

October 9, 2018

Mr. Ken Ulbricht
Bott's Marsh LLC
P.O. Box 1161
Seaside, OR 97138

RE: Wheeler Development Site Traffic Analysis "Note to File"
(CTS Engineers Project No. OR07.031.T01)

Dear Ken:

In 2007 CTS Engineers conducted a traffic study ("*the 2007 traffic study*") for The Point at Wheeler Landing ("*the 2007 development proposal*"), a proposed mixed use development located along the west side of Hwy 101 at Hemlock Street in Wheeler, Oregon.

The 2007 development proposal included 44 townhomes, 14 three-story live-work townhomes with first-floor retail space, and another 19,077 gross square feet of retail space on three pads. It faced opposition from residents concerned about the proposed land use density and traffic impacts. A key traffic concern was that sole access would be provided by adding a west leg to the existing Hwy 101/Hemlock Street intersection to connect the highway and Marine Drive, two parallel roadway facilities separated by a 100-foot corridor owned by the Port of Tillamook Bay and the former location of the Port of Tillamook Bay Railroad (POTB), which was an active shortline connecting Tillamook Bay to the Willamette Valley when the 2007 traffic study was prepared. The 2007 development proposal did not advance through the land use approval process. (In December 2007 the POTB corridor was severely damaged by a major storm. Some sections have been permanently abandoned. