage, location, and specific use for the open space on the site. The open space shall be so indicated on the Plan deed restrictions to that effect shall be filed with the City.
- G. Prior to opening for operation the developer shall submit evidence to the City that the proposed hotel, and its operations, meets the definition of a hotel as defined in ORS 699.005.
- H. Prior to issuance of building permits, the developer shall submit evidence from Tillamook County that the proposed hotel complies, with County regulations regarding the establishment and operation of a hotel/motel.
- I. Operations of the hotel shall continually comply with all necessary health and safety provisions of all State, County and local regulations.
- J. Prior to issuance of Building Permits, the applicant shall submit evidence of the consolidation of the two parcels (Township 3 North; Range 10 West; Section 29D; Tax Lot #2100; Township 3 North; Range 10 West; Section 29DA; Tax Lot #2600) into a consolidated parcel.
- K. Prior to beginning construction, the applicant shall submit the current wetland analysis to the Department of State Lands (DSL) for review and approval. If the DSL requires changes to the layout, these revisions shall require review and approval by the Planning Commission.
- L. The site shall contain 53 vehicle parking spaces as identified on the site plan. Sufficient parking shall be required throughout the development commensurate with the requirements in Ordinance 95-4, Section 4.090.
- M. Applicant is required to clear vegetation west of the site driveway location to achieve at least 225 feet of intersection sight distance, measured from a point 14.5 feet behind the edge of the traveled way on Dorcas Lane, consistent with intersection sight distance requirements in A Policy on Geometric Design of Highways and Streets (AASHTO Manual).
- N. Prior to occupancy of any structure, the developer shall complete the following:
 - 1. Install and/or extend necessary public facility improvements, consistent with City and/or NBWA approved engineering plans.

2. Install parking improvements and landscaping consistent with approved building and engineering plans.

- O. Unless otherwise specifically modified by this decision, development of the site shall continually comply with applicable provisions in Ordinance 95-4 including building height, setbacks, parking, lot coverage and other applicable provisions.
- P. Compliance with these conditions, the requirements of the Manzanita Zoning Ordinance, Nehalem Bay Wastewater Agency, Nehalem Bay Fire & Rescue, Tillamook County Environmental Health, Department of State Lands and applicable building code provisions shall be the sole responsibility of the developer.

VI. PLANNING COMMISSION ACTION

- A. The Planning Commission has the following options:
 - a. Approve the application, adopting findings and conditions contained in the Staff Report;
 - b. Approve the application, adopting modified findings and/or conditions;
 - c. Deny the application, establishing findings as to why the application fails to comply with the decision criteria.
- B. Staff will prepare the appropriate document for the Chair's signature.

5/18/2023 10:31:52 AM

1 SITE PLAN
1" = 60'-0"



SITE INFORMATION:	
OWNER:	MANZANITA LOFTS LLC
TAX LOT:	3N 10W TAX LOT 2600 + 2100
ZONING:	SR-R
LOT AREA:	166,834.8 SF
HOTEL AREA:	6,521 SF
CABIN AREA:	9,000 SF
MICRO CABIN AREA:	2,100 SF
NATIVE LANDSCAPE	
DEDICATED OUTDOOR SPACE PER CODE	
NDOOR OUTDOOR BUILDING FOR GUEST USE PER SECTION 0.030 (2) (h):	2,225 SF
ROAD/PARKING AREA:	26,479 SF
PARKING REQUIRED:	43
PARKING PROVIDED:	53
PERCENTAGE LOT COVERAGE w/ ROAD:	$(6,521 + 9,000 + 2,100 + 2,225 + 26,479 \text{ SF}) / (166,834.8 \text{ SF}) \times 100 = 21.77\%$
PERCENTAGE LOT COVERAGE w/o ROAD:	$(6,521 + 9,000 + 2,100 + 2,225 \text{ SF}) / (166,834.8 \text{ SF}) \times 100 = 11.90\%$
DEDICATED PERMANENT OUTDOOR SPACE PER MZO 3.030(4)a:	$(79,042.9) / (166,834.8 \text{ SF}) \times 100 = 47.38\%$
**+/- 25 TREES REMOVED FOR CONSTRUCTION	
**ADDITION OF +/- 50 NATIVE TREES AND VEGETATION	



DAMASCUS, OR 97089

MANZANITA RETREAT
TAX LOT:
3N 10W TAX LOT 2600 + 2100

SITE PLAN

Drawn By		
TL		
5/18/2023 10:31:52		
AM		
Drawing Index		
No.	Date	Description

SITE

NOT FOR CONSTRUCTION

April 13, 2023

Scott Gebhart
City of Manzanita
543 Laneda Avenue
Manzanita, OR 97130

Dear Scott,

At your request, I have prepared a scope of work for an updated Transportation Impact Study (TIS) for the Manzanita Lofts project, located west of Classic Street and south of Dorcas Lane. I understand that the application has been remanded to the City of Manzanita from the Oregon Land Use Board of Appeals (LUBA). The applicant submitted a limited-scope traffic analysis as part of the original application and the scope provided in this letter is for an updated TIS to be considered as part of the remand.

Transportation Impact Study

The scope of the TIS is detailed below. The report should be prepared by a professional engineer registered in Oregon with specific experience in transportation engineering.

Trip Generation & Distribution

Project-generated trips should be calculated based on the 11th Edition of the *Trip Generation Manual*, published by the Institute of Transportation Engineers (ITE). If other trip generation rates or information are used, they should first be reviewed and approved by the City of Manzanita.

The distribution of project-generated trips should be assigned to the surrounding roadway network based on the traffic count data (see below) as well as anticipated trip origins and destinations and expected travel routes within Manzanita.

Project Study Area

The following intersections shall be included in the project study area. I understand that traffic counts are available that were conducted in August of 2022. Since August has been documented in Oregon Department of Transportation (ODOT) traffic data as the peak month for traffic on Highway 101 through Manzanita, these counts should be used for the TIS. Conditions shall be analyzed at these intersections during typical weekday conditions during the evening peak hour as well as the Saturday afternoon peak.

1. Laneda Avenue at Highway 101
2. Laneda Avenue at Classic Street
3. Classic Street at Dorcas Lane
4. Dorcas Lane at Site Access

Conditions during the anticipated year of buildout for the site should be analyzed at the three study area intersections. Particularly at the intersection of Laneda Avenue with Highway 101, analysis methodologies should

comply with the current edition of the *Analysis Procedures Manual* published by ODOT.

The operation of the site access on Dorcas Lane should be evaluated considering the proximity of the intersection of Dorcas Lane and Classic Street and any westbound traffic queues that may impede operation of the driveway.

In-Process Trips

Trips from development projects that are approved but not yet constructed and operational shall be included in the TIS. The following projects should be considered:

- Heron's Rest
- Steeplejack Brewing
- Expansion Manzanita Grocery & Deli "The Little Apple"
- Highlands Residential Community
- Whispering Pines Housing
- Three Housing Units at the SW corner of Pacific Lane and Tie Lane

Sight Distance

The TIS shall examine intersection and stopping sight distances at the site access location on Dorcas Lane. Sight distance standards in the 7th Edition of *A Policy on Geometric Design of Highways and Streets*, published by AASHTO.

Classic Street Cross Section & Frontage Improvements

The TIS shall address the current and future cross section of Classic Street along the site frontage. If frontage improvements are not being provided that bring the street into compliance with applicable standards, justification shall be provided.

Mitigation

If mitigation to offset the transportation impacts of the proposed development is found to be needed as part of the analyses detailed above, such mitigation shall be identified in the TIS.

If you have any questions regarding this scope of work, please do not hesitate to call.

Sincerely,

A handwritten signature in blue ink, appearing to read "Todd E. Mobley".

Todd E. Mobley, PE
Principal



MACKENZIE.



EXPIRES: 12/31/23

TRANSPORTATION IMPACT STUDY

To
City of Manzanita

For
Manzanita Lofts Hotel

Dated
May 3, 2023

Project Number
2220120.00



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I. INTRODUCTION

Project Description

This Transportation Impact Study (TIS) has been prepared to address traffic impacts of the proposed Manzanita Lofts vacation rentals located at the southwest corner of the intersection of Classic Street with Dorcas Lane. The project consists of nine (9) cabins (1,000 SF), six (6) small cottages (350 SF), and 19 studio hotel rooms (350 SF) for a total of 34 units. Access to the site is proposed with a single 16' driveway on Dorcas Lane, approximately 50 feet west of the intersection with Classic Street, as measured between centerlines of the driveway and Classic Street north approach.

A total of 53 parking spaces will be provided.

Scope of Analysis

This TIS has been prepared in accordance with the ODOT Analysis Procedures Manual Version 2 and the scoping memo from Lancaster Mobley dated April 13, 2023. This TIS includes a summary of existing traffic conditions, proposed trip generation, trip distribution and assignment, crash review, an analysis of intersection operations, and queuing. The scoping letter is provided in Appendix B.

Study Area

In accordance with the scoping memo, the study area includes the following intersections:

- Laneda Avenue/Highway 101
- Laneda Avenue/Classic Street
- Classic Street/Dorcas Lane
- Site Access/Dorcas Lane

Analysis Scenarios

Analysis is provided for all study area intersections. This TIS addresses transportation conditions for the following analysis scenarios during the PM peak hours and Saturday peak hours:

- 2022 Existing
- 2024 Pre-Development without Manzanita Lofts
- 2024 Post-Development with Manzanita Lofts

II. EXISTING CONDITIONS

The existing conditions analysis is based on a current year 2022 inventory of transportation facilities and traffic data collected on August 18th and 20th of 2022.

Site Conditions

The project site is located at the southwest corner of Dorcas Lane with Classic Street and runs south along the Classic Street frontage for approximately 1100'. The site consists of two (2) tax lots (3N 10W TAX LOT 2600 and 2100), is 146,456 SF in size and is zoned SR-R. The site is currently vacant.

Vehicular Transportation Facilities

The study area presented in this TIS includes roadways under City of Manzanita as well as ODOT jurisdiction. Figure 3 presents the existing lane configurations and traffic control devices for the study area intersections. Table 1 summarizes the characteristics of the study area roadways.

TABLE 1 – ROADWAY CHARACTERISTICS							
Roadway	Functional Classification	Posted Speed (mph)	Travel Lanes	Roadway Width	Bike Lanes	On-Street Parking	Sidewalks
Highway 101	Principal Arterial/Statewide Highway	40	2	12 feet	No	No	Yes
Laneda Avenue	Collector	20	2	30 feet	No	Yes	Partial
Classic Street	Local	20	2	20-21 feet	No	No	No
Dorcas Lane	Local	20	2	19-20 feet	No	No	No

Pedestrian and Bike Facilities

No separate pedestrian or bicycle facilities are provided adjacent to the site. Sidewalks are provided along Highway 101 and parts of Laneda Avenue. Bicycle lanes are provided along Highway 101.

Transit Facilities

The City of Manzanita is part of the NW Connector transit system. Route 3 provides service to Manzanita as it passes between Cannon Beach and Tillamook. The greater NW Connector transit system provides connections between Astoria to the north and Yachats to the south along Highway 101. It also provides connections to the east, from Kelso, Washington, to the north to Albany, Oregon, and to the south, primarily along the I-5 corridor. Copies of the NW Connector Route 3 schedule and map have been provided in the Appendix C.

Existing Traffic Counts

Turning movement counts utilized in this study were collected on Thursday, August 18, and Saturday August 20, 2022. **Error! Reference source not found.** presents the existing PM peak hour and Saturday peak hour traffic volumes for all study area intersections. Raw traffic count summaries are provided in Appendix C.

Seasonal Adjustment

Seasonal adjustment factors were reviewed using the ATR Characteristic Table Method and ATR Seasonal Trend Method. This review confirmed the Lancaster Mobley scoping letter which states that according to ODOT, August is the peak month for traffic on Highway 101 through Manzanita. Therefore, no seasonal adjustment was applied to the 2022 existing counts.

Crash Analysis

A review of the most recent five (5) years of crash data from 2016 through 2020 on the ODOT database did not indicate any crashes at the intersection of Dorcas Lane with Classic Street. One (1) crash was noted on Laneda Avenue near the intersection with Classic Street, involving a vehicle backing up. One (1) crash was reported at the intersection of Highway 101 with Laneda, which was a Rear-End type crash and resulted in Property Damage Only (PDO). Reportedly the at fault driver failed to avoid the driver ahead.

The crash evaluation is summarized in Table 2. The raw crash data is provided in Appendix E.

TABLE 2 – INTERSECTION CRASH RATES									
Intersection (Traffic Control Type)	Year					Total Crashes	ADT	Crash Rate	ODOT's 90th Percentile Rate
	2016	2017	2018	2019	2020				
Classic Street/Dorcas Lane (Urban 3ST)	0	0	0	0	0	0	600	0.00	0.408
Laneda Avenue/Classic Street (Urban 3ST)	0	0	0	0	1	1	2,760	0.20	0.408
Laneda Avenue/Highway 101 (Rural 3ST)	1	0	0	0	0	1	6,400	0.09	0.475

Intersection Crash Rates

When evaluating the relative safety of an intersection, consideration is given not only to the total number and types of crashes occurring, but also to the number of vehicles entering the intersection. This concept, referred to as a “crash rate”, is usually expressed in terms of the number of crashes occurring per one million entering vehicles (MEV) for the intersection per year. Intersections having a crash rate higher than 1.0 crashes/MEV should be reviewed for opportunities to improve safety.

The intersection crash rate is calculated by dividing the average number of crashes per year by the MEV per year. A daily traffic volume was estimated by dividing the PM peak hour volume at each intersection by a peak-to-daily factor, or k-factor. A k-factor of 0.156 from ODOT traffic data taken 0.02 miles south of Laneda Avenue on Highway 101 that is available on ODOT's TransGIS web portal, and the PM peak hour

traffic count collected on August 18, 2022. This factor was applied to all study area intersections to estimate ADT.

All intersections were calculated to have a crash rate below 1.0 crashes/MEV. No further crash analysis is recommended.

III. PRE-DEVELOPMENT CONDITIONS

The pre-development condition reflects a build-out year scenario without the proposed project. This scenario includes traffic from the 2022 existing condition, background traffic growth to the year 2024, and in-process traffic from other approved developments that have not yet been constructed.

Planned Transportation Improvements

The City of Manzanita is currently making improvements to Dorcas Street between 4th and Classic to provide a 20' paved width with drainage improvements. This improvement will extend across a portion of the site frontage, but not extend to Classic Street. No sidewalks are planned with the project – only gravel shoulders are provided.

No other planned improvements were noted in the study area.

Background Traffic Growth

Background traffic growth is applied to existing traffic volumes to forecast future traffic demand. ODOT's 2040 Future Volumes Table includes data 0.2 miles north of Manzanita Avenue and 0.2 miles south of Laneda Avenue along Highway 101. Both growth rates were estimated to be below 1%. As a conservative measure a 1% annual background growth was applied to existing 2022 traffic volumes over two (2) years to estimate 2024 background traffic. Background growth was applied to all movements at all intersections.

Figure 5 presents the PM peak hour and Saturday peak hour background traffic growth volumes for all study area intersections.

In-Process Traffic

In-process traffic volumes account for developments that have been approved or that are under construction at the time of a traffic study. These traffic volumes account for traffic that will be added to the external roadway network before build-out of the proposed development. Traffic volumes for the following developments were included in the analysis to account for in-process traffic:

- Heron's Rest – 26 dwellings
- Steeplejack Brewing – 3,198 SF restaurant, 2,167 SF retail, three (3) hotel rooms
- Expansion Manzanita Grocery and Deli "The Little Apple" – 300 SF Expansion
- Highlands Residential Community – 53 dwellings
- Whispering Pines Housing – six (6) dwellings
- SW corner of Pacific Lane and Tie Lane – three (3) dwellings

Figure 6 presents the PM peak hour and Saturday peak hour in-process trips for the above projects for all study area intersections.

Pre-Development Traffic

The 2024 pre-development analysis scenario is a combination of 2022 existing traffic, a 1% annual background growth rate over two (2) years, and in-process traffic. The pre-development traffic without the project trips will indicate if traffic issues are present before the addition of the proposed project.

Figure 7 presents the PM peak hour and Saturday peak hour 2024 pre-development traffic volumes.

IV. SITE DEVELOPMENT

Trip Generation

As directed by the City's traffic engineer Lancaster Mobley, trip estimates were made based on ITE's Trip Generation Manual, 11th Edition for the Motel and Hotel Land Uses. Consideration was given to other land uses, such as Recreational Homes, but trip rates for a Motel are generally higher and the proposed use does not fit other descriptions well. For example, Recreational Homes are typically in a larger development with many amenities on site. Weekday trip estimates for the Motel use (LUC 320) are 114 daily, 17 AM peak hour (6 enter, 11 exit), and 19 PM peak hour (10 enter, 9 exit). ITE does not provide Saturday trip data for the Motel use, so trip rates for Hotel (LUC 310) were used. The ITE trip data for the Hotel land use typically includes a restaurant, swimming pool, etc. Since this project does not include these amenities, the Hotel use data likely overstates actual trips for this project and is therefore a conservative estimate for Saturday trips. On a weekend, Saturday volumes for the Hotel use are highest at 274 daily trips, with the peak hour of 24 trips (14 enter, 10 exit).

Table 3 presents the trip generation summary for the hours analyzed.

TABLE 3 – TRIP GENERATION										
ITE Code	ITE Land Use	Size	Weekday Daily Trips	Weekday PM Peak Hour			Saturday Daily Trips	Saturday Peak Hour		
				In	Out	Total		In	Out	Total
320	Motel	34 Rooms	94	10	9	19	N/A	N/A		
310	Hotel	34 rooms	N/A				274	14	10	24
Total Manzanita Lofts		34 Rooms	94	10	9	19	274	14	10	24

By comparison, the site would support 24 residential homes based on the code allowance of 6.5 units per acre on the 3.83-acre site, or up to 49 residential homes if open space was provided. Based on trip rates for Single Family Residential (LUC 210) just 24 homes would generate 226 weekday and 228 Saturday trips, with 23 PM peak hour and 22 Saturday peak hour trips. These numbers are similar to the proposed motel use. At 49 homes, the trip estimates would be twice as high.

Trip Distribution and Assignment

Trip distribution was estimated using existing traffic volumes at the study area intersections. Based on those volumes, we estimate 20% of the PM and Saturday trips will remain in town and travel to and from the west, with the remaining 80% traveling out of town towards Highway 101. At Highway 101, vehicles are split about one-third to the north and two-thirds to the south. A few trips may travel south from the site on Classic Street towards the state park or golf course, but for purposes of this analysis we have assigned trips mostly to Laneda Avenue.

- 10% To/From the West on Laneda Avenue
- 10% To/From the West on Dorcas Lane
- 25% To/From the North on Highway 101
- 55% To/From the South on Highway 101

Post-Development Traffic

Post-development traffic volumes are the sum of the site trips and the pre-development traffic volumes. Figure 9 presents the PM peak hour and Saturday peak hour 2024 post-development traffic volumes.

V. SITE ACCESS, CIRCULATION, AND PARKING

Site Access and Circulation

Site access is proposed to the shorter frontage on Dorcas Lane due to existing grades along the frontage of Classic Street making this the only viable driveway location.

Consistent with the character of the neighborhood, the project will not provide sidewalks on the street frontages. The City's roadways are intended to be shared by all users with slow speeds and low volumes encouraged by the narrow roadways.

No frontage improvements are proposed with the project. The City's standard cross section for Classic Street is a 24' roadway with a 10' bike/pedestrian path, however, no request has been made to widen the roadway or provide a separate path, nor was such required with development of the Cottages on the east side of the roadway.

Parking

A total of 53 spaces are proposed with the project, which exceeds the City's minimum required and provides more than one (1) space per hotel unit.

Sight Distance Evaluation

As requested by Lancaster Mobley, sight distance recommendations are taken from the 7th Edition of A Policy on Geometric Design of Highways and Streets published by AASHTO. For low volume and low speed local roadways like Dorcas Lane and Classic Street, sight distances recommendations are 225' for 20 mph speed zones. At the intersection of Classic Street with Dorcas Lane, sight distances can be met on each approach, although brush at the northeast corner of the intersection may need to be trimmed to meet the recommendations. Sight distance of 225' can be met at the proposed site access on Dorcas Lane with trimming of brush to the west of the driveway. Vehicles at the intersection of Dorcas Lane and Classic Street can be seen from the proposed site driveway, and although it is less than 225' from the driveway, vehicles are stopped.

VI. OPERATIONS ANALYSIS

Two (2) aspects of operation analysis were evaluated for the study area intersections: 1) intersection operation analysis, which evaluates how well an intersection processes traffic demand; and 2) queuing analysis, which compares intersection queues with available storage for different travel lanes.

Intersection Operations Analysis

Intersection operations are generally measured by three (3) mobility standards: volume-to-capacity (v/c) ratio, level-of-service (LOS), and delay (measured in seconds).

- V/C ratio is a measurement of capacity used by a given traffic movement or for an entire intersection. It is defined by the rate of traffic flow or traffic demand divided by the theoretical capacity calculated for the roadway geometry and traffic control.
- LOS is an expression of the average control delay (in seconds) experienced by drivers as described by a letter on the scale from A to F. LOS A represents optimum operating conditions and minimum delay, while LOS F indicates lengthy delays and often over-capacity conditions.
- Delay is a measurement of the average vehicle delay resulting from the type of traffic control and the conflicting traffic volumes. An average delay can be expressed for a certain movement, a specific lane, a single approach, or for an entire intersection.

Performance Measures

The Oregon Highway Plan (OHP) designates Highway 101 as a statewide highway that is not within a Metropolitan Planning Organization (Non-MPO) and outside of a Special Transportation Area. With a posted speed of 40 mph, Table 6 of the OHP states the mobility target for the Highway 101 and Laneda Avenue intersection is a v/c ratio of 0.85 or less.

A portion of Laneda Way appears to be under the Jurisdiction of Tillamook County (2002 TSP) and all other roadways are under City jurisdiction, with no clear operational standards. For purposes of this analysis, and as is generally accepted for local City streets, a level of service “D” or better is being considered sufficient for City intersections as well as the portion of Laneda under County jurisdiction. For stop-controlled intersections, a level of service “D” is generally better operation than the OHP’s 0.85 v/c ratio.

Methodology

Intersection operations were analyzed with the use of Synchro 10 software, which utilizes the Transportation Research Board’s *Highway Capacity Manual* (HCM) 2000, HCM 2010, and HCM 6 methodologies. All the study area intersections are stop controlled.

Findings

The operation results for the intersection, the approach, and the noted critical lane group are presented in Table 4. Synchro output sheets are provided in Appendix G G.

Most of the added trips from the project will travel through the Classic Street with Dorcas Lane intersection. With fewer than 25 trips added in even the busiest hour (one (1) vehicle every 2.4 minutes) and an average of less than one (1) vehicle every three (3) minutes during even the busiest day, the intersection impact will be negligible.

TABLE 4 – PEAK HOUR INTERSECTION OPERATIONS				
Intersection (Control)	Peak Hour	Analysis Results (v/c-LOS-Delay in seconds)		
		2022 Existing	2024 Pre-Development	2024 Post-Development
Laneda Avenue/Classic Street (4ST)	PM	0.10-B-11.3 (SB)	0.12-B-12.0 (SB)	0.12-B-12.3 (SB)
	Saturday	0.09-B-11.6 (NB)	0.12-B-12.3 (NB)	0.14-B-12.4 (NB)
Laneda Avenue/Highway 101 (3ST)	PM	0.47-C-21.2 (EB)	0.60-D-28.0 (EB)	0.63-D-29.7 (EB)
	Saturday	0.49-C-23.6 (EB)	0.67-E-35.8 (EB)	0.72-E-40.3 (EB)
Dorcas Lane/Site Access (3ST)	PM	N/A	N/A	0.01-A-8.5 (NB)
	Saturday	N/A	N/A	0.01-A-8.6 (NB)
Classic Street/Dorcas Lane (4ST)	PM	0.05-A-7.2 (NB)	0.07-A-7.3 (SB)	0.08-A-7.3 (SB)
	Saturday	0.09-A-7.5 (NB)	0.11-A-7.6 (NB)	0.11-A-7.6 (NB)

As presented in Table 5, all study area intersections currently operate within ODOT and City standards and are projected to continue meeting standards under post-development conditions.

Intersection Queuing Analysis

An intersection queuing analysis was conducted for the study area intersections during the PM peak hour and Saturday peak hour to evaluate any potential queue spillbacks. The 95th percentile queues presented in the Synchro software output sheets in Appendix G indicate the expected recurring number of vehicles queued during the peak 15 minutes. Results are rounded to the nearest whole vehicle with an average length assumed to be 25 feet per vehicle. For queues reported as less than 0.5 vehicles, a minimum of 25' was assumed for the queue length – one (1) vehicle would be expected to be queued for some period of time.

Methodology

Available queue storage lengths were estimated using Google Earth Pro software and rounded to the nearest five (5) feet. For turn lanes, two (2) available storage values are stated: the first represents the striped storage; the second is the effective storage, or the length physically available regardless of striping, such as a center turn lane upstream of a striped left-turn lane at an intersection. Although through lanes have no storage defined by striping, two (2) values are reported for storage: the first is the distance to an upstream driveway; the second is the distance to an upstream public street intersection.

Findings

The PM peak hour and Saturday 95th percentile queues are presented in Table 5. The Table shows that under no circumstances does the calculated queue exceed the storage for the travel or turn lanes.

TABLE 5 – 95TH PERCENTILE QUEUING ANALYSIS					
Intersection (Control)	Approach/ Movement	Available/ Effective Storage (feet)	PM/Saturday Queue (feet)		
			2022 Existing	2024 Pre- Development	2024 Post- Development
Laneda Avenue/Classic Street	EB	300	25/25	25/25	25/25
	WB	360	25/25	25/25	25/25
	NB	375	25/25	25/25	25/25
	SB	350	25/25	25/25	25/25
Laneda Avenue/Highway 101	EB LT/RT	360	50/75	100/125	100/125
	NB LT	150	25/25	25/25	25/25
Dorcas Lane/Site Access	WB	25	N/A	N/A	25/25
	NB	50	N/A	N/A	25/25
Classic Street/Dorcas Lane	EB	25/350	25/25	25/25	25/25
	WB	140/300	25/25	25/25	25/25
	NB	650	25/25	25/25	25/25
	SB	375	25/25	25/25	25/25

Approximately 25' is available on Dorcas Lane between the stop bar at Classic Street intersection and the edge of the driveway, allowing for one (1) vehicle to be queued at the intersection without blocking the driveway. As shown in the results, only one (1) vehicle is anticipated to be queued at the all-way stop intersection.

VII. MITIGATION AND RECOMMENDATIONS

The addition of trips from the proposed Manzanita Lofts hotel will have a negligible impact on the existing roadways in the area, with operation remaining at acceptable levels. Local intersections will remain at level of service "A" or "B" during peak times with low delays, significantly better than the level of service "D" standard. Vehicle queues will not exceed available storage. Sight distances can be met at the proposed access on Dorcas Lane and there are no noted safety deficiencies in the area based on a review of available crash data.

Frontage improvements are not proposed on either Dorcas Lane or Classic Street. Shared use of the road by vehicles, pedestrians, and bicycles can continue consistent with current conditions given the existing low volumes and slow speeds, as well as the limited impact on these road segments from the site development.

VIII. APPENDICES

- Appendix A. Figures
- Appendix B. Scoping Material
- Appendix C. Transit Information
- Appendix D. Traffic Count Summaries
- Appendix E. In-Process Trips and Vicinity Map
- Appendix F. Crash Data
- Appendix G. Operations Calculations

APPENDIX A
FIGURES



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VICINITY MAP

MANZANITA LOFTS
MANZANITA, OREGON

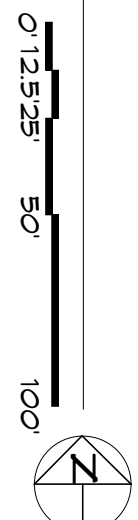
FIGURE

1

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1 SITE PLAN

1" = 50'-0"



SITE INFORMATION:

OWNER: MANZANITA LOFTS LLC
TAX LOT: 3N 10W TAX LOT 2600 + 2100
ZONING: SR-R
LOT AREA: 146,456 SF
HOTEL AREA: 6,521 SF
CABIN AREA: 9,000 SF
MICRO CABIN AREA: 2,100 SF
ROAD/PARKING AREA: 26,475 SF

PERCENTAGE LOT COVERAGE W/ ROAD: (6,521 + 9,000 + 2,100 + 26,475 SF) / (146,456 SF) X 100 = 90.11%

PERCENTAGE LOT COVERAGE W/O ROAD: (6,521 + 9,000 + 2,100 SF) / (146,456 SF) X 100 = 12.03%



DAMASCUS, OR 97084

MANZANITA RETREAT

TAX LOT:
3N 10W TAX LOT 2600 + 2100

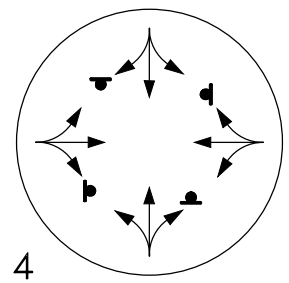
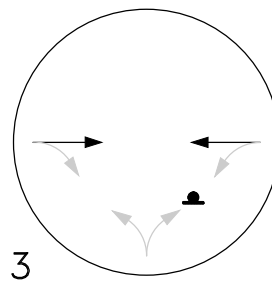
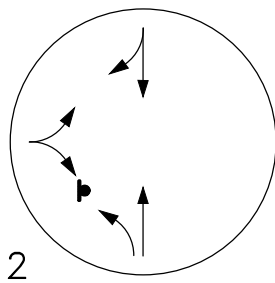
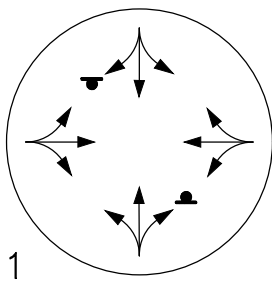
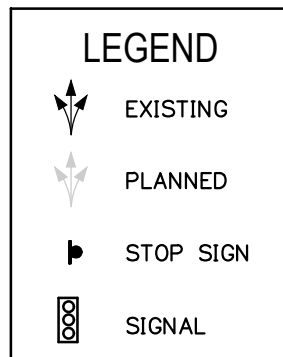
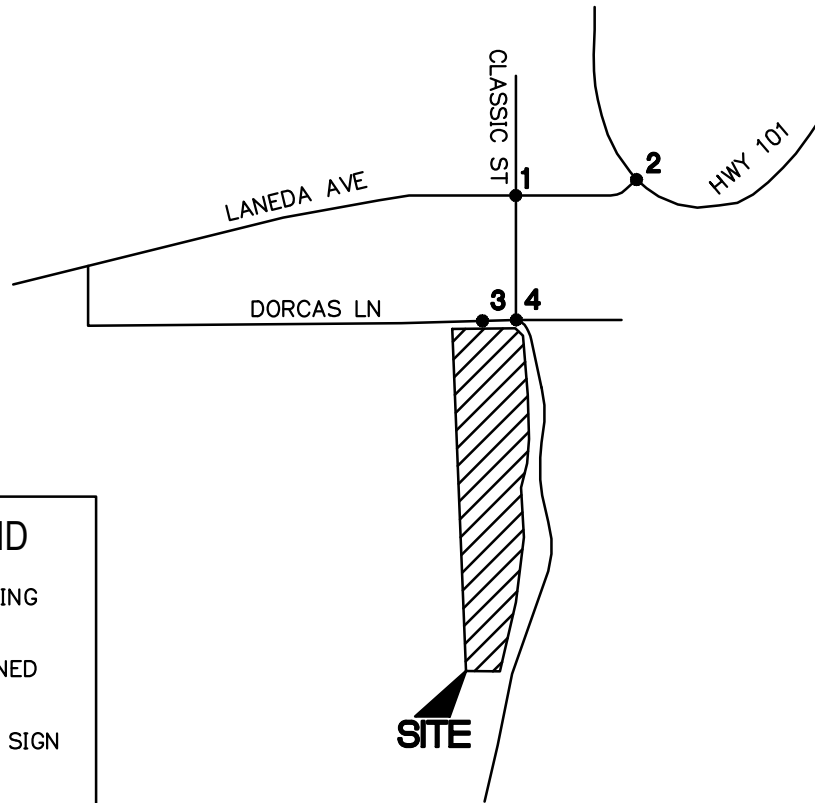
SITE PLAN

Drawn By	TL
Date	5/26/2022 8:58:02 AM
Description	Working Index

SITE



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EXISTING + PLANNED
TRAFFIC CONTROL DEVICES
+ LANE CONFIGURATIONS

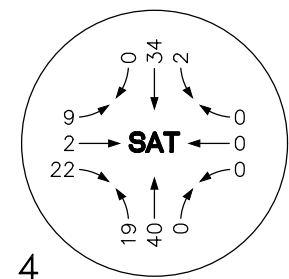
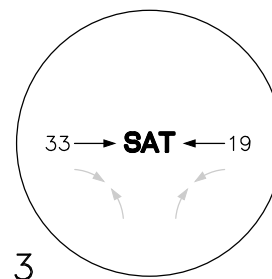
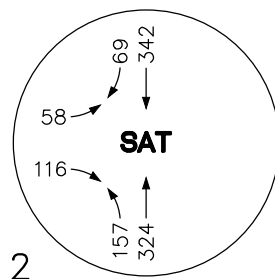
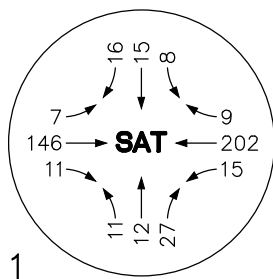
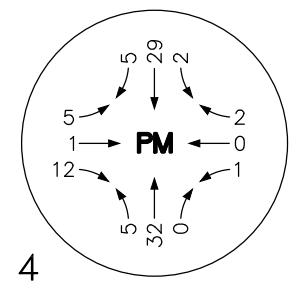
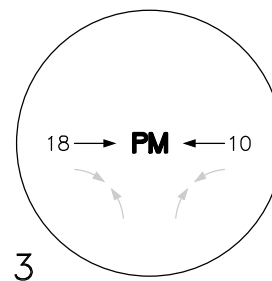
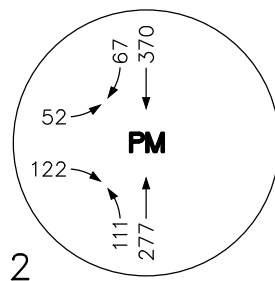
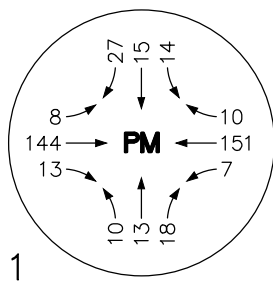
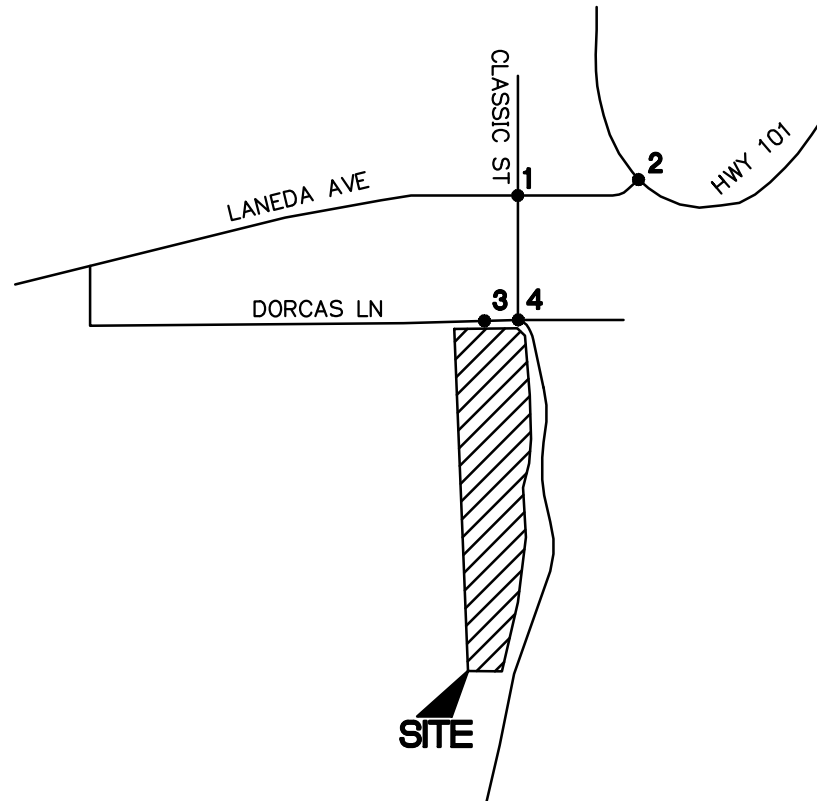
MANZANITA LOFTS
MANZANITA, OREGON

FIGURE
3

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2022 EXISTING
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PM + SATURDAY PEAK HOURS
MANZANITA LOFTS
MANZANITA, OREGON

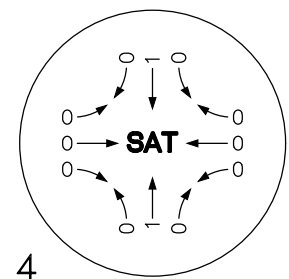
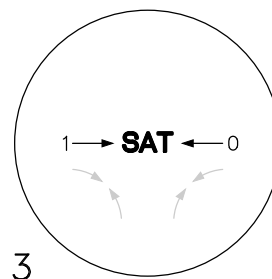
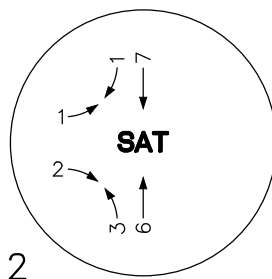
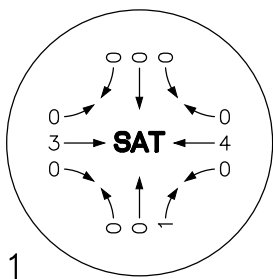
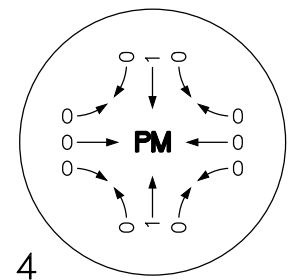
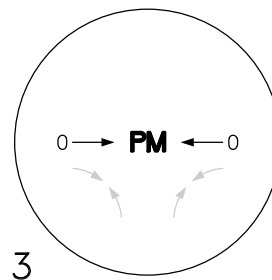
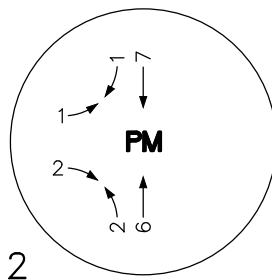
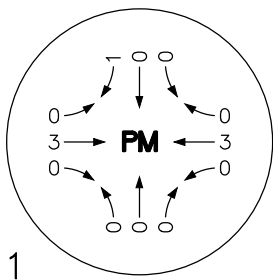
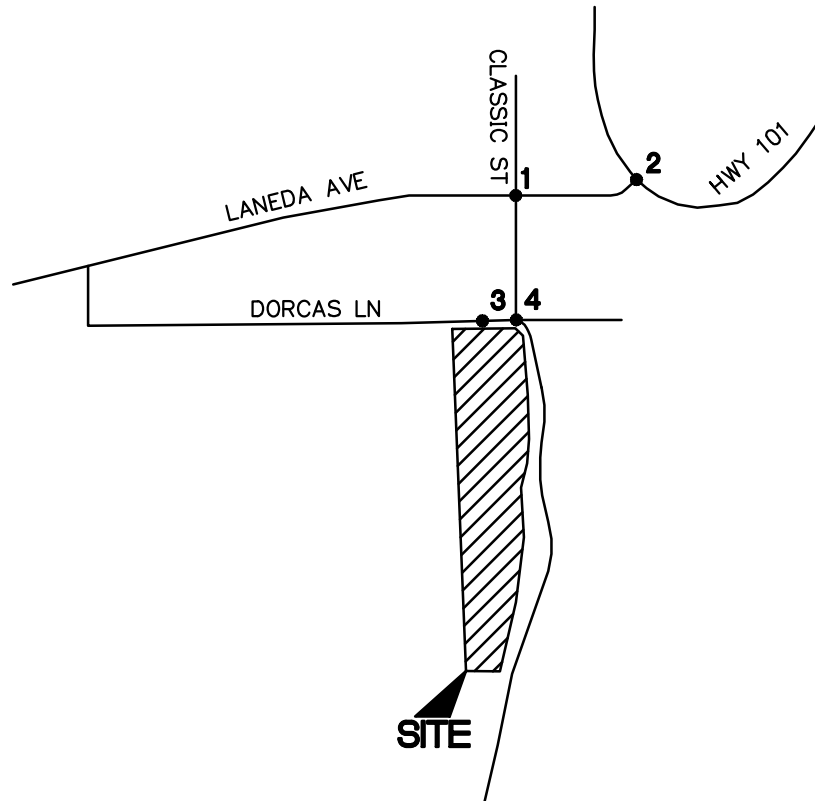
FIGURE

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BACKGROUND GROWTH, 2 YRS
• 1.0% PER YEAR -
PM + SATURDAY PEAK HOURS

MANZANITA LOFTS
MANZANITA, OREGON

FIGURE

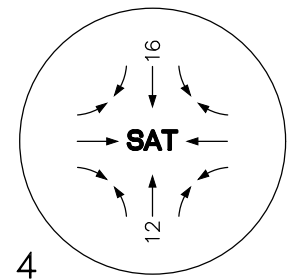
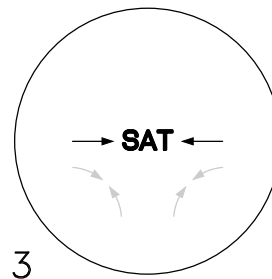
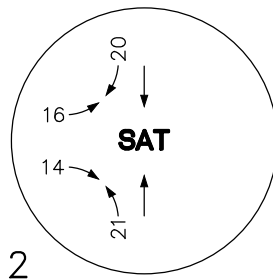
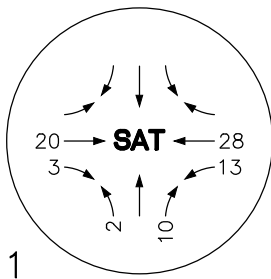
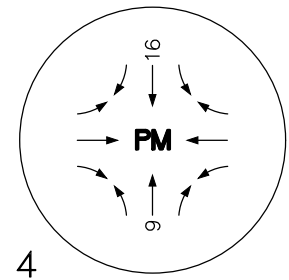
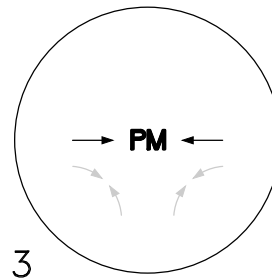
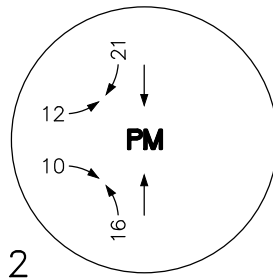
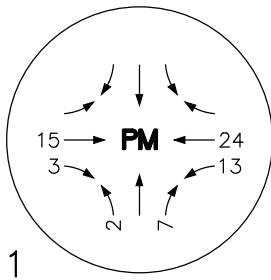
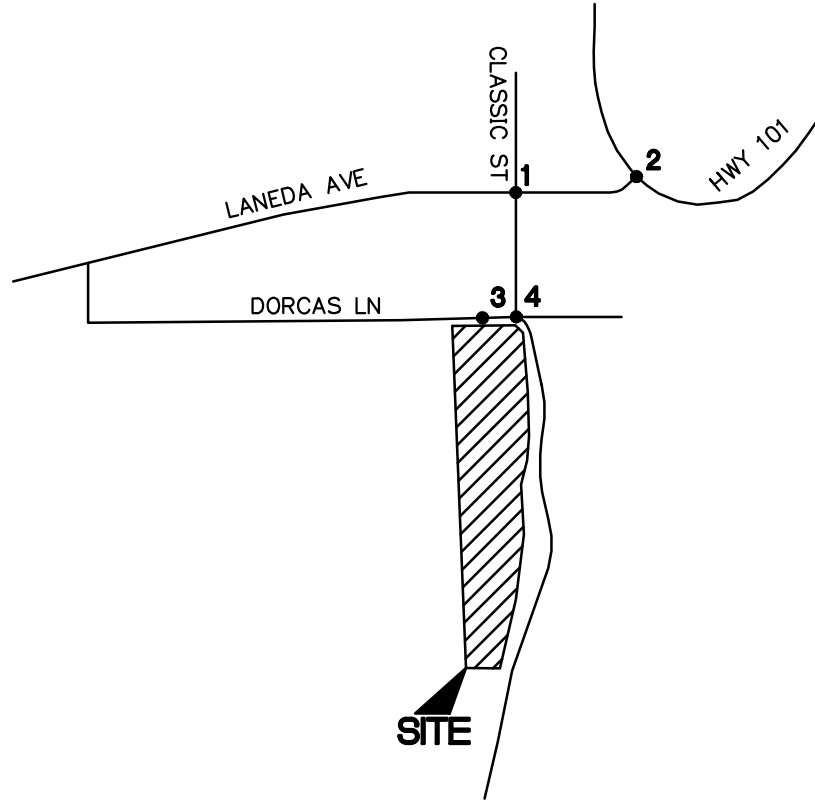
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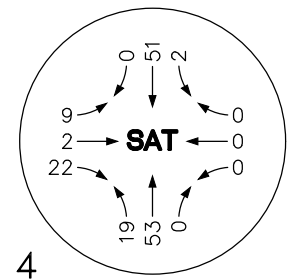
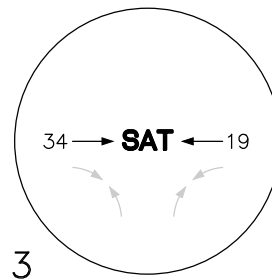
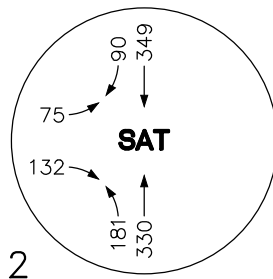
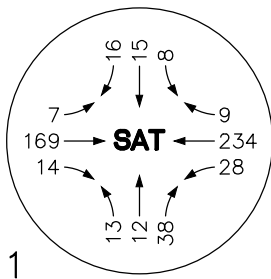
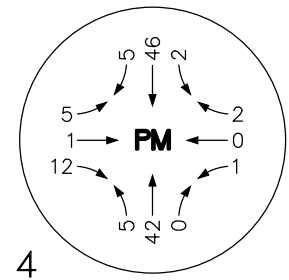
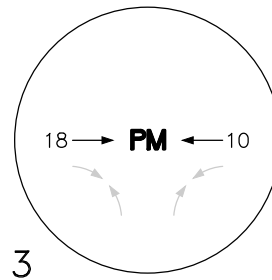
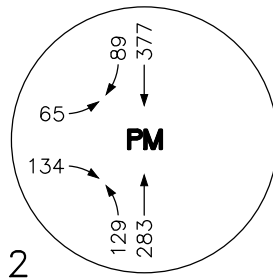
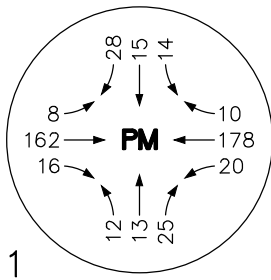
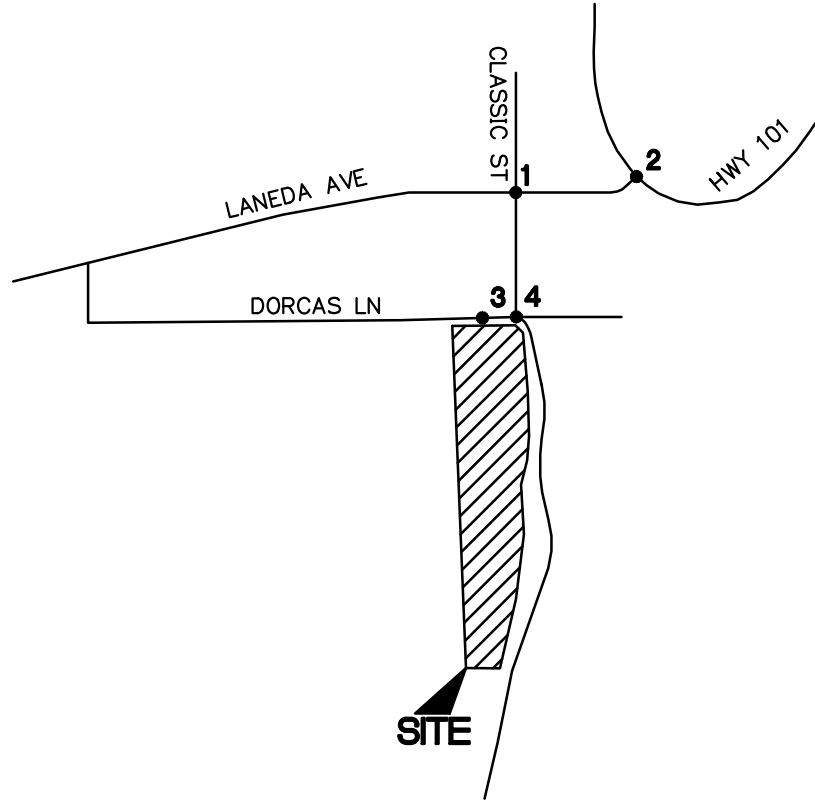
IN-PROCESS
TRAFFIC VOLUMES -
PM + SATURDAY PEAK HOURS
MANZANITA LOFTS
MANZANITA, OREGON

FIGURE
6

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TRAFFIC VOLUMES -
PM + SATURDAY PEAK HOURS

MANZANITA LOFTS
MANZANITA, OREGON

FIGURE

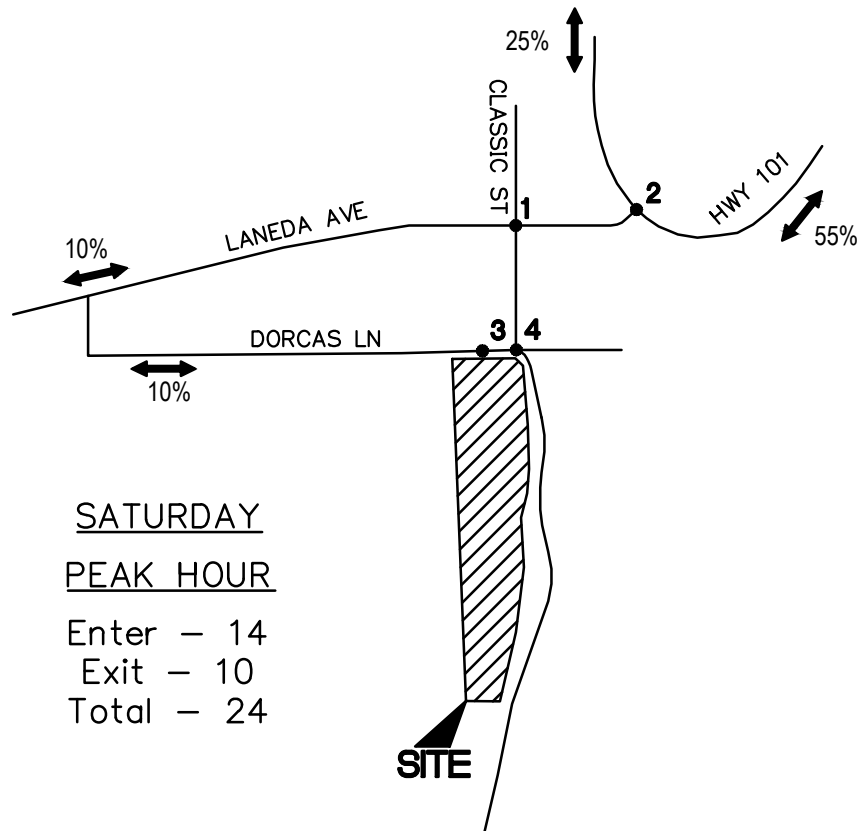
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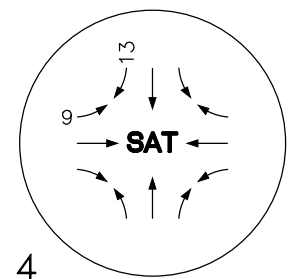
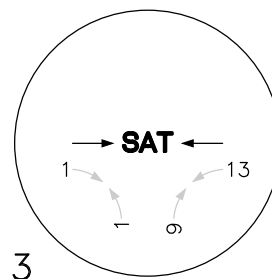
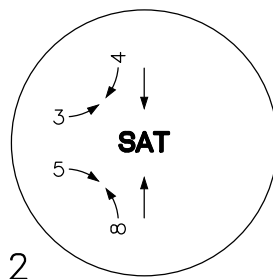
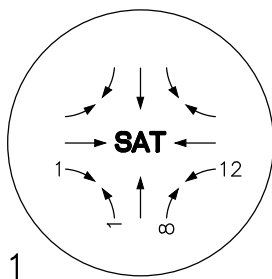
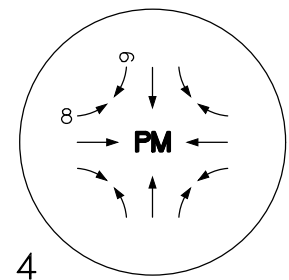
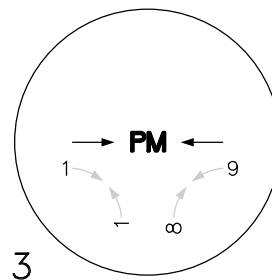
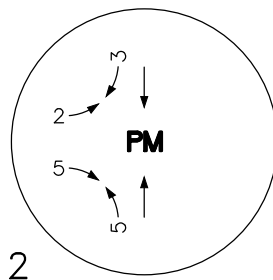
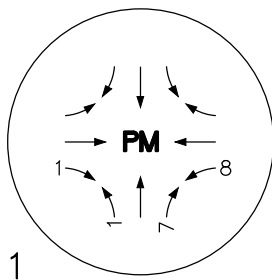
PM PEAK HOUR

Enter - 10
Exit - 9
Total - 19

SATURDAY

PEAK HOUR

Enter - 14
Exit - 10
Total - 24



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PRIMARY TRIP DISTRIBUTION
+ ASSIGNMENT -
PM + SATURDAY PEAK HOURS

MANZANITA LOFTS
MANZANITA, OREGON

FIGURE

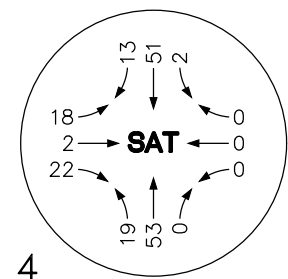
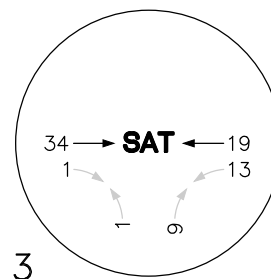
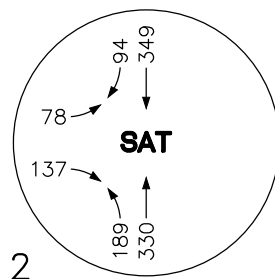
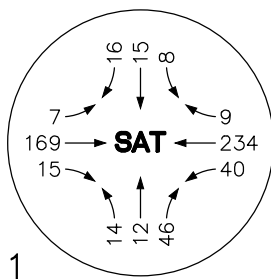
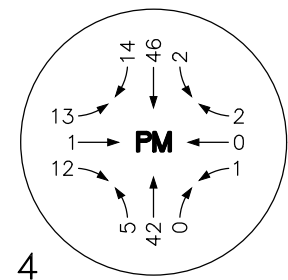
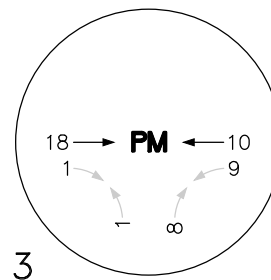
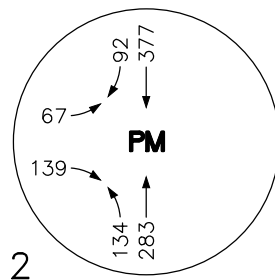
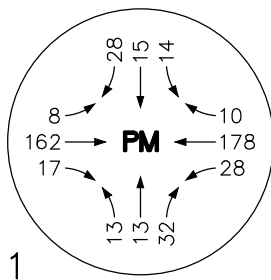
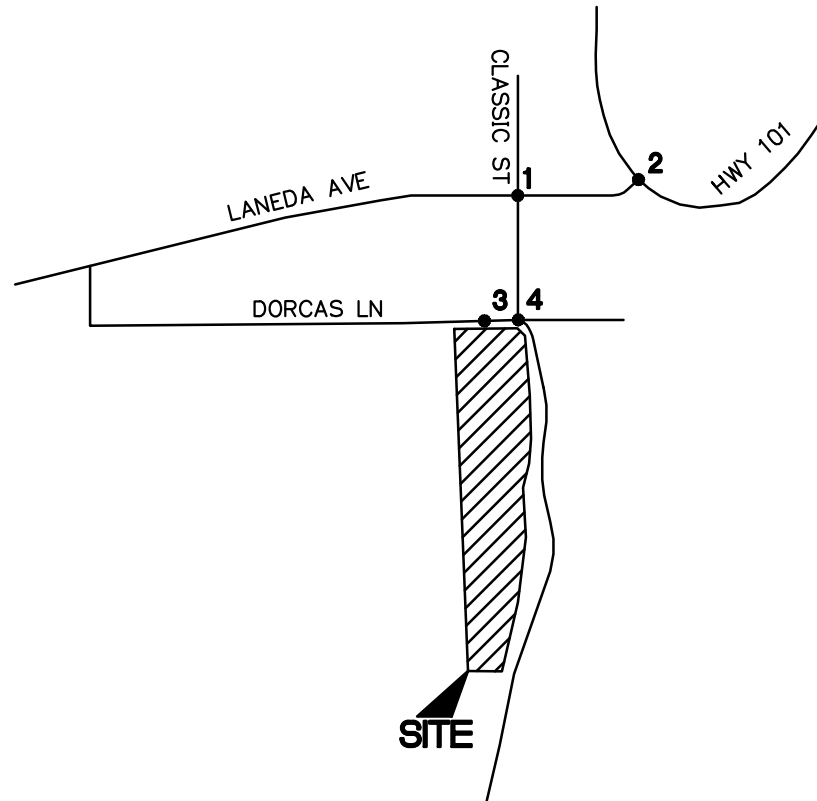
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2024 POST-DEVELOPMENT
TRAFFIC VOLUMES -
PM + SATURDAY PEAK HOURS

MANZANITA LOFTS
MANZANITA, OREGON

FIGURE

9

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APPENDIX B
**SCOPING
MATERIAL**

April 13, 2023

Scott Gebhart
City of Manzanita
543 Laneda Avenue
Manzanita, OR 97130

Dear Scott,

At your request, I have prepared a scope of work for an updated Transportation Impact Study (TIS) for the Manzanita Lofts project, located west of Classic Street and south of Dorcas Lane. I understand that the application has been remanded to the City of Manzanita from the Oregon Land Use Board of Appeals (LUBA). The applicant submitted a limited-scope traffic analysis as part of the original application and the scope provided in this letter is for an updated TIS to be considered as part of the remand.

Transportation Impact Study

The scope of the TIS is detailed below. The report should be prepared by a professional engineer registered in Oregon with specific experience in transportation engineering.

Trip Generation & Distribution

Project-generated trips should be calculated based on the 11th Edition of the *Trip Generation Manual*, published by the Institute of Transportation Engineers (ITE). If other trip generation rates or information are used, they should first be reviewed and approved by the City of Manzanita.

The distribution of project-generated trips should be assigned to the surrounding roadway network based on the traffic count data (see below) as well as anticipated trip origins and destinations and expected travel routes within Manzanita.

Project Study Area

The following intersections shall be included in the project study area. I understand that traffic counts are available that were conducted in August of 2022. Since August has been documented in Oregon Department of Transportation (ODOT) traffic data as the peak month for traffic on Highway 101 through Manzanita, these counts should be used for the TIS. Conditions shall be analyzed at these intersections during typical weekday conditions during the evening peak hour as well as the Saturday afternoon peak.

1. Laneda Avenue at Highway 101
2. Laneda Avenue at Classic Street
3. Classic Street at Dorcas Lane
4. Dorcas Lane at Site Access

Conditions during the anticipated year of buildout for the site should be analyzed at the three study area intersections. Particularly at the intersection of Laneda Avenue with Highway 101, analysis methodologies should

comply with the current edition of the *Analysis Procedures Manual* published by ODOT.

The operation of the site access on Dorcas Lane should be evaluated considering the proximity of the intersection of Dorcas Lane and Classic Street and any westbound traffic queues that may impede operation of the driveway.

In-Process Trips

Trips from development projects that are approved but not yet constructed and operational shall be included in the TIS. The following projects should be considered:

- Heron's Rest
- Steeplejack Brewing
- Expansion Manzanita Grocery & Deli "The Little Apple"
- Highlands Residential Community
- Whispering Pines Housing
- Three Housing Units at the SW corner of Pacific Lane and Tie Lane

Sight Distance

The TIS shall examine intersection and stopping sight distances at the site access location on Dorcas Lane. Sight distance standards in the 7th Edition of *A Policy on Geometric Design of Highways and Streets*, published by AASHTO.

Classic Street Cross Section & Frontage Improvements

The TIS shall address the current and future cross section of Classic Street along the site frontage. If frontage improvements are not being provided that bring the street into compliance with applicable standards, justification shall be provided.

Mitigation

If mitigation to offset the transportation impacts of the proposed development is found to be needed as part of the analyses detailed above, such mitigation shall be identified in the TIS.

If you have any questions regarding this scope of work, please do not hesitate to call.

Sincerely,



Todd E. Mobley, PE
Principal



APPENDIX C

**TRANSIT
INFORMATION**

Fares/ Tarifas

Each Way, Per Zone/

Ida o vuelta, por zona.....\$1.50

Zone 1: Hobsonville Point (S. of Garibaldi) to Sand Lake Rd (N. of Hemlock)

Zone 2: Clatsop County Line to Hobsonville Point (S. of Garibaldi)

Zone 3: Sand Lake Rd (N. of Hemlock) to Lincoln County Line

Lincoln County Zone: Starts at Lincoln County Line

Clatsop County Zone: Starts at Clatsop County Line

Child Fares/ Tarifas Para Niños

First Child/ Primer Niño (0-4).....FREE

Additional Child/ Niño adicional (0-4)...1/2 Fare

Child/ Niño (5-11).....1/2 Fare

(When traveling with a full fare adult/ Al viajar con un adulto que paga la tarifa completa)

Monthly Pass/ Pase de Un Mes

Regular/ Regular.....\$40

Reduced/ Descuento.....\$30

Reduced fares offered for age 60+, children, & individuals with verifiable short or long term disability/ Se ofrecen tarifas con descuento para mayores de 60 años, niños y personas con discapacidades de corto o largo plazo comprobables

No Bus Service/ No Hay Servicio de Autobuses

New Years Day/ Año Nuevo

Thanksgiving Day/ Día de Acción de Gracias

Christmas Day/ Navidad

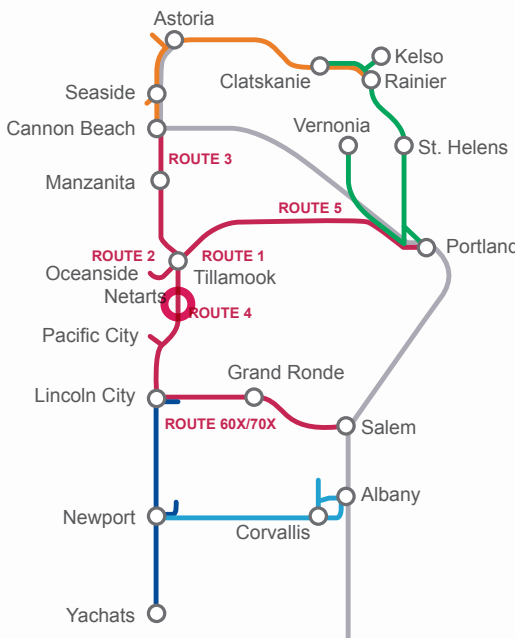
Route & Schedule Info/ Información de Rutas y Horarios

800-815-8283

www.TillamookBus.com

800-735-2700/TTY

nwCONNECTOR
NWCONNECTOR.ORG



NWCONNECTOR Visitor Pass/ Pase Para Visitantes

3 Days/ 3 Días \$25

7 Days/ 7 Días \$30

(includes a round trip to Portland or Salem and unlimited travel on NWConnector routes/ Incluye un viaje redondo a Portland o Salem y viajes ilimitados en las rutas de NWConnector)

CONNECTING SERVICES/ SERVICIOS DE CONEXIÓN

Lincoln County Transit

nwconnector.org | 541-265-4900

Sunset Empire Transportation District

nwconnector.org | 503-861-7433

Point Bus

oregon-point.com | 1-888-846-4183

Greyhound

greyhound.com | 1-800-231-2222

Amtrak

amtrak.com | 1-800-872-7245

Tri-Met

trimet.org | 503-238-7433

ROUTE/ RUTA 3 Tillamook - Cannon Beach

Effective January 23, 2022
A partir del 23 de enero de 2022



**Tillamook County
Transportation District**



ROUTE/ RUTA 3

Tillamook - Cannon Beach

SERVICE OPERATES 7 DAYS A WEEK
EL SERVICIO OPERA LOS 7 DÍAS DE LA SEMANA



FOR REAL TIME BUS INFO, DOWNLOAD THE TRANSIT APP TODAY!!
PARA OBTENER INFORMACIÓN SOBRE LOS AUTOBUSES EN
TIEMPO REAL, DESCARGUE LA APLICACIÓN TRANSIT.

Transit Center 2nd & Laurel	Tillamook Fred Meyer	Idaville	Bay City	Garibaldi	Rockaway Beach	Wheeler	Nehalem	Manzanita	Cannon Beach
1	2	3	4	5	6	7	8	9	10
Northbound									
4:55	5:00	5:06	5:09	5:17	5:27	5:45	5:53	5:59	--
9:03	9:08	9:14	9:17	9:25	9:35	9:53	10:01	10:07	10:27
1:50	1:55	2:01	2:04	2:12	2:22	2:40	2:48	2:54	3:14
6:05	6:10	6:16	6:19	6:27	6:37	6:55	7:03	7:09	7:29

Bold/ Negritas = PM

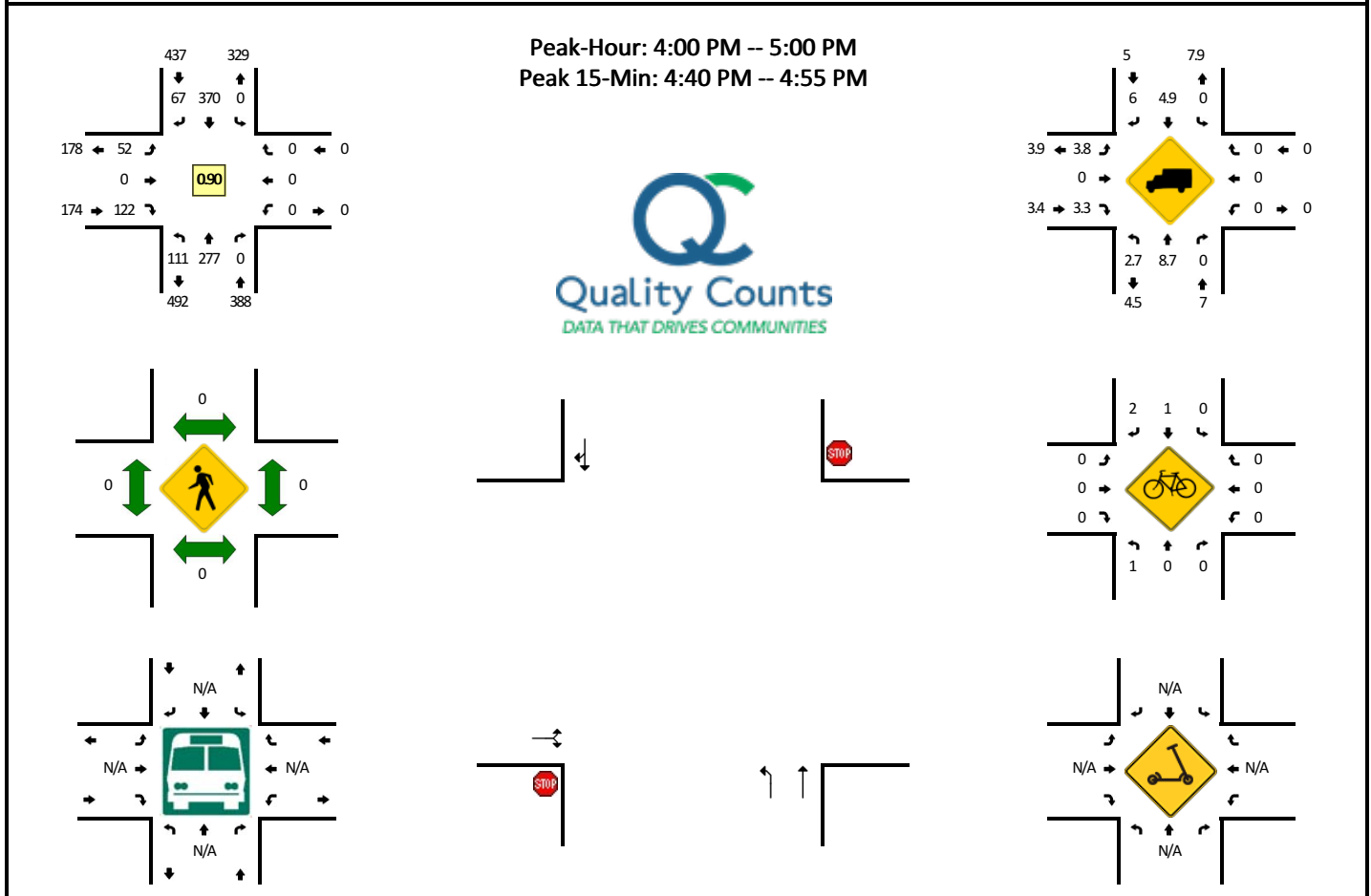
Cannon Beach	Manzanita	Nehalem	Wheeler	Rockaway Beach	Garibaldi	Bay City	Idaville	Tillamook Fred Meyer	Transit Center 2nd & Laurel
10	9	8	7	6	5	4	3	2	1
Southbound									
--	6:09	6:15	6:23	6:41	6:51	6:59	7:02	7:08	7:13
10:37	10:57	11:03	11:11	11:29	11:39	11:47	11:50	11:56	12:01
3:24	3:44	3:50	3:58	4:16	4:26	4:34	4:37	4:43	4:48
7:39	7:59	8:05	8:13	8:31	8:41	8:49	8:52	8:58	9:03

Bold/ Negritas = PM

APPENDIX D
**TRAFFIC
COUNT
SUMMARIES**

LOCATION: Hwy 101 -- Laneda Ave
CITY/STATE: Manzanita, OR

QC JOB #: 15907301
DATE: Thu, Aug 18 2022

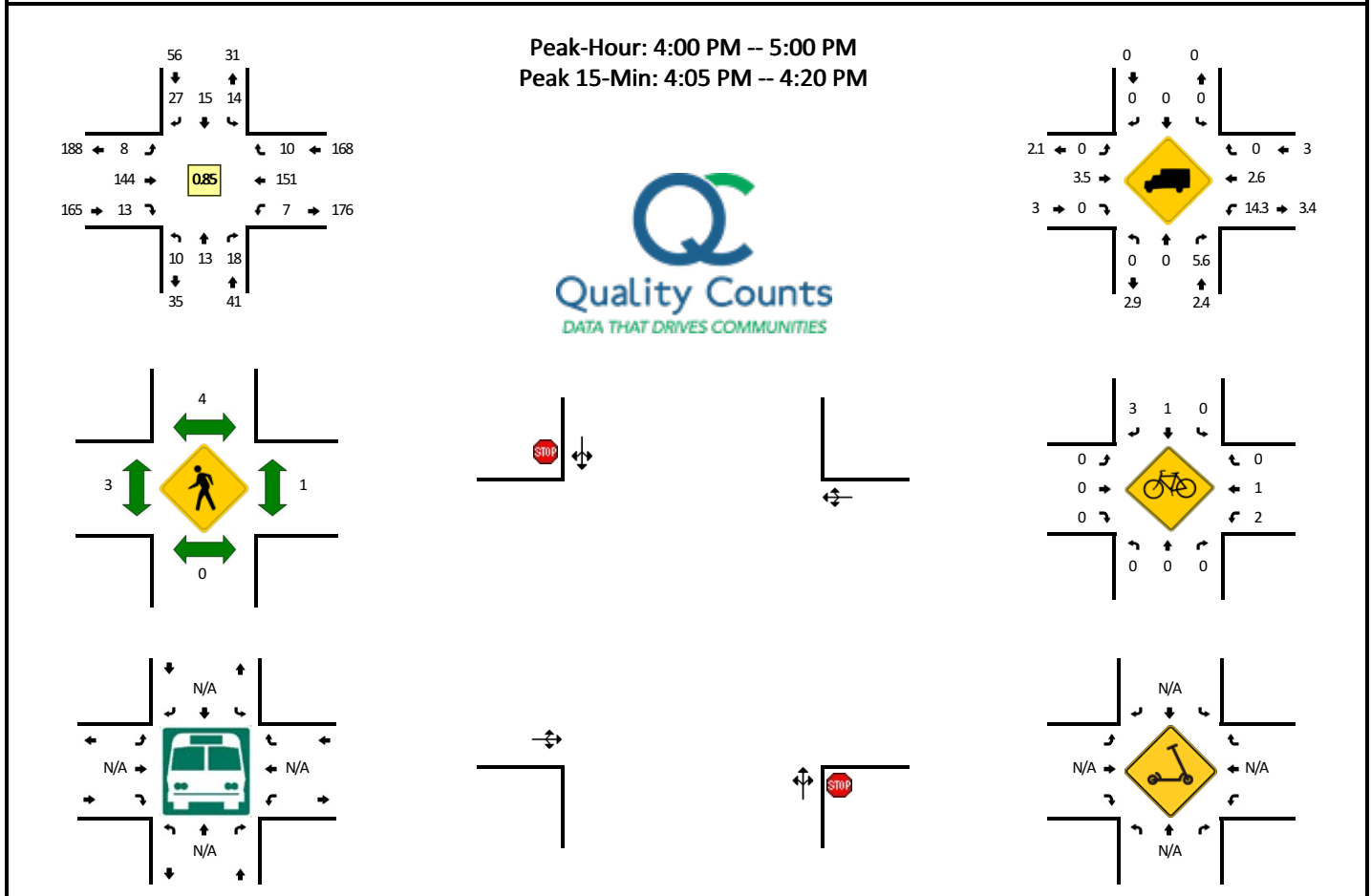


5-Min Count Period Beginning At	Hwy 101 (Northbound)				Hwy 101 (Southbound)				Laneda Ave (Eastbound)				Laneda Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	12	37	0	0	0	35	8	0	2	0	11	0	0	0	0	0	105	
4:05 PM	5	20	0	0	0	27	5	0	2	0	11	0	0	0	0	0	70	
4:10 PM	13	14	0	0	0	27	7	0	4	0	11	0	0	0	0	0	76	
4:15 PM	12	23	0	0	0	35	12	0	4	0	15	0	0	0	0	0	101	
4:20 PM	7	19	0	0	0	33	4	0	5	0	10	0	0	0	0	0	78	
4:25 PM	4	25	0	0	0	19	1	0	4	0	8	0	0	0	0	0	61	
4:30 PM	7	23	0	0	0	27	3	0	3	0	13	0	0	0	0	0	76	
4:35 PM	7	23	0	0	0	35	3	0	3	0	13	0	0	0	0	0	84	
4:40 PM	11	20	0	0	0	41	3	0	7	0	6	0	0	0	0	0	88	
4:45 PM	12	26	0	0	0	32	10	0	8	0	6	0	0	0	0	0	94	
4:50 PM	12	29	0	0	0	32	4	0	7	0	10	0	0	0	0	0	94	
4:55 PM	9	18	0	0	0	27	7	0	3	0	8	0	0	0	0	0	72	999
5:00 PM	4	19	0	0	0	30	5	0	1	0	12	0	0	0	0	0	71	965
5:05 PM	10	27	0	0	0	27	3	0	2	0	10	0	0	0	0	0	79	974
5:10 PM	10	23	0	0	0	22	6	0	2	0	7	0	0	0	0	0	70	968
5:15 PM	4	10	0	0	0	26	2	0	3	0	9	0	0	0	0	0	54	921
5:20 PM	12	22	0	0	0	29	5	0	3	0	9	0	0	0	0	0	80	923
5:25 PM	4	31	0	0	0	25	2	0	4	0	14	0	0	0	0	0	80	942
5:30 PM	4	24	0	0	0	34	2	0	3	0	8	0	0	0	0	0	75	941
5:35 PM	4	11	0	0	0	27	4	0	2	0	7	0	0	0	0	0	55	912
5:40 PM	9	19	0	0	0	24	1	0	3	0	9	0	0	0	0	0	65	889
5:45 PM	5	24	0	0	0	34	4	0	4	0	6	0	0	0	0	0	77	872
5:50 PM	9	25	0	0	0	25	2	0	1	0	5	0	0	0	0	0	67	845
5:55 PM	8	11	0	0	0	28	7	0	2	0	7	0	0	0	0	0	63	836
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	140	300	0	0	0	420	68	0	88	0	88	0	0	0	0	0	1104	
Heavy Trucks	0	24	0	0	0	16	0	0	4	0	4	0	0	0	0	0	48	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	4	0	0		0	0	0		0	0	0		0	0	0		4	
Scooters																		

Comments:

LOCATION: Classic St -- Laneda Ave
CITY/STATE: Manzanita, OR

QC JOB #: 15907303
DATE: Thu, Aug 18 2022



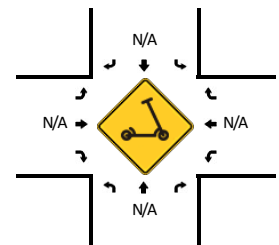
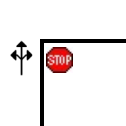
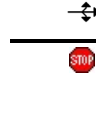
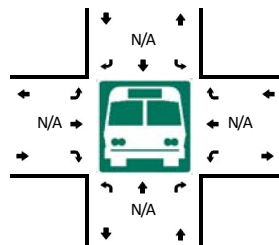
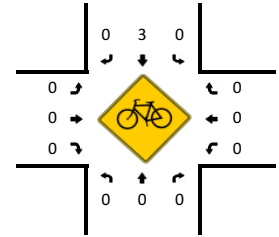
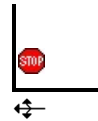
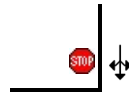
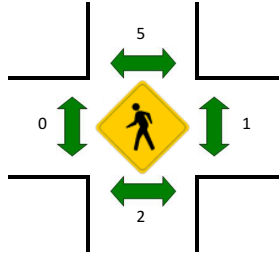
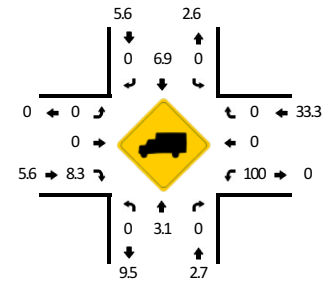
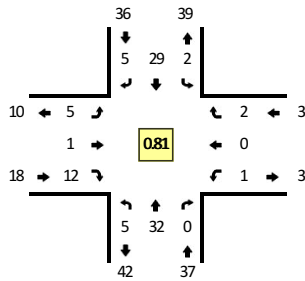
5-Min Count Period Beginning At	Classic St (Northbound)				Classic St (Southbound)				Laneda Ave (Eastbound)				Laneda Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	2	3	0	1	0	1	0	1	9	1	0	0	15	1	0	35	
4:05 PM	0	1	1	0	1	1	4	0	0	11	1	0	0	10	1	0	31	
4:10 PM	1	1	2	0	1	1	5	0	0	15	0	0	1	21	0	0	48	
4:15 PM	1	0	0	0	4	3	1	0	1	15	0	0	0	20	2	0	47	
4:20 PM	0	1	3	0	0	1	1	0	0	12	0	0	1	11	0	0	30	
4:25 PM	1	1	1	0	1	0	3	0	0	10	0	0	0	4	0	0	21	
4:30 PM	1	2	2	0	0	0	3	0	0	14	3	0	1	8	0	0	34	
4:35 PM	1	3	0	0	3	0	0	0	1	14	1	0	1	6	0	0	30	
4:40 PM	0	0	0	0	2	1	4	0	1	12	2	0	1	11	2	0	36	
4:45 PM	1	0	3	0	1	6	1	0	0	9	2	0	0	18	0	0	41	
4:50 PM	0	0	2	0	0	1	3	0	0	15	1	0	1	15	3	0	41	
4:55 PM	3	2	1	0	0	1	1	0	4	8	2	0	1	12	1	0	36	430
5:00 PM	0	0	1	0	1	1	3	0	0	13	1	0	0	10	1	0	31	426
5:05 PM	2	2	0	0	2	0	1	0	1	8	1	0	1	12	0	0	30	425
5:10 PM	0	2	0	0	1	2	2	0	1	9	0	0	3	12	1	0	33	410
5:15 PM	1	0	1	0	2	4	3	0	1	10	2	0	1	7	0	0	32	395
5:20 PM	0	1	2	0	0	2	1	0	2	16	1	0	0	15	1	0	41	406
5:25 PM	1	1	0	0	1	0	2	0	1	11	1	0	1	5	1	0	25	410
5:30 PM	0	0	0	0	2	2	1	0	1	11	0	0	1	5	0	0	23	399
5:35 PM	0	1	0	0	1	1	2	0	0	7	1	0	2	8	0	0	23	392
5:40 PM	1	0	1	0	0	1	2	0	2	10	2	0	0	13	0	0	32	388
5:45 PM	0	2	1	0	0	1	0	0	0	10	2	0	0	7	1	0	24	371
5:50 PM	0	3	1	0	1	0	4	0	0	4	0	0	0	11	1	0	25	355
5:55 PM	1	2	0	0	1	0	1	0	1	8	0	0	1	12	1	0	28	347
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	8	12	0	24	20	40	0	4	164	4	0	4	204	12	0	504	
Heavy Trucks	0	0	0	0	0	0	0	0	0	8	0	0	4	8	0	0	20	
Buses																		
Pedestrians		0				12				0				0			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: Classic St -- Dorcas Ln
CITY/STATE: Manzanita, OR

QC JOB #: 15907305
DATE: Thu, Aug 18 2022

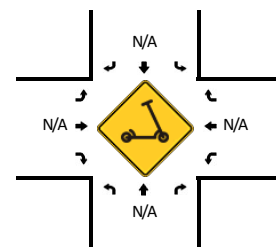
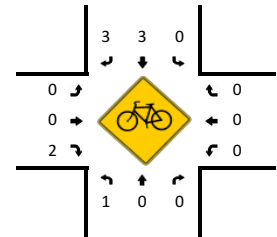
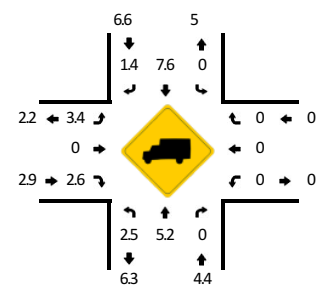
Peak-Hour: 4:00 PM -- 5:00 PM
 Peak 15-Min: 4:45 PM -- 5:00 PM



5-Min Count Period Beginning At	Classic St (Northbound)				Classic St (Southbound)				Dorcas Ln (Eastbound)				Dorcas Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	6	0	0	0	1	0	0	0	0	2	0	0	0	0	0	9	
4:05 PM	2	1	0	0	0	2	0	0	1	0	1	0	0	0	0	0	7	
4:10 PM	0	3	0	0	0	2	0	0	1	0	1	0	0	0	0	0	7	
4:15 PM	0	1	0	0	0	2	0	0	0	0	2	0	0	0	0	0	5	
4:20 PM	0	4	0	0	0	1	1	0	0	0	2	0	0	0	0	0	8	
4:25 PM	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	
4:30 PM	0	4	0	0	0	2	1	0	0	0	1	0	0	0	0	0	8	
4:35 PM	1	3	0	0	0	2	0	0	1	0	1	0	1	0	0	0	9	
4:40 PM	0	2	0	0	1	3	1	0	0	0	0	0	0	0	0	0	7	
4:45 PM	0	2	0	0	0	6	2	0	1	0	0	0	0	0	0	0	11	
4:50 PM	0	1	0	0	0	3	0	0	0	0	1	0	0	0	0	0	5	
4:55 PM	0	3	0	0	1	4	0	0	1	1	1	0	0	0	2	0	13	94
5:00 PM	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	3	88
5:05 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	86
5:10 PM	0	3	0	0	1	4	1	0	0	0	3	0	0	0	0	0	12	91
5:15 PM	0	1	0	0	1	4	0	0	0	0	1	0	0	0	0	0	7	93
5:20 PM	1	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	9	94
5:25 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	93
5:30 PM	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4	89
5:35 PM	1	1	1	0	0	4	1	0	0	0	1	0	0	0	0	0	9	89
5:40 PM	0	2	0	0	0	3	0	0	0	0	1	0	0	0	0	0	6	88
5:45 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	82
5:50 PM	0	2	1	0	0	0	0	0	1	0	2	0	0	0	1	0	7	84
5:55 PM	0	3	0	0	0	1	0	0	0	0	1	0	0	0	0	0	5	76
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	24	0	0	4	52	8	0	8	4	8	0	0	0	8	0	116	
Heavy Trucks	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	
Buses																		
Pedestrians		4				8				0				4			16	
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4	
Scooters																		

Comments:

QC JOB #: 15907302
DATE: Sat, Aug 20 2022

Page 1 of 2

5-Min Count Period Beginning At	Hwy 101 (Northbound)				Hwy 101 (Southbound)				Laneda Ave (Eastbound)				Laneda Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:10 PM	11	28	0	0	0	40	7	0	4	0	5	0	0	0	0	0	95	1050
3:15 PM	15	22	0	0	0	30	6	0	5	0	10	0	0	0	0	0	88	1055
3:20 PM	12	19	0	0	0	20	4	0	5	0	4	0	0	0	0	0	64	1020
3:25 PM	8	17	0	0	0	28	4	0	7	0	9	0	0	0	0	0	73	1015
3:30 PM	11	15	0	0	0	38	7	0	9	0	11	0	0	0	0	0	91	1004
3:35 PM	8	9	0	0	0	29	6	0	6	0	8	0	0	0	0	0	66	981
3:40 PM	12	43	0	0	0	37	6	0	0	0	6	0	0	0	0	0	104	992
3:45 PM	5	25	0	0	0	30	5	0	4	0	13	0	0	0	0	0	82	973
3:50 PM	5	22	0	0	0	28	4	0	7	0	4	0	0	0	0	0	70	965
3:55 PM	10	28	0	0	0	28	2	0	3	0	13	0	0	0	0	0	84	965
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	172	344	0	0	0	392	96	0	52	0	84	0	0	0	0	0	1140	
Heavy Trucks	4	20	0		0	32	4		4	0	0		0	0	0		64	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

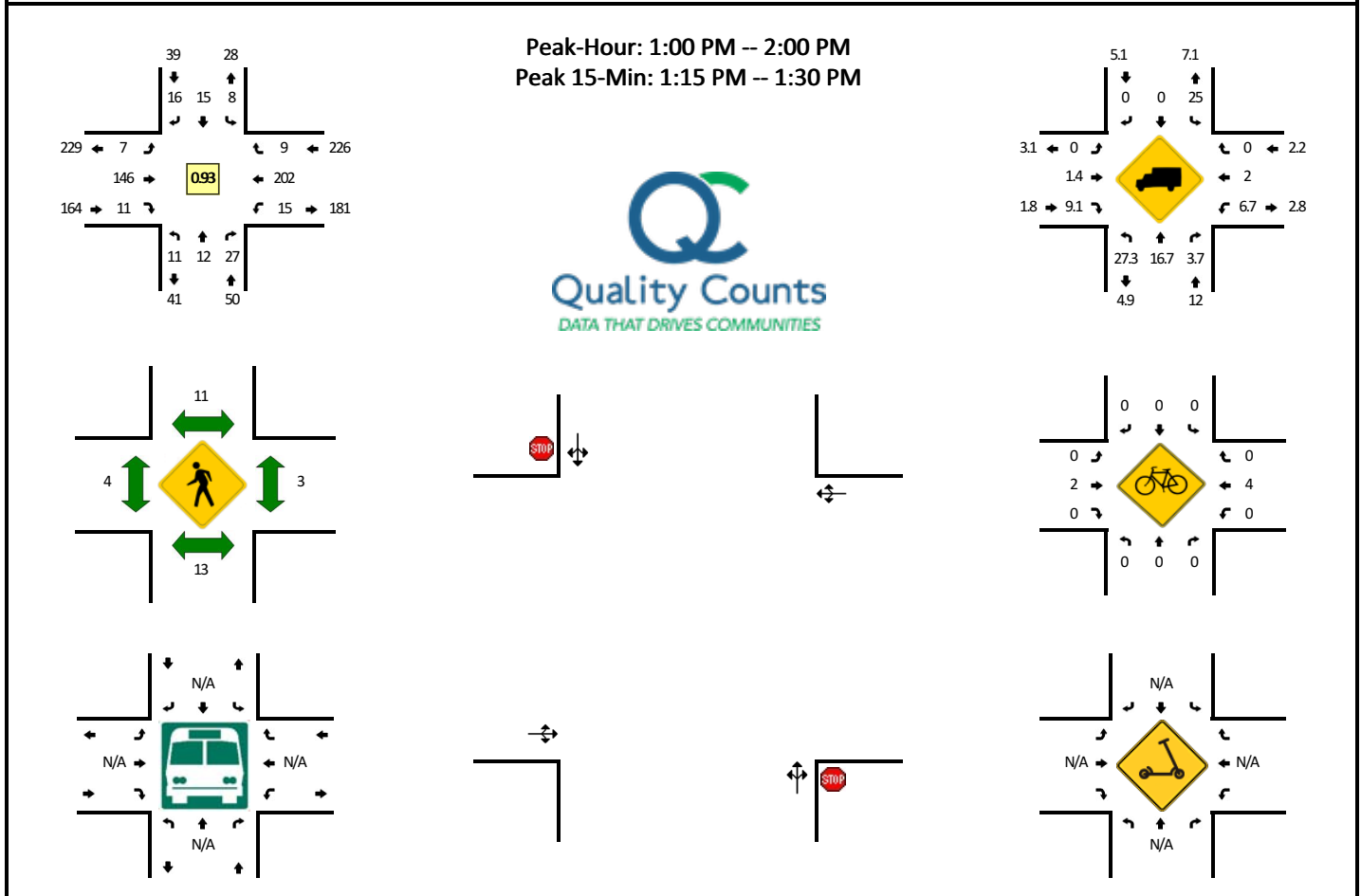
Comments:

Report generated on 8/25/2022 12:18 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Classic St -- Laneda Ave
CITY/STATE: Manzanita, OR

QC JOB #: 15907304
DATE: Sat, Aug 20 2022



5-Min Count Period Beginning At	Classic St (Northbound)				Classic St (Southbound)				Laneda Ave (Eastbound)				Laneda Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 PM	0	1	1	0	0	1	4	0	0	14	1	0	2	16	0	0	40	
12:05 PM	0	2	0	0	0	0	2	0	2	5	0	0	1	13	0	0	25	
12:10 PM	1	0	3	0	1	1	2	0	1	6	2	0	2	15	1	0	35	
12:15 PM	1	2	2	0	0	0	0	0	1	11	2	0	3	14	1	0	37	
12:20 PM	0	0	4	0	1	0	0	0	0	18	0	0	1	8	0	0	32	
12:25 PM	0	2	1	0	1	0	0	0	1	7	1	0	2	13	1	0	29	
12:30 PM	4	2	1	0	0	0	4	0	1	19	2	0	3	11	3	0	50	
12:35 PM	2	0	4	0	1	2	2	0	1	6	2	0	2	11	0	0	33	
12:40 PM	1	1	5	0	0	2	4	0	0	13	0	0	2	16	1	0	45	
12:45 PM	0	3	0	0	0	0	3	0	3	15	0	0	0	11	1	0	36	
12:50 PM	2	2	3	0	1	2	0	0	2	13	0	0	1	11	1	0	38	
12:55 PM	1	2	1	0	0	1	2	0	1	12	0	0	0	10	0	0	30	430
1:00 PM	0	4	1	0	1	0	1	0	0	13	0	0	2	16	1	0	39	429
1:05 PM	0	0	1	0	1	1	3	0	1	7	0	0	1	28	1	0	44	448
1:10 PM	0	1	0	0	0	1	0	0	2	10	0	0	0	15	0	0	29	442
1:15 PM	2	0	2	0	2	0	1	0	0	9	1	0	2	20	1	0	40	445
1:20 PM	0	1	4	0	2	3	0	0	0	14	2	0	2	16	0	0	44	457
1:25 PM	1	0	5	0	1	2	2	0	0	11	0	0	2	20	1	0	45	473
1:30 PM	1	0	2	0	0	0	1	0	0	10	2	0	1	19	2	0	38	461
1:35 PM	3	2	4	0	1	1	2	0	0	13	0	0	0	16	1	0	43	471
1:40 PM	2	1	5	0	0	3	0	0	1	12	2	0	2	9	0	0	37	463
1:45 PM	1	1	1	0	0	2	0	0	0	16	2	0	0	13	0	0	36	463
1:50 PM	0	2	1	0	0	0	4	0	0	17	1	0	2	15	1	0	43	468
1:55 PM	1	0	1	0	0	2	2	0	3	14	1	0	1	15	1	0	41	479
2:00 PM	1	1	1	0	1	1	1	0	1	12	2	0	2	15	1	0	39	479
2:05 PM	0	1	3	0	0	1	0	0	2	12	0	0	2	9	0	0	30	465
2:10 PM	3	3	3	0	0	0	0	0	1	6	1	0	3	10	2	0	32	468
2:15 PM	0	2	4	0	0	0	2	0	0	7	2	0	1	9	0	0	27	455
2:20 PM	1	0	0	0	1	1	2	0	2	10	2	0	4	12	0	0	35	446
2:25 PM	1	0	2	0	0	1	3	0	0	8	0	0	1	9	0	0	25	426
2:30 PM	0	1	2	0	2	4	6	0	2	11	1	0	0	19	0	0	48	436
2:35 PM	3	1	1	0	0	1	4	0	1	11	1	0	1	15	1	0	40	433
2:40 PM	2	1	4	0	2	1	2	0	1	11	0	0	2	19	0	0	45	441
2:45 PM	2	1	0	0	0	0	6	0	1	11	0	0	1	12	0	0	34	439
2:50 PM	0	2	2	0	0	2	0	0	0	8	1	0	5	15	0	0	35	431
2:55 PM	0	0	0	0	0	0	0	0	3	11	1	0	1	9	2	0	27	417
3:00 PM	0	0	1	0	0	2	0	0	0	14	0	0	1	13	0	0	31	409
3:05 PM	1	2	0	0	0	1	3	0	1	13	1	0	1	12	1	0	36	415

5-Min Count Period Beginning At	Classic St (Northbound)				Classic St (Southbound)				Laneda Ave (Eastbound)				Laneda Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:10 PM	2	1	3	0	0	1	1	0	2	8	0	0	3	17	0	0	38	421
3:15 PM	0	0	0	0	0	2	2	0	2	9	0	0	3	15	0	0	33	427
3:20 PM	1	2	4	0	0	2	1	0	0	9	2	0	1	18	0	0	40	432
3:25 PM	2	0	1	0	1	1	2	0	1	17	0	0	1	6	1	0	33	440
3:30 PM	2	1	1	0	0	1	0	0	0	13	0	0	1	21	0	0	40	432
3:35 PM	1	1	1	0	0	0	3	0	4	12	1	0	1	12	2	0	38	430
3:40 PM	0	0	1	0	2	2	3	0	1	4	0	0	0	17	0	0	30	415
3:45 PM	1	1	0	0	0	1	1	0	1	16	0	0	1	9	0	0	31	412
3:50 PM	1	1	3	0	0	0	0	0	0	9	0	0	2	8	0	0	24	401
3:55 PM	1	3	1	0	0	0	1	0	1	17	0	0	0	12	0	0	36	410
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	4	44	0	20	20	12	0	0	136	12	0	24	224	8	0	516	
Heavy Trucks	4	0	0		4	0	0		0	0	0		4	8	0		20	
Buses																		
Pedestrians		0				8				4				8			20	
Bicycles	0	0	0		0	0	0		0	8	0		0	16	0		24	
Scooters																		

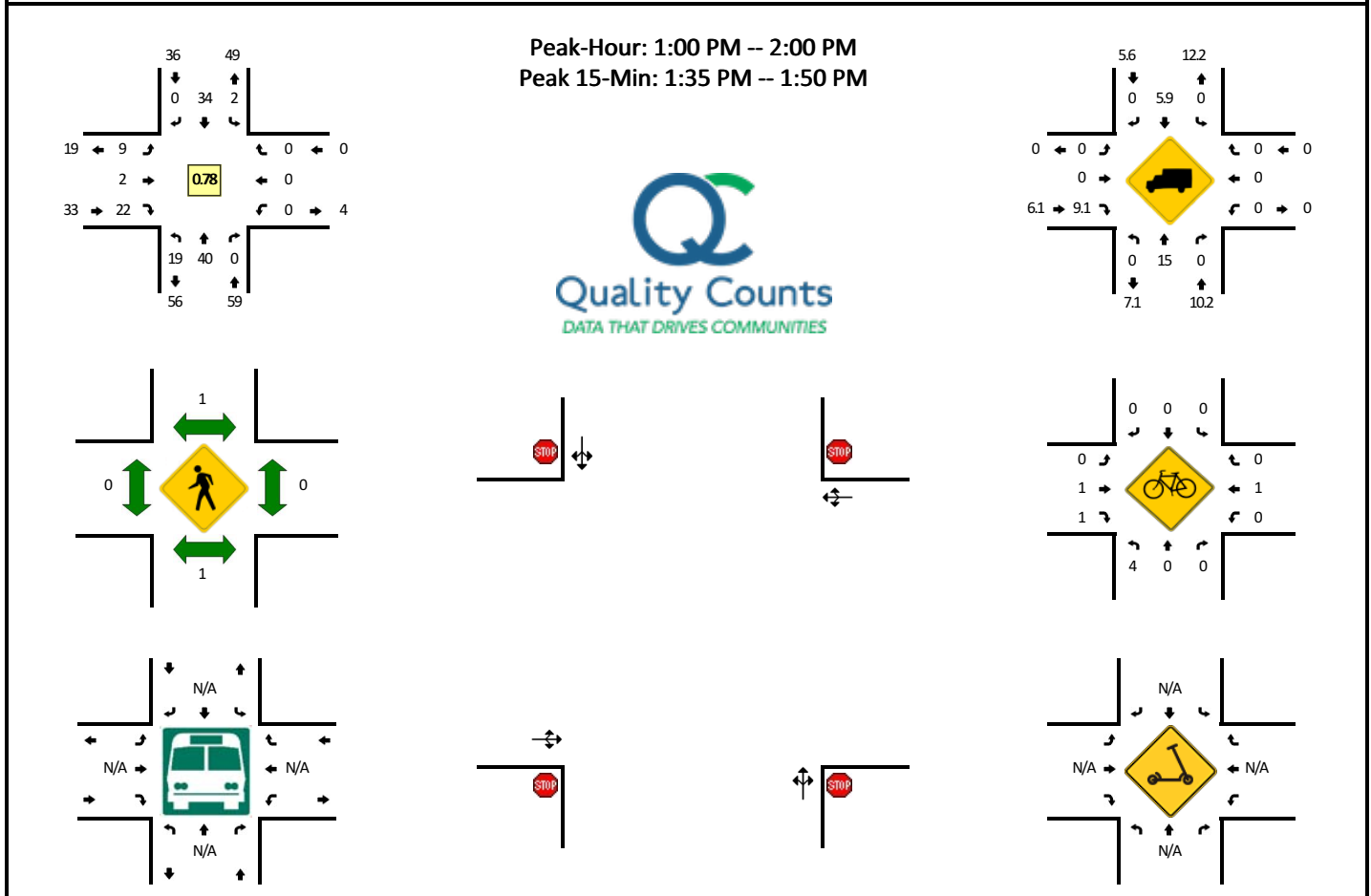
Comments:

Report generated on 8/25/2022 12:18 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Classic St -- Dorcas Ln
CITY/STATE: Manzanita, OR

QC JOB #: 15907306
DATE: Sat, Aug 20 2022



5-Min Count Period Beginning At	Classic St (Northbound)				Classic St (Southbound)				Dorcas Ln (Eastbound)				Dorcas Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 PM	2	2	0	0	0	4	0	0	1	0	1	0	0	0	0	0	10	
12:05 PM	2	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	
12:10 PM	0	1	0	0	0	5	0	0	1	0	3	0	0	0	0	0	10	
12:15 PM	1	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	10	
12:20 PM	4	4	0	0	0	1	0	0	0	0	2	0	0	0	0	0	11	
12:25 PM	2	2	0	0	1	0	0	0	1	0	2	0	0	0	0	0	8	
12:30 PM	0	6	0	0	0	4	0	0	0	0	1	0	0	0	1	0	12	
12:35 PM	2	5	0	0	0	6	0	0	1	0	2	0	0	0	0	0	16	
12:40 PM	1	4	0	0	0	3	0	0	1	0	1	0	0	0	0	0	10	
12:45 PM	2	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	8	
12:50 PM	0	8	0	0	0	3	0	0	0	0	0	0	0	0	0	0	11	
12:55 PM	1	3	0	0	1	0	0	0	1	0	0	0	0	0	0	0	6	118
1:00 PM	2	4	0	0	0	2	0	0	0	1	0	0	0	0	0	0	9	117
1:05 PM	2	1	0	0	0	2	0	0	0	0	1	0	0	0	0	0	6	117
1:10 PM	4	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	7	114
1:15 PM	1	3	0	0	0	3	0	0	1	0	3	0	0	0	0	0	11	115
1:20 PM	1	4	0	0	0	5	0	0	2	1	2	0	0	0	0	0	15	119
1:25 PM	1	5	0	0	0	3	0	0	1	0	3	0	0	0	0	0	13	124
1:30 PM	1	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	7	119
1:35 PM	3	9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	13	116
1:40 PM	2	5	0	0	1	6	0	0	2	0	1	0	0	0	0	0	17	123
1:45 PM	0	3	0	0	1	3	0	0	0	0	4	0	0	0	0	0	11	126
1:50 PM	2	3	0	0	0	3	0	0	1	0	4	0	0	0	0	0	13	128
1:55 PM	0	0	0	0	0	4	0	0	1	0	1	0	0	0	0	0	6	128
2:00 PM	4	2	0	0	0	5	0	0	1	0	1	0	0	0	0	0	13	132
2:05 PM	0	6	0	0	0	3	0	0	0	0	1	0	0	0	0	0	10	136
2:10 PM	0	8	0	0	0	2	0	0	0	0	0	0	0	0	0	0	10	139
2:15 PM	1	5	0	0	0	4	0	0	0	0	2	0	0	0	0	0	12	140
2:20 PM	0	1	0	0	0	7	0	0	0	0	1	0	0	0	0	0	9	134
2:25 PM	0	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	5	126
2:30 PM	0	4	0	0	0	4	0	0	0	0	1	0	0	0	0	0	9	128
2:35 PM	1	5	0	0	0	2	0	0	0	0	1	0	0	0	0	0	9	124
2:40 PM	2	5	0	0	0	4	0	0	2	0	0	0	0	0	0	0	13	120
2:45 PM	1	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	5	114
2:50 PM	2	3	0	0	0	8	0	0	1	0	1	0	0	0	0	0	15	116
2:55 PM	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	4	114
3:00 PM	1	0	0	0	0	3	0	0	1	0	1	0	0	0	0	0	6	107
3:05 PM	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7	104

5-Min Count Period Beginning At	Classic St (Northbound)				Classic St (Southbound)				Dorcas Ln (Eastbound)				Dorcas Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:10 PM	0	5	0	0	0	2	0	0	1	0	2	0	0	0	0	0	10	104
3:15 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6	98
3:20 PM	0	4	0	0	0	4	0	0	1	0	0	0	0	0	0	0	9	98
3:25 PM	0	3	0	0	0	2	0	0	0	0	1	0	0	0	1	0	7	100
3:30 PM	1	2	0	0	0	2	0	0	1	0	0	0	0	0	0	0	6	97
3:35 PM	1	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	94
3:40 PM	0	1	0	0	0	2	0	0	0	0	2	0	0	0	0	0	5	86
3:45 PM	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	87
3:50 PM	2	6	0	0	0	1	0	0	0	0	1	0	0	0	0	0	10	82
3:55 PM	0	3	0	0	0	1	0	0	1	0	3	0	0	0	0	0	8	86
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	68	0	0	8	40	0	0	8	0	20	0	0	0	0	0	164	
Heavy Trucks	0	20	0		0	0	0		0	0	4		0	0	0		24	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	4	0	0		0	0	0		0	0	0		0	0	0		4	
Scooters																		

Comments:

Report generated on 8/25/2022 12:18 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

APPENDIX E
**IN-PROCESS
TRIPS &
VICINITY MAP**



NOT TO SCALE

Use	Measurement	Use Size	Required Spaces
Restaurant	1 per 400 square feet	3,158	8
Retail	1 per 400 square feet	2,167	6
Hotel	1 per 400 sf room 1.25 for >400 sf room 2 for manager office	2 units 1 unit 1 unit	2.00 1.25 (1.00) 2.00
TOTAL			19

*Per Section 4.080, this can be rounded down to 1.00 space

80% of Site Trips Take
Laneda to Hwy 101- 1/3
North & 2/3 south

Steeplejack
Rest -
Retail w/
Market -
Hotel -

Winery is Built
217 4th
Street.

300 SF -
Grocery
Expansion

Pines
6 dwellings

Heron's
Rest
26 Units

SW corner
Pacific/Tie
3 dwellings

50% of Highland Trips Take
Classic to Laneda -
20%W/80%E on Laneda
1/3 North & 2/3 south on 101

Highland
DU-53

SITE



Portland 503.224.9560
Vancouver 360.695.7879
Seattle 206.749.9993
www.mcknzie.com

Architecture - Interiors
Planning - Engineering

MACKENZIE

DATE: 4.27.2023

DRAWN BY: CNL

CHECKED BY: BTA

JOB NO:
222012000

VICINITY MAP

MANZANITA LOFTS
MANZANITA, OREGON

FIGURE

1

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SER#	P	R	J	S	W	DATE	CLASS	CITY STREET	RD CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	TRLR	QTY	MOVE	A	S	RD DPT	E	L	G	N	H	R	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LICNS	PED	UNLOC?	D	C	S	V	L	K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE
------	---	---	---	---	---	------	-------	-------------	---------	----------	---------	-------	------	-------	----------	------	-----	------	---	---	--------	---	---	---	---	---	---	------	------	---------------	--------	------	-------	-------	------	------	-------	------	------	-----	---	---	-------	-----	--------	---	---	---	---	---	---	-----	------	-----	-------	----------	-------	-------	-------	-------	----	------	----	----	------	-------	---	---	-----	-----	-------	-----	-------	-------

CITY OF MANZANITA, TILLAMOOK COUNTY

LANEDA AVE at OREGON COAST HY, City of Manzanita, Tillamook County, 01/01/2016 to 12/31/2020

	S	D	M																										
SER#	P	R	J	S	W	DATE	CLASS	CITY STREET	INT-TYPE						SPCL USE														
INVEST	E	A	U	I	C	O	DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR	QTY	MOVE	A	S									
RD DPT	E	L	G	N	H	R	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LICNS	PED						
UNLOC?	D	C	S	V	L	K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE

2016 (2:00PM) - Crash ID (1706759) Rear-End - Failed to Avoid Vehicle ahead - Both Vehicles from the Same Direction (From the West) - Property Damage Only

09/29/2022

TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT

009: OREGON COAST

Highway 009 ALL ROAD TYPES, MP 43.0 to 43.9 01/01/2016 to 12/31/2020, Both Add and Non-Add mileage

1 - 5 of 11 Crash records shown.

SER#	P	R	J	S	W	DATE	COUNTY	RD#	FC	CONN#	RD	CHAR	INT-TYPE	SPCL	USE																
INVEST	E	A	U	I	C	O	DAY	CITY	COMPNT	FIRST	STREET	DIRECT	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR	QTY	MOVE						A	S				
RD DPT	E	L	G	N	H	R	TIME	URBAN	AREA	MLG	TYP	SECOND	STREET	LOCTN	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LICNS	PED				
UNLOC?	D	C	S	V	L	K	LAT	LONG	MILEPNT	LRS			(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE
00362	N	N	Y	N	N	N	09/16/2019	TILLAMOOK	1	02		CURVE		N	Y	CLR	FIX	OBJ	01	NONE	STRGHT								040	17,12	
STATE							MO		MN	0		UN	(NONE)	UNKNOWN	N	DRY	FIX		PRVTE	N -S								088	040	00	
Y							7A		43.19			06			Y	DAY	INJ		OTH	BUS		01	DRVR	INJA	44	M	OTH-Y		079,081	028	12,17
N							45 43 9.06	-123 55 40.38		000900100S00			(02)												N-RES						
00317	Y	N	N	N			09/14/2018	TILLAMOOK	1	02		CURVE		N	Y	CLR	FIX	OBJ	01	NONE	9	STRGHT							079	01	
NO RPT							FR		MN	0		UN	(NONE)	UNKNOWN	N	DRY	FIX		N/A	S -N								000	00		
Y							11A		43.38			06			N	DAY	PDO		PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N							45 43 14.19	-123 55 29.53		000900100S00			(02)												UNK						
00256	N	N	N	N	N	N	08/03/2019	TILLAMOOK	1	02		INTER	3-LEG	N	N	CLR	S-OTHER	01	NONE	0	U-TURN								02		
CITY							SA		MN	0		N		NONE	N	DRY	TURN		PRVTE	N -N								051	00		
N							12P		43.54			06	0		N	DAY	INJ		PSNGR	CAR		01	DRVR	NONE	37	F	OR-Y		028	000	02
N							45 43 10.81	-123 55 18.9		000900100S00																OR>25					
														02	NONE	0	STRGHT						000	00							
														PRVTE		N -S						000	000	00							
														PSNGR	CAR		01	DRVR	INJC	16	F	OR-Y		000	000	00					
																					OR<25										
														02	NONE	0	STRGHT						000	000	00						
														PRVTE		N -S															
														PSNGR	CAR		02	PSNG	INJB	10	M		000	000	00						
00395	N	N	N	N	N	N	11/17/2018	TILLAMOOK	1	02		CURVE		N	Y	CLR	O-STRGHT	01	NONE	0	STRGHT								32,05,16		
STATE							SA		MN	0		UN	(NONE)	NONE	N	DRY	SS-M		PRVTE	N -S								000	00		
Y							5P		43.55			06			N	DARK	INJ		PSNGR	CAR		01	DRVR	NONE	26	M	OR-Y		052,080,081	025	32,05,16
N							45 43 10.52	-123 55 18.34		000900100S00			(02)														OR<25				
														02	NONE	0	STRGHT							088	00						
														PRVTE		S -N							000	000	00						
														PSNGR	CAR		01	DRVR	INJC	58	M	OR-Y		000	000	00					
																					OR>25										
														02	NONE	0	STRGHT							088	00						
														PRVTE		S -N							000	000	00						
														PSNGR	CAR		02	PSNG	INJC	58	F		000	000	00						
														02	NONE	0	STRGHT							088	00						
														PRVTE		S -N							000	000	00						
														PSNGR	CAR		03	PSNG	INJC	16	F		000	000	00						
00248	N	N	N	N	N	N	07/22/2017	TILLAMOOK	1	02		ALLEY		N	N	CLR	BIKE	01	NONE		TURN-L								02,40		
STATE							SA		MN	0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	S -W								019	00		
N							4P		43.66			03			N	DAY	INJ		PSNGR	CAR		01	DRVR	NONE	80	M	OTH-Y		027	026	02,40
N							45 43 7.76	-123 55 11.69		000900100S00			(02)													N-RES					
														-																	
														STRGHT		01	BIKE	INJB	27	M		SHLDR	000	046	00						
														N	S																
00341	N	N	N	N			10/02/2018	TILLAMOOK	1	02		ALLEY		N	N	CLR	ANGL-OTH	01	NONE	0	TURN-L								02		
NONE							TU		MN	0		UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	W -N								018	00		
N							7P		43.75			04			N	DARK	INJ		PSNGR	CAR		01	DRVR	INJC	19	F	OR-Y		028	000	02
N							45 43 5.87	-123 55 5.96		000900100S00			(02)													OR<25					

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

09/29/2022

TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT

CONTINUOUS SYSTEM CRASH LISTING

009: OREGON COAST Highway 009 ALL ROAD TYPES, MP 43.0 to 43.9 01/01/2016 to 12/31/2020, Both Add and Non-Add mileage





6 - 9 of 11 Crash records shown.

S D M																																
SER#	P	R	J	S	W	DATE	COUNTY	RD#	FC	CONN#	RD	CHAR	INT-TYPE				SPCL	USE														
INVEST	E	A	U	I	C	O	DAY	CITY	COMPNT	FIRST	STREET	DIRECT	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR	QTY	MOVE		A	S									
RD DPT	E	L	G	N	H	R	TIME	URBAN AREA	MLG	TYP	SECOND	STREET	LOCTN	LEGS	TRAF-				OWNER	FROM		PRTC	INJ	G	E	LICNS	PED					
UNLOC?	D	C	S	V	L	K	LAT	LONG	MILEPNT	LRS				(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE
																			02	NONE	0	UNK										
																			PRVTE	UN-W									019	00		
																			PSNGR	CAR		01	DRVR	NONE	00	M	OR-Y		000	000	00	
																										OR<25						
00325	N	N	N	N	N	N	10/29/2020	TILLAMOOK	1	02		STRGHT		N		CLR	S-1STOP	01	NONE		STRGHT										27,10	
STATE						TH			MN	0		UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S -N									000	00		
N						8A			43.75			04			N	DAY	INJ		PSNGR	CAR		01	DRVR	NONE	61	M	OR-Y		026	000	10,27	
N						45 43 5.87	-123 55 5.95				000900100S00		(02)													OR<25						
																			02	NONE		STOP										
																			PRVTE	S -N									012	00		
																			PSNGR	CAR		01	DRVR	INJC	20	M	OR-Y		000	000	00	
																										OR<25						
00378	N	N	N	N	N	N	10/19/2017	TILLAMOOK	1	02		STRGHT		N		RAIN	S-STRGHT	01	NONE		STRGHT										27,29	
STATE						TH			MN	0		UN	(NONE)	UNKNOWN	N	WET	REAR		PRVTE	W -E									000	00		
N						10A			43.83			03			N	DAY	INJ		PSNGR	CAR		01	DRVR	NONE	71	F	OR-Y		016,042	038	27,29	
N						45 43 4.18	-123 55 .86				000900100S00		(02)													OR<25						
																			02	NONE		STRGHT										
																			RENTL	W -E									006	00		
																			PSNGR	CAR		01	DRVR	INJC	41	M	OTH-Y		000	000	00	
																										N-RES						
																			02	NONE		STRGHT										
																			RENTL	W -E									006	00		
																			PSNGR	CAR		02	PSNG	INJC	39	F			000	000	00	
																			02	NONE		STRGHT										
																			RENTL	W -E									006	00		
																			PSNGR	CAR		03	PSNG	INJC	13	M			000	000	00	
00145	N	N	N	N	N		05/25/2018	TILLAMOOK	1	02		ALLEY		N		CLR	S-1STOP	01	NONE	0	STRGHT										29	
NONE						FR			MN	0		UN	(NONE)	STOP SIGN	N	DRY	REAR		PRVTE	E -W									000	00		
N						2P			43.85			04			N	DAY	INJ		PSNGR	CAR		01	DRVR	NONE	69	F	OR-Y		026	000	29	
N						45 43 3.75	-123 54 59.6				000900100S00		(02)													OR<25						
																			02	NONE	0	STOP										
																			PRVTE	E -W									012	00		
																			PSNGR	CAR		01	DRVR	INJC	17	F	OR-Y		000	000	00	
																										OR<25						
																			02	NONE	0	STOP										
																			PRVTE	E -W									012	00		
																			PSNGR	CAR		02	PSNG	INJC	00	Unk			000	000	00	
00188	N	N	N	N	N	N	06/24/2019	TILLAMOOK	1	02		ALLEY		N		CLR	S-1STOP	01	NONE	0	STRGHT										27,29	
STATE						MO			MN	0		UN	(NONE)	NONE	N	DRY	REAR		PRVTE	S -N									000	00		
N						5P			43.86			04			N	DAY	INJ		PSNGR	CAR		01	DRVR	NONE	68	M	OR-Y		016,043	038	27,29	
N						45 43 3.56	-123 54 58.95				000900100S00		(02)													OR<25						
																			02	NONE	0	STOP										
																			PRVTE	S -N									012	00		
																			PSNGR	CAR		01	DRVR	INJB	39	F	OR-Y		000	000	00	
																										OR<25						

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

HCM 6th TWSC
1: Classic St & Laneda Ave

04/27/2023





Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	144	13	7	151	10	10	13	18	14	15	27
Future Vol, veh/h	8	144	13	7	151	10	10	13	18	14	15	27
Conflicting Peds, #/hr	4	0	0	0	0	4	3	0	1	1	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	4	0	14	3	0	0	0	6	0	0	0
Mvmt Flow	9	169	15	8	178	12	12	15	21	16	18	32
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	194	0	0	184	0	0	423	405	178	418	406	191
Stage 1	-	-	-	-	-	-	195	195	-	204	204	-
Stage 2	-	-	-	-	-	-	228	210	-	214	202	-
Critical Hdwy	4.1	-	-	4.24	-	-	7.1	6.5	6.26	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.326	-	-	3.5	4	3.354	3.5	4	3.3
Pot Cap-1 Maneuver	1391	-	-	1322	-	-	545	538	855	549	537	856
Stage 1	-	-	-	-	-	-	811	743	-	803	737	-
Stage 2	-	-	-	-	-	-	779	732	-	793	738	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1386	-	-	1322	-	-	504	528	854	516	527	850
Mov Cap-2 Maneuver	-	-	-	-	-	-	504	528	-	516	527	-
Stage 1	-	-	-	-	-	-	805	738	-	794	729	-
Stage 2	-	-	-	-	-	-	725	724	-	751	733	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.3			11.2			11.3		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	626	1386	-	-	1322	-	-	641				
HCM Lane V/C Ratio	0.077	0.007	-	-	0.006	-	-	0.103				
HCM Control Delay (s)	11.2	7.6	0	-	7.7	0	-	11.3				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3				

HCM 6th TWSC
2: Hwy 101 & Laneda Ave

04/27/2023

Intersection

Int Delay, s/veh 4.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	122	111	277	370	67
Future Vol, veh/h	52	122	111	277	370	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	3	3	9	5	6
Mvmt Flow	58	136	123	308	411	74

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1002	448	485
Stage 1	448	-	-
Stage 2	554	-	-
Critical Hdwy	6.44	6.23	4.13
Critical Hdwy Stg 1	5.44	-	-
Critical Hdwy Stg 2	5.44	-	-
Follow-up Hdwy	3.536	3.327	2.227
Pot Cap-1 Maneuver	266	609	1073
Stage 1	639	-	-
Stage 2	572	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	235	609	1073
Mov Cap-2 Maneuver	235	-	-
Stage 1	566	-	-
Stage 2	572	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.2	2.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1073	-	413	-	-
HCM Lane V/C Ratio	0.115	-	0.468	-	-
HCM Control Delay (s)	8.8	-	21.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	2.4	-	-




HCM 6th TWSC

3: Site Access & Dorcas Ln

04/27/2023

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	18	0	0	10	0	0
Future Vol, veh/h	18	0	0	10	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	0	0	11	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	20
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1596
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1596
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1596	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 6th AWSC
4: Classic St & Dorcas Ln

04/27/2023

Intersection

Intersection Delay, s/veh 7.1
Intersection LOS A





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	12	1	0	2	5	32	0	2	29	5
Future Vol, veh/h	5	1	12	1	0	2	5	32	0	2	29	5
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	8	100	0	0	0	3	0	0	7	0
Mvmt Flow	6	1	15	1	0	2	6	40	0	2	36	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.8	8.5	7.2	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	28%	33%	6%
Vol Thru, %	86%	6%	0%	81%
Vol Right, %	0%	67%	67%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	18	3	36
LT Vol	5	5	1	2
Through Vol	32	1	0	29
RT Vol	0	12	2	5
Lane Flow Rate	46	22	4	44
Geometry Grp	1	1	1	1
Degree of Util (X)	0.051	0.023	0.006	0.048
Departure Headway (Hd)	4.006	3.715	5.444	3.907
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	895	960	657	917
Service Time	2.024	1.753	3.482	1.928
HCM Lane V/C Ratio	0.051	0.023	0.006	0.048
HCM Control Delay	7.2	6.8	8.5	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0	0.2

HCM 6th TWSC
1: Classic St & Laneda Ave

04/27/2023






Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	146	11	15	202	9	11	12	27	8	15	16
Future Vol, veh/h	7	146	11	15	202	9	11	12	27	8	15	16
Conflicting Peds, #/hr	11	0	13	13	0	11	4	0	3	3	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	1	9	7	2	0	27	17	4	25	0	0
Mvmt Flow	8	157	12	16	217	10	12	13	29	9	16	17
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	238	0	0	182	0	0	467	462	179	468	463	237
Stage 1	-	-	-	-	-	-	192	192	-	265	265	-
Stage 2	-	-	-	-	-	-	275	270	-	203	198	-
Critical Hdwy	4.1	-	-	4.17	-	-	7.37	6.67	6.24	7.35	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.37	5.67	-	6.35	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.37	5.67	-	6.35	5.5	-
Follow-up Hdwy	2.2	-	-	2.263	-	-	3.743	4.153	3.336	3.725	4	3.3
Pot Cap-1 Maneuver	1341	-	-	1364	-	-	467	475	859	469	499	807
Stage 1	-	-	-	-	-	-	755	714	-	692	693	-
Stage 2	-	-	-	-	-	-	680	659	-	749	741	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1327	-	-	1347	-	-	431	455	846	430	478	796
Mov Cap-2 Maneuver	-	-	-	-	-	-	431	455	-	430	478	-
Stage 1	-	-	-	-	-	-	741	700	-	680	676	-
Stage 2	-	-	-	-	-	-	638	643	-	703	727	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.5			11.6			12		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	597	1327	-	-	1347	-	-	556				
HCM Lane V/C Ratio	0.09	0.006	-	-	0.012	-	-	0.075				
HCM Control Delay (s)	11.6	7.7	0	-	7.7	0	-	12				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.2				

HCM 6th TWSC
2: Hwy 101 & Laneda Ave

04/27/2023

Intersection

Int Delay, s/veh 5.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	116	157	324	342	69
Future Vol, veh/h	58	116	157	324	342	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	5	8	1
Mvmt Flow	62	123	167	345	364	73

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1080	401	437
Stage 1	401	-	-
Stage 2	679	-	-
Critical Hdwy	6.43	6.23	4.13
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	2.227
Pot Cap-1 Maneuver	240	647	1117
Stage 1	674	-	-
Stage 2	502	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	204	647	1117
Mov Cap-2 Maneuver	204	-	-
Stage 1	573	-	-
Stage 2	502	-	-




Approach	EB	NB	SB
HCM Control Delay, s	23.6	2.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1117	-	375	-	-
HCM Lane V/C Ratio	0.15	-	0.494	-	-
HCM Control Delay (s)	8.8	-	23.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.5	-	2.6	-	-

HCM 6th TWSC

3: Site Access & Dorcas Ln

04/27/2023

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	33	0	0	19	0	0
Future Vol, veh/h	33	0	0	19	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	0	0	21	0	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	36	0	57	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	21	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1575	-	950	1037
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	1002	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1575	-	950	1037
Mov Cap-2 Maneuver	-	-	-	-	950	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	1002	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1575	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 6th AWSC
4: Classic St & Dorcas Ln

04/27/2023

Intersection												
Intersection Delay, s/veh	7.3											
Intersection LOS	A											





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	2	22	0	0	0	19	40	0	2	34	0
Future Vol, veh/h	9	2	22	0	0	0	19	40	0	2	34	0
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	0	9	0	0	0	0	15	0	0	6	0
Mvmt Flow	12	3	28	0	0	0	24	51	0	3	44	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	0	7.5	7.3
HCM LOS	A	-	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	27%	0%	6%
Vol Thru, %	68%	6%	100%	94%
Vol Right, %	0%	67%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	33	0	36
LT Vol	19	9	0	2
Through Vol	40	2	0	34
RT Vol	0	22	0	0
Lane Flow Rate	76	42	0	46
Geometry Grp	1	1	1	1
Degree of Util (X)	0.086	0.044	0	0.052
Departure Headway (Hd)	4.074	3.763	4.143	4.043
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	880	943	0	885
Service Time	2.096	1.82	2.207	2.071
HCM Lane V/C Ratio	0.086	0.045	0	0.052
HCM Control Delay	7.5	7	7.2	7.3
HCM Lane LOS	A	A	N	A
HCM 95th-tile Q	0.3	0.1	0	0.2

HCM 6th TWSC
1: Classic St & Laneda Ave






04/27/2023

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	162	16	20	178	10	12	13	25	14	15	28
Future Vol, veh/h	8	162	16	20	178	10	12	13	25	14	15	28
Conflicting Peds, #/hr	4	0	0	0	0	4	3	0	1	1	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	4	0	14	3	0	0	0	6	0	0	0
Mvmt Flow	9	191	19	24	209	12	14	15	29	16	18	33
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	225	0	0	210	0	0	511	492	202	509	495	222
Stage 1	-	-	-	-	-	-	219	219	-	267	267	-
Stage 2	-	-	-	-	-	-	292	273	-	242	228	-
Critical Hdwy	4.1	-	-	4.24	-	-	7.1	6.5	6.26	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.326	-	-	3.5	4	3.354	3.5	4	3.3
Pot Cap-1 Maneuver	1356	-	-	1292	-	-	476	481	829	478	479	823
Stage 1	-	-	-	-	-	-	788	726	-	743	692	-
Stage 2	-	-	-	-	-	-	720	688	-	766	719	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1351	-	-	1292	-	-	433	465	828	437	463	818
Mov Cap-2 Maneuver	-	-	-	-	-	-	433	465	-	437	463	-
Stage 1	-	-	-	-	-	-	782	720	-	734	675	-
Stage 2	-	-	-	-	-	-	657	671	-	717	713	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.8			11.9			12		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	582	1351	-	-	1292	-	-	578				
HCM Lane V/C Ratio	0.101	0.007	-	-	0.018	-	-	0.116				
HCM Control Delay (s)	11.9	7.7	0	-	7.8	0	-	12				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.4				

HCM 6th TWSC




2: Hwy 101 & Laneda Ave

04/27/2023

Intersection						
Int Delay, s/veh	6.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	65	134	129	283	377	89
Future Vol, veh/h	65	134	129	283	377	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	3	3	9	5	6
Mvmt Flow	72	149	143	314	419	99
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1069	469	518	0	-	0
Stage 1	469	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Critical Hdwy	6.44	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	243	592	1043	-	-	-
Stage 1	625	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	210	592	1043	-	-	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	539	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	28	2.8		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1043	-	371	-	-	
HCM Lane V/C Ratio	0.137	-	0.596	-	-	
HCM Control Delay (s)	9	-	28	-	-	
HCM Lane LOS	A	-	D	-	-	
HCM 95th %tile Q(veh)	0.5	-	3.7	-	-	

HCM 6th TWSC
3: Site Access & Dorcas Ln

04/27/2023

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	18	0	0	10	0	0
Future Vol, veh/h	18	0	0	10	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	0	0	11	0	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	20	0	31	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	11	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1596	-	983	1058
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1596	-	983	1058
Mov Cap-2 Maneuver	-	-	-	-	983	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	1012	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1596	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 6th AWSC

4: Classic St & Dorcas Ln

04/27/2023

Intersection												
Intersection Delay, s/veh	7.3											
Intersection LOS	A											





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	12	1	0	2	5	42	0	2	46	5
Future Vol, veh/h	5	1	12	1	0	2	5	42	0	2	46	5
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	8	100	0	0	0	3	0	0	7	0
Mvmt Flow	6	1	15	1	0	2	6	52	0	2	57	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.9	8.6	7.3	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	28%	33%	4%
Vol Thru, %	89%	6%	0%	87%
Vol Right, %	0%	67%	67%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	47	18	3	53
LT Vol	5	5	1	2
Through Vol	42	1	0	46
RT Vol	0	12	2	5
Lane Flow Rate	58	22	4	65
Geometry Grp	1	1	1	1
Degree of Util (X)	0.065	0.023	0.006	0.072
Departure Headway (Hd)	4.015	3.771	5.501	3.94
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	892	942	648	910
Service Time	2.039	1.825	3.556	1.963
HCM Lane V/C Ratio	0.065	0.023	0.006	0.071
HCM Control Delay	7.3	6.9	8.6	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0	0.2

HCM 6th TWSC
1: Classic St & Laneda Ave

04/27/2023





Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	169	14	28	234	9	13	12	38	8	15	16
Future Vol, veh/h	7	169	14	28	234	9	13	12	38	8	15	16
Conflicting Peds, #/hr	11	0	13	13	0	11	4	0	3	3	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	2	9	7	2	0	27	17	4	25	0	0
Mvmt Flow	8	182	15	30	252	10	14	13	41	9	16	17
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	273	0	0	210	0	0	557	552	206	564	554	272
Stage 1	-	-	-	-	-	-	219	219	-	328	328	-
Stage 2	-	-	-	-	-	-	338	333	-	236	226	-
Critical Hdwy	4.1	-	-	4.17	-	-	7.37	6.67	6.24	7.35	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.37	5.67	-	6.35	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.37	5.67	-	6.35	5.5	-
Follow-up Hdwy	2.2	-	-	2.263	-	-	3.743	4.153	3.336	3.725	4	3.3
Pot Cap-1 Maneuver	1302	-	-	1331	-	-	405	421	829	403	443	772
Stage 1	-	-	-	-	-	-	730	695	-	639	651	-
Stage 2	-	-	-	-	-	-	627	618	-	718	721	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1288	-	-	1315	-	-	368	398	816	359	419	761
Mov Cap-2 Maneuver	-	-	-	-	-	-	368	398	-	359	419	-
Stage 1	-	-	-	-	-	-	716	682	-	628	627	-
Stage 2	-	-	-	-	-	-	579	595	-	663	707	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.8			12.3			13		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	562	1288	-	-	1315	-	-	493				
HCM Lane V/C Ratio	0.121	0.006	-	-	0.023	-	-	0.085				
HCM Control Delay (s)	12.3	7.8	0	-	7.8	0	-	13				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.3				

HCM 6th TWSC
2: Hwy 101 & Laneda Ave

04/27/2023

Intersection

Int Delay, s/veh 7.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	75	132	181	330	349	90
Future Vol, veh/h	75	132	181	330	349	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	5	8	1
Mvmt Flow	80	140	193	351	371	96

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1156	419	467
Stage 1	419	-	-
Stage 2	737	-	-
Critical Hdwy	6.43	6.23	4.13
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	2.227
Pot Cap-1 Maneuver	216	632	1089
Stage 1	661	-	-
Stage 2	472	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	178	632	1089
Mov Cap-2 Maneuver	178	-	-
Stage 1	544	-	-
Stage 2	472	-	-

Approach	EB	NB	SB
HCM Control Delay, s	35.8	3.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1089	-	328	-	-
HCM Lane V/C Ratio	0.177	-	0.671	-	-
HCM Control Delay (s)	9	-	35.8	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0.6	-	4.6	-	-




HCM 6th TWSC

3: Site Access & Dorcas Ln

04/27/2023

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	34	0	0	19	0	0
Future Vol, veh/h	34	0	0	19	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	0	0	21	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	37
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1574
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1574
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1574	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 6th AWSC

4: Classic St & Dorcas Ln

04/27/2023

Intersection												
Intersection Delay, s/veh	7.4											
Intersection LOS	A											





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	2	22	0	0	0	19	53	0	2	51	0
Future Vol, veh/h	9	2	22	0	0	0	19	53	0	2	51	0
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	0	9	0	0	0	0	15	0	0	6	0
Mvmt Flow	12	3	28	0	0	0	24	68	0	3	65	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	0	7.6	7.4
HCM LOS	A	-	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	27%	0%	4%
Vol Thru, %	74%	6%	100%	96%
Vol Right, %	0%	67%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	72	33	0	53
LT Vol	19	9	0	2
Through Vol	53	2	0	51
RT Vol	0	22	0	0
Lane Flow Rate	92	42	0	68
Geometry Grp	1	1	1	1
Degree of Util (X)	0.105	0.045	0	0.076
Departure Headway (Hd)	4.079	3.828	4.209	4.052
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	878	923	0	882
Service Time	2.106	1.902	2.291	2.086
HCM Lane V/C Ratio	0.105	0.046	0	0.077
HCM Control Delay	7.6	7.1	7.3	7.4
HCM Lane LOS	A	A	N	A
HCM 95th-tile Q	0.4	0.1	0	0.2

HCM 6th TWSC
1: Classic St & Laneda Ave

04/27/2023

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	162	17	28	178	10	13	13	32	14	15	28
Future Vol, veh/h	8	162	17	28	178	10	13	13	32	14	15	28
Conflicting Peds, #/hr	4	0	0	0	0	4	3	0	1	1	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	4	0	14	3	0	0	0	6	0	0	0
Mvmt Flow	9	191	20	33	209	12	15	15	38	16	18	33






Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	225	0	0	211	0	0	529	510	202	532	514	222
Stage 1	-	-	-	-	-	-	219	219	-	285	285	-
Stage 2	-	-	-	-	-	-	310	291	-	247	229	-
Critical Hdwy	4.1	-	-	4.24	-	-	7.1	6.5	6.26	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.326	-	-	3.5	4	3.354	3.5	4	3.3
Pot Cap-1 Maneuver	1356	-	-	1291	-	-	463	469	829	461	467	823
Stage 1	-	-	-	-	-	-	788	726	-	727	679	-
Stage 2	-	-	-	-	-	-	705	675	-	761	718	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1351	-	-	1291	-	-	418	450	828	415	448	818
Mov Cap-2 Maneuver	-	-	-	-	-	-	418	450	-	415	448	-
Stage 1	-	-	-	-	-	-	782	720	-	718	657	-
Stage 2	-	-	-	-	-	-	638	653	-	705	712	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1	11.9	12.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	588	1351	-	-	1291	-	-	562
HCM Lane V/C Ratio	0.116	0.007	-	-	0.026	-	-	0.119
HCM Control Delay (s)	11.9	7.7	0	-	7.9	0	-	12.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.4

HCM 6th TWSC
2: Hwy 101 & Laneda Ave




04/27/2023

Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	67	139	134	283	377	92
Future Vol, veh/h	67	139	134	283	377	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	3	3	9	5	6
Mvmt Flow	74	154	149	314	419	102
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1082	470	521	0	-	0
Stage 1	470	-	-	-	-	-
Stage 2	612	-	-	-	-	-
Critical Hdwy	6.44	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	239	591	1040	-	-	-
Stage 1	625	-	-	-	-	-
Stage 2	537	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	205	591	1040	-	-	-
Mov Cap-2 Maneuver	205	-	-	-	-	-
Stage 1	536	-	-	-	-	-
Stage 2	537	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	29.7	2.9		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1040	-	367	-	-	
HCM Lane V/C Ratio	0.143	-	0.624	-	-	
HCM Control Delay (s)	9	-	29.7	-	-	
HCM Lane LOS	A	-	D	-	-	
HCM 95th %tile Q(veh)	0.5	-	4	-	-	

HCM 6th TWSC

3: Site Access & Dorcas Ln

04/27/2023

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	18	1	9	10	1	8
Future Vol, veh/h	18	1	9	10	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	1	11	12	1	10
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	23	0	57	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	34	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1592	-	950	1054
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1592	-	943	1054
Mov Cap-2 Maneuver	-	-	-	-	943	-
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	981	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	3.4		8.5		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1040	-	-	1592	-	
HCM Lane V/C Ratio	0.011	-	-	0.007	-	
HCM Control Delay (s)	8.5	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

HCM 6th AWSC
4: Classic St & Dorcas Ln

04/27/2023

Intersection												
Intersection Delay, s/veh	7.3											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	1	12	1	0	2	5	42	0	2	46	14
Future Vol, veh/h	13	1	12	1	0	2	5	42	0	2	46	14
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	8	100	0	0	0	3	0	0	7	0
Mvmt Flow	16	1	15	1	0	2	6	52	0	2	57	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	8.6	7.4	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	50%	33%	3%
Vol Thru, %	89%	4%	0%	74%
Vol Right, %	0%	46%	67%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	47	26	3	62
LT Vol	5	13	1	2
Through Vol	42	1	0	46
RT Vol	0	12	2	14
Lane Flow Rate	58	32	4	77
Geometry Grp	1	1	1	1
Degree of Util (X)	0.065	0.035	0.006	0.082
Departure Headway (Hd)	4.042	3.958	5.528	3.878
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	885	898	644	923
Service Time	2.071	2.012	3.587	1.906
HCM Lane V/C Ratio	0.066	0.036	0.006	0.083
HCM Control Delay	7.4	7.2	8.6	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0	0.3

HCM 6th TWSC
1: Classic St & Laneda Ave






04/27/2023

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	169	15	40	234	9	14	12	46	8	15	16
Future Vol, veh/h	7	169	15	40	234	9	14	12	46	8	15	16
Conflicting Peds, #/hr	11	0	13	13	0	11	4	0	3	3	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	1	9	7	2	0	27	17	4	25	0	0
Mvmt Flow	8	182	16	43	252	10	15	13	49	9	16	17
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	273	0	0	211	0	0	583	578	206	594	581	272
Stage 1	-	-	-	-	-	-	219	219	-	354	354	-
Stage 2	-	-	-	-	-	-	364	359	-	240	227	-
Critical Hdwy	4.1	-	-	4.17	-	-	7.37	6.67	6.24	7.35	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.37	5.67	-	6.35	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.37	5.67	-	6.35	5.5	-
Follow-up Hdwy	2.2	-	-	2.263	-	-	3.743	4.153	3.336	3.725	4	3.3
Pot Cap-1 Maneuver	1302	-	-	1330	-	-	389	407	829	385	428	772
Stage 1	-	-	-	-	-	-	730	695	-	618	634	-
Stage 2	-	-	-	-	-	-	607	601	-	715	720	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1288	-	-	1314	-	-	350	380	816	336	400	761
Mov Cap-2 Maneuver	-	-	-	-	-	-	350	380	-	336	400	-
Stage 1	-	-	-	-	-	-	716	682	-	607	604	-
Stage 2	-	-	-	-	-	-	553	572	-	652	706	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			1.1			12.4			13.3		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	563	1288	-	-	1314	-	-	474				
HCM Lane V/C Ratio	0.138	0.006	-	-	0.033	-	-	0.088				
HCM Control Delay (s)	12.4	7.8	0	-	7.8	0	-	13.3				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0.3				

HCM 6th TWSC

2: Hwy 101 & Laneda Ave



04/27/2023

Intersection						
Int Delay, s/veh	8.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	78	137	189	330	349	94
Future Vol, veh/h	78	137	189	330	349	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	3	3	5	8	1
Mvmt Flow	83	146	201	351	371	100
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1174	421	471	0	-	0
Stage 1	421	-	-	-	-	-
Stage 2	753	-	-	-	-	-
Critical Hdwy	6.44	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	210	630	1086	-	-	-
Stage 1	658	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	171	630	1086	-	-	-
Mov Cap-2 Maneuver	171	-	-	-	-	-
Stage 1	536	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	40.3	3.3		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1086	-	319	-	-	
HCM Lane V/C Ratio	0.185	-	0.717	-	-	
HCM Control Delay (s)	9.1	-	40.3	-	-	
HCM Lane LOS	A	-	E	-	-	
HCM 95th %tile Q(veh)	0.7	-	5.2	-	-	

HCM 6th TWSC

3: Site Access & Dorcas Ln

04/27/2023

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	34	1	13	19	1	9
Future Vol, veh/h	34	1	13	19	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	1	14	21	1	10
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	38	0	87	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	49	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1572	-	914	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	973	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1572	-	906	1034
Mov Cap-2 Maneuver	-	-	-	-	906	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	964	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	3		8.6		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1020	-	-	1572	-	
HCM Lane V/C Ratio	0.011	-	-	0.009	-	
HCM Control Delay (s)	8.6	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

HCM 6th AWSC

4: Classic St & Dorcas Ln

04/27/2023

Intersection

Intersection Delay, s/veh 7.5
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	2	22	0	0	0	19	53	0	2	51	13
Future Vol, veh/h	18	2	22	0	0	0	19	53	0	2	51	13
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	0	9	0	0	0	0	15	0	0	6	0
Mvmt Flow	23	3	28	0	0	0	24	68	0	3	65	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	0	7.6	7.4
HCM LOS	A	-	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	43%	0%	3%
Vol Thru, %	74%	5%	100%	77%
Vol Right, %	0%	52%	0%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	72	42	0	66
LT Vol	19	18	0	2
Through Vol	53	2	0	51
RT Vol	0	22	0	13
Lane Flow Rate	92	54	0	85
Geometry Grp	1	1	1	1
Degree of Util (X)	0.105	0.059	0	0.093
Departure Headway (Hd)	4.111	3.973	4.247	3.952
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	869	890	0	903
Service Time	2.149	2.051	2.336	1.994
HCM Lane V/C Ratio	0.106	0.061	0	0.094
HCM Control Delay	7.6	7.3	7.3	7.4
HCM Lane LOS	A	A	N	A
HCM 95th-tile Q	0.4	0.2	0	0.3

May 4, 2023

Scott Gebhart
City of Manzanita
543 Laneda Avenue
Manzanita, OR 97130

Dear Scott,

At your request, I have reviewed the Transportation Impact Study (TIS) for the Manzanita Lofts project. The TIS was prepared by Mackenzie and is dated May 3, 2023. The Manzanita Lofts project is located in the southwest corner of the intersection of Classic Street and Dorcas Lane and includes a mix of housing types with a total of 34 dwelling units, proposed to be used as vacation rentals.

Study Area & Analysis Scenarios

Lancaster Mobley provided a scope of work for the TIS in a scoping letter dated April 13, 2023. Consistent with that scoping letter, the TIS provides traffic counts and operational analysis at the following intersections:

1. Laneda Avenue at Highway 101
2. Laneda Avenue at Classic Street
3. Classic Street at Dorcas Lane
4. Dorcas Lane at Site Access

Intersection operation is examined during the weekday evening peak hour and the Saturday peak hour for existing conditions (based on August 2022 traffic counts) and conditions in 2024 with and without the development of the proposed Manzanita Lofts. The applicant anticipates completion of the project by the end of 2024.

Traffic Volumes

Consistent with the scoping letter, traffic count data collected in August of 2022 was used to establish existing traffic conditions. These counts were conducted in August, which represents the peak month for traffic volumes on this segment of Highway 101, as documented by the Oregon Department of Transportation (ODOT). Appropriately, no seasonal adjustment was applied to the 2022 volumes.

To estimate growth in traffic volumes between 2022 and the planned project completion in 2024, the TIS applied a background growth rate as well as including trips from projects in Manzanita that are approved but not yet constructed. These are referred to as "in process" trips.

Based on ODOT-published Future Volume Tables, an annual growth rate of 1% was used. Consistent with direction provided in the scoping letter, in-process trips were included from the following projects.

- Heron's Rest
- Steeplejack Brewing
- Expansion Manzanita Grocery & Deli "The Little Apple"
- Highlands Residential Community
- Whispering Pines Housing
- Three Housing Units at the SW corner of Pacific Lane and Tie Lane

The development of traffic volumes is reasonable and appropriate, and also consistent with direction provided in the scoping letter.

Trip Generation & Distribution

Weekday trip generation was estimated based on data for land use code 320, "Motel", in the ITE *Trip Generation Handbook*. Since that land use code does not have data for Saturdays, data was also used from land use code 310, "Hotel". The TIS concludes that the site will generate 94 trips over a typical weekday with 19 trips during the weekday peak hour. On a Saturday, a total of 274 trips would be generated, with 24 trips during the Saturday peak hour.

The trip distribution used in the TIS indicates that 80% of the weekday and Saturday peak hours would be to and from Highway 101 via Laneda Avenue. The remaining 20% would be to and from the west on Dorcas Avenue and Laneda Avenue. Based on my review of the existing traffic volumes, it appears that the percentage to and from Highway 101 may be somewhat overstated, with a higher percentage of trips being local within Manzanita. However, the distribution used in the TIS does provide a reasonable worst-case analysis of the study area intersections, particularly at Highway 101. Also, with the relatively low trip generation of the project, minor changes in trip distribution percentages do not result in significant traffic volume changes. The assumptions in the TIS are reasonable and no revisions are necessary.

Traffic Operations & Sight Distance

The TIS demonstrates that the intersections of Classic Street with Dorcas Lane and with Laneda Avenue will operate favorably at level of service A or B for all scenarios examined. Only the intersection of Highway 101 at Laneda Avenue would have longer delays, but that intersection is shown to operate well within applicable performance standards, even with the Manzanita Lofts project completed.

Similarly, the site access to Dorcas Lane will operate at level of service A during the peak hours and eastbound traffic queues on Dorcas Lane from the intersection with Classic Street are not shown to extend to the site driveway.

In examining sight distance at the site driveway, the TIS recommends clearing vegetation west of the driveway so that at least 225 feet of sight distance can be achieved. I agree and recommend this be required as a condition of approval.



Recommendations

The TIS for Manzanita Lofts complies with the scoping letter provided to the applicant and demonstrates that impacts from the project will be minor, with all study-area intersections operating acceptably with the project in place.

The following recommendation are made:

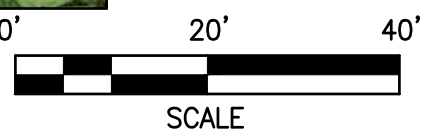
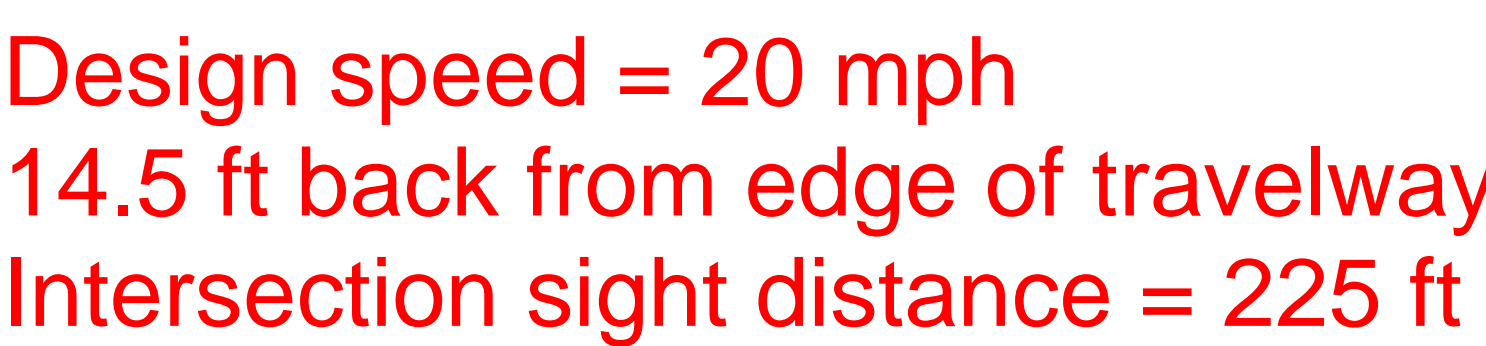
1. Require the applicant to clear vegetation west of the site driveway location to achieve at least 225 feet of intersection sight distance, measured from a point 14.5 feet behind the edge of the traveled way on Dorcas Lane, consistent with intersection sight distance requirements in *A Policy on Geometric Design of Highways and Streets* (AASHTO Manual).

If you have any questions regarding this review or if we can be of any further assistance, please do not hesitate to call.

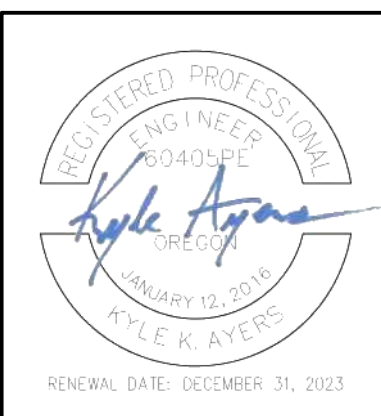
Sincerely,

Todd E. Mobley, PE
Principal





CONSTRUCTION SET



CITY OF MANZANITA
DORCAS LN. AND 4TH ST. CONSTRUCTION
ROAD CONSTRUCTION DRAWINGS
DORCAS LN. – STA 10+80 TO 14+40 PLAN & PROFILE VIEW
TILLAMOOK COUNTY, OR

	NO.	DATE	BY	REVISION COMMENTS
Design K/A	Drawn LJ	Checked KA	Initial Issue Date: February 19, 2023	

Project No.	Drawing No.
21004	RD01.DWG

RD3

Sheet No.

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May 19, 2023

City of Manzanita
P.O. Box 129, Manzanita, OR 97130

RE: Preliminary Stormwater Design for the Manzanita Lofts project
Planned Unit Development at 698 Dorcas Lane (TL2600 and 2100)
Applicant: Vito Cerelli
Westlake Project No.: P168-055

To whom it may concern,

The purpose of this memorandum is to provide an overview of the preliminary engineering design for proposed stormwater facilities at the Manzanita Lofts project, located in Manzanita, Oregon. The project consists of a hotel complex including studios, cabins, micro cabins, and a community gathering building. A network of paved roads and parking provides internal access for the development.

In accordance with Section 3.030(4)(e) of the Manzanita Zoning Ordinance, private drywells are proposed to fully infiltrate storm runoff from impervious surfaces. Drywells are required to be designed to meet or exceed the City of Manzanita Drywell & Infiltration System Standards (Revised 6/040/04). Overall, 12 drywells are proposed across the project to infiltrate run-off from impervious areas in exceedance of the City Standards.

Attachment #1 shows the preliminary stormwater plan.

Existing Conditions:

The existing site is 3.83 acres, located along the base of Classic Street on a north-south axis. The existing grounds consist of scattered trees, native grasses, and shrubs with gentle slopes to the west. There are no existing impervious areas on-site nor does the site normally receive run-off from the adjacent public roads. A Wetland Determination Report (WD#2022-0331) observed no standing surface water on the site or wetland hydrology. Soil conditions in the region are estimated to be acceptable for infiltration (well drained, soil group A per NRCS soils report, Attachment #2). Based upon our preliminary understanding of the nature of the soil in the area, it is assumed that the site soil drains at a rate which is sufficient for installation of drywells.

Proposed Conditions:

For stormwater purposes the proposed development is delineated into six hydrologic sub-basins. The proposed impervious area was calculated based upon the applicant's supplied site plan and summarized in Table 1. below.

The required drywell storage volume for the site is determined by the City's Standards which mandate that the development provide 1 cubic-foot of storage capacity for every 44 square feet of impervious area. Table 2. shows the required quantity of drywells for each sub-basin and the associated storage volume provided. This table demonstrates that the proposed drywells meet and exceed the volumes required by the City Standards.

This calculation is based on a 48" diameter precast drywell structure with 13' of overall depth. Each drywell is comprised of a 10' tall perforated circular section and a 3' tall solid cone section. This structure provides 125.7 cubic feet of storage capacity per drywell excluding the volume of the cone section for additional conservatism (see Attachment #3 for typical specification sheet).

Table-1: Proposed Impervious Area per Sub-Basin

Sub-Basin	Buildings Area (sf)	Paved Area (sf)	Combined Area (sf)
1	2,634	7,340	9,973
2	2,017	2,764	4,781
3	2,196	3,465	5,660
4	5,341	3,554	8,895
5	7,015	7,857	14,872
6	2,604	3,191	5,795
Total:	21,806	28,170	49,976

Table-2: Proposed Drywell Quantity Per Sub-Basin

Sub-Basin	Combined Impervious Area (sf)	Drywell Storage Required (cf)	No. of Drywells Proposed	Stormwater Storage Provided (cf)
1	9,973	227	2	251
2	4,781	109	1	126
3	5,660	129	2	251
4	8,895	202	2	251
5	14,872	338	3	377
6	5,795	132	2	251
Total:	49,976	1,136	12	1,508*

*proposed storage volume exceeds required by 33%

Future engineering design will be undertaken prior to building permitting to determine the exact drywell quantity and depth. This work will require site-specific infiltration testing and potentially water table monitoring to establish its elevation relative to the drywell depth.

Custom Soil Resource Report

United States Department of Agriculture, Natural Resources Conservation Service. National soil survey handbook, title 430-VI. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/scientists/?cid=nrcs142p2_054242

United States Department of Agriculture, Natural Resources Conservation Service. 2006. Land resource regions and major land resource areas of the United States, the Caribbean, and the Pacific Basin. U.S. Department of Agriculture Handbook 296. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/soils/?cid=nrcs142p2_053624

United States Department of Agriculture, Soil Conservation Service. 1961. Land capability classification. U.S. Department of Agriculture Handbook 210. http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcs142p2_052290.pdf

This memorandum concludes that a stormwater management system is feasible for this project in full compliance with the Manzanita Zoning Ordinance and the established Drywell & Infiltration System Standards for the City of Manzanita.

If you have any questions, please do not hesitate to contact me.

Sincerely,



Jeffrey M. Hinton, PE (96804)
Sr. Project Manager

Westlake Consultants, Inc.



List of Attachments :

Attachment #1: Preliminary Stormwater Plan

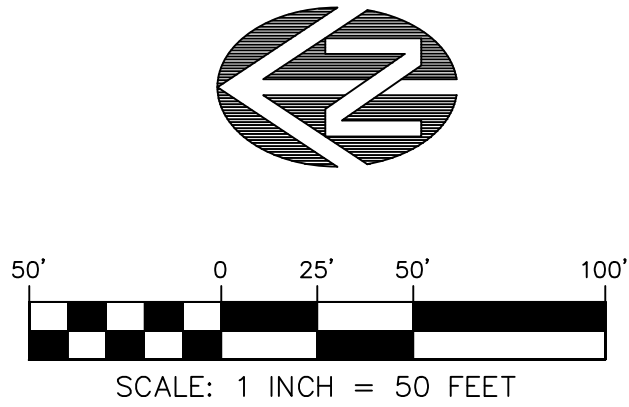
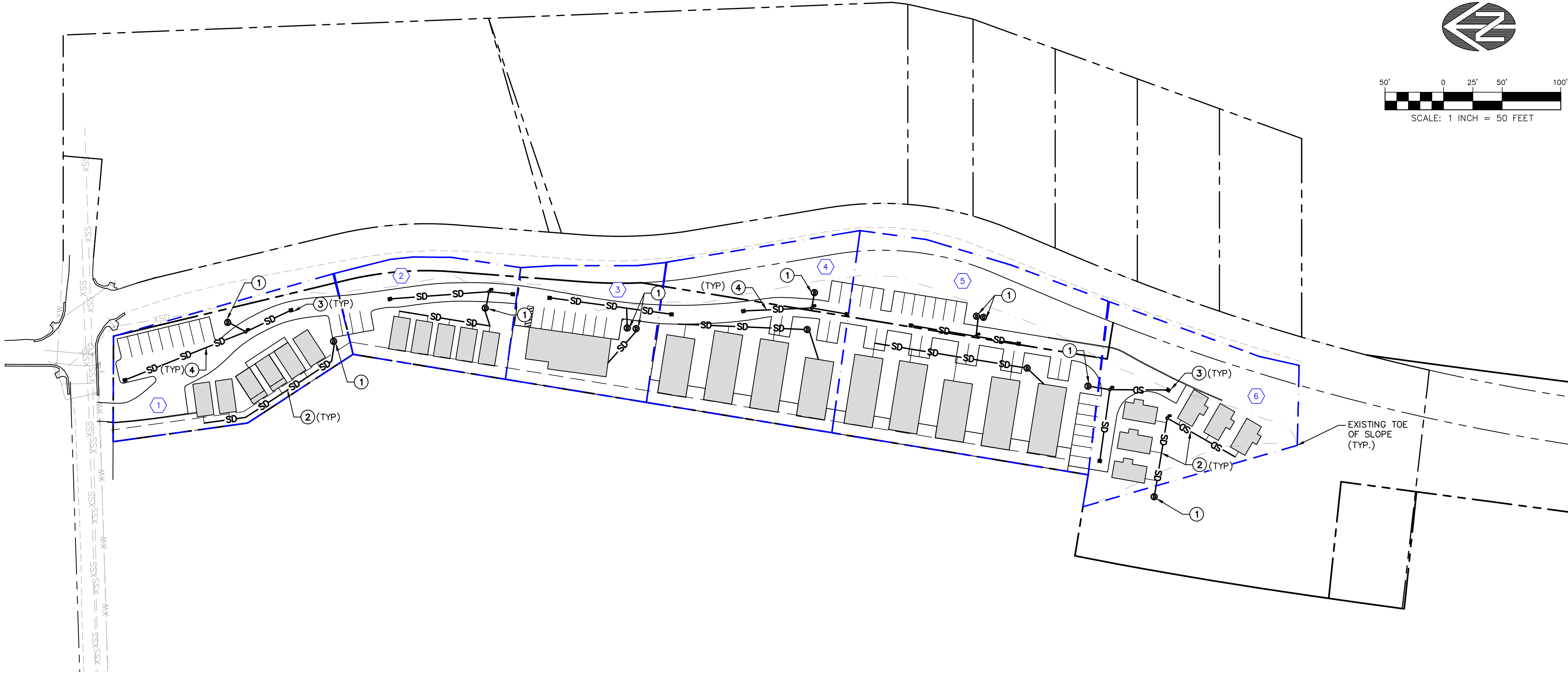
Attachment #2: NRCS Soils Report

Attachment #3: Drywell Vendor Specification Sheet

Attachment #1

Preliminary Stormwater Plan

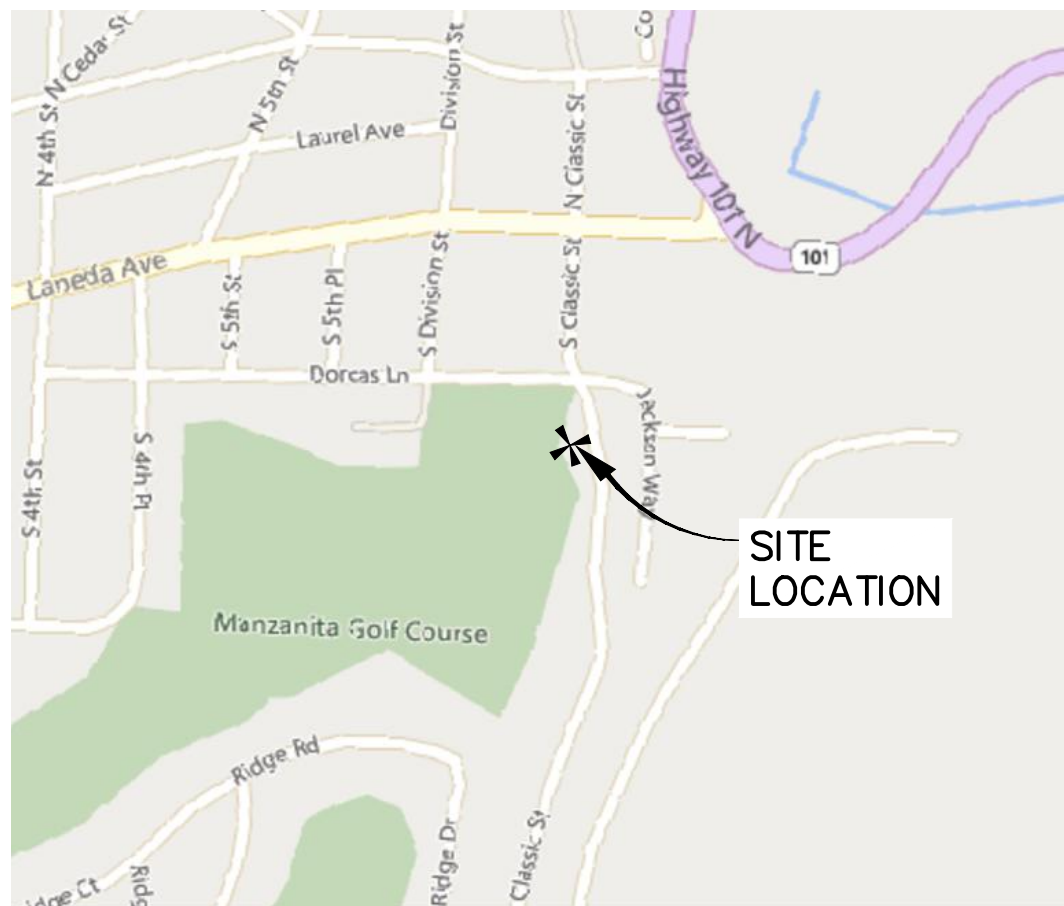
DRAWING NAME: L:\PROMO\P168-055 MANZANITA LOFTS\6. ENGINEERING\3. CAD\EXHIBITS\2023-05-18 STORM MEMO EXPI168-055 STORM BASIN.DWG 2023/05/22 -- 05:48PM -- DAB



ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THESE RULES BY CALLING THE CENTER. (NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503) 232-1987).

UTILITY STATEMENT: THE UNDERGROUND UTILITIES SHOWN ARE PER FIELD MARKINGS AND RECORD DRAWINGS PROVIDED BY THE RESPECTIVE UTILITY AGENCIES. LOCATION OF NON-OBSERVABLE AND/OR UNDERGROUND UTILITIES ARE SHOWN FOR INFORMATION ONLY AND ARE NOT GUARANTEED TO BE COMPLETE OR ACCURATE.

UTILITY VERIFICATION: CONTRACTOR SHALL POTHOLE TO VERIFY LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCING CONSTRUCTION AND SHALL PROVIDE WESTLAKE CONSULTANTS, INC. 72-HOURS NOTICE OF ANY POTENTIAL CONFLICTS.



VICINITY MAP
NOT TO SCALE



APPLICANT

CERELLI DESIGN LLC
31897 MAXWELL LANE
ARCH CAPE, OR 97102
PHONE: (503) 440-5766
CONTACT: VITO CERELLI
EMAIL: VITO.CERELLI@GMAIL.COM

ENGINEER

WESTLAKE CONSULTANTS, INC.
PACIFIC CORPORATE CENTER
15115 S.W. SEQUOIA PARKWAY,
SUITE 150 TIGARD, OREGON 97224
PHONE: (503) 684-0652
CONTACT: JEFF HINTON, PE
EMAIL: JHINTON@WESTLAKECONSULTANTS.COM

STORM KEYNOTES

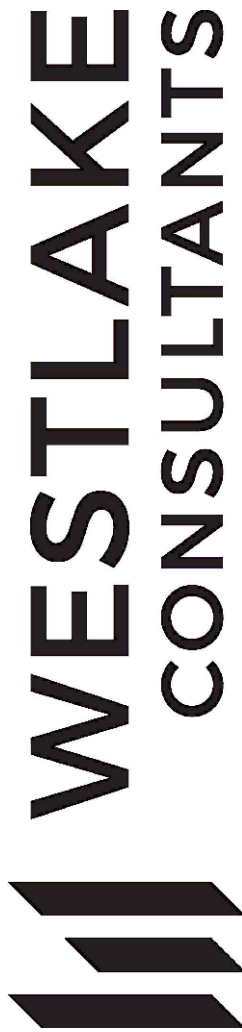
- 1 INSTALL DRYWELLS A MINIMUM OF 5 FEET FROM PROPERTY LINE AND 10 FEET FROM BUILDINGS WITH SEDIMENT BOX AND OVERFLOW PER CODE.
- 2 INSTALL STORM PIPES TO CONVEY STORM WATER FROM ROOFS TO DRYWELL.
- 3 INSTALL CATCH BASINS TO CAPTURE RUNOFF FROM PARKING LOT AREA.
- 4 INSTALL STORM PIPES TO CONVEY WATER FROM CATCH BASINS TO DISPERSED DRYWELLS.

PROJECT AREAS

Drainage Basin	Combined - Impervious Area (sf)	Drywell Storage Required (cf)	No. of Drywells Recommended	Stormwater Storage Provided (cf)
1	9,973	227	2	251
2	4,781	109	1	126
3	5,660	129	2.0	251
4	8,895	202	2	251
5	14,872	338	3	377
6	5,795	132	2	251
Total:	49976	1136	12	1508

TABLE 2 FROM STORMWATER DESIGN MEMORANDUM DATED 5/19/23 BY WESTLAKE CONSULTANTS.

MANZANITA LOFTS
MANZANITA OR
DRYWELL EXHIBIT



Planning | Engineering | Surveying

THESE DRAWINGS ARE THE PROPERTY OF WESTLAKE CONSULTANTS, INC. (WCI) AND ARE NOT TO BE REPRODUCED IN ANY MANNER EXCEPT WITH THE WRITTEN PERMISSION OF WCI

NO.	DATE	DESCRIPTION	DRAFT	CHECK
0	2023-05-19	DRYWELL EXHIBIT	DAB	JMH

SHEET
EX
JOB NO.
P168-055

LAND USE SUBMITTAL

Attachment #2

NRCS Soils Report



United States
Department of
Agriculture

NRCS

Natural
Resources
Conservation
Service

A product of the National
Cooperative Soil Survey,
a joint effort of the United
States Department of
Agriculture and other
Federal agencies, State
agencies including the
Agricultural Experiment
Stations, and local
participants

Custom Soil Resource Report for Tillamook County, Oregon



May 12, 2023

Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (<http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/>) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (<https://offices.sc.egov.usda.gov/locator/app?agency=nrcs>) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or a part of an individual's income is derived from any public assistance program. (Not all prohibited bases apply to all programs.) Persons with disabilities who require

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11D—Netarts fine sandy loam, 5 to 30 percent slopes.....	13
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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

Custom Soil Resource Report

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report Soil Map



Custom Soil Resource Report

MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

Special Point Features

 Blowout

 Borrow Pit

 Clay Spot

 Closed Depression

 Gravel Pit

 Gravelly Spot

 Landfill

 Lava Flow

 Marsh or swamp

 Mine or Quarry

 Miscellaneous Water

 Perennial Water

 Rock Outcrop


 Saline Spot

 Sandy Spot

 Severely Eroded Spot

 Sinkhole

 Slide or Slip

 Sodic Spot

 Spoil Area

 Stony Spot

 Very Stony Spot

 Wet Spot

 Other

 Special Line Features

Water Features

 Streams and Canals

Transportation

 Rails

 Interstate Highways

 US Routes

 Major Roads

 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Tillamook County, Oregon
Survey Area Data: Version 15, Sep 14, 2022

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: May 28, 2020—Jun 22, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
11D	Netarts fine sandy loam, 5 to 30 percent slopes	3.7	100.0%
Totals for Area of Interest		3.7	100.0%

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Custom Soil Resource Report

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Tillamook County, Oregon

11D—Netarts fine sandy loam, 5 to 30 percent slopes

Map Unit Setting

National map unit symbol: 27w3

Elevation: 20 to 300 feet

Mean annual precipitation: 80 to 100 inches

Mean annual air temperature: 49 to 52 degrees F

Frost-free period: 180 to 300 days

Farmland classification: Farmland of statewide importance

Map Unit Composition

Netarts and similar soils: 90 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Netarts

Setting

Landform: Dunes on marine terraces

Landform position (three-dimensional): Tread

Down-slope shape: Concave, linear

Across-slope shape: Linear

Parent material: Eolian sands

Typical profile

Oi - 0 to 2 inches: slightly decomposed plant material

A - 2 to 5 inches: fine sandy loam

E - 5 to 9 inches: loamy fine sand

ABs - 9 to 15 inches: loamy fine sand

Bs1 - 15 to 19 inches: fine sand

Bs2 - 19 to 37 inches: fine sand

BCs - 37 to 54 inches: fine sand

C - 54 to 67 inches: fine sand

Properties and qualities

Slope: 5 to 30 percent

Depth to restrictive feature: More than 80 inches

Drainage class: Well drained

Capacity of the most limiting layer to transmit water (Ksat): High (1.98 to 5.95 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: None

Frequency of ponding: None

Available water supply, 0 to 60 inches: Low (about 4.4 inches)

Interpretive groups

Land capability classification (irrigated): None specified

Land capability classification (nonirrigated): 4e

Hydrologic Soil Group: A

Ecological site: F004AB202OR - Dune Forest

Other vegetative classification: Sitka spruce/salal-mesic (901)

Hydric soil rating: No

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Attachment #3

Drywell Vendor Specification

48" DRYWELL MANHOLE

FRAME AND COVER

3" = 275 lbs.
7" = 350 lbs.

GRADE RING

2" = 80 lbs.
3" = 125 lbs.
4" = 165 lbs.
6" = 245 lbs.
12" = 490 lbs.

ECCENTRIC CONE

2,480 lbs.

Lift Pin or Hole
(2 Places Typ.)

DRYWELL RISER

Height	Weight
5'-0"	4,060 lbs.

Perforated Section
w/2 $\frac{3}{8}$ " \varnothing Holes
14 Columns 8 Rows

DRYWELL BASE

Height	Weight
5'-0"	5,390 lbs.

Perforated Section
w/2 $\frac{3}{8}$ " \varnothing Holes
14 Columns 8 Rows

3" (Suburban) or 7" (Standard)

Lift Loop
(3 Places)

FLAT TOP

(Other Hole Sizes and Configurations Available)
1,650 lbs.

CONCENTRIC CONE

2,080 lbs.

JOINT DETAIL

Notes:

- Manholes per Specification: ASTM C478
- Rubber Gasket: ASTM C443
- Holes: Cored as Required.
- Frame & Cover: Gray Cast Iron ASTM A48 Class 30, Watertight/Tamperproof Cover Available.
- Optional Extended Base Available.



Oldcastle Precast®

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48" DRYWELL MANHOLE

File Name: 020-48MH-D

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48" DRYWELL MANHOLE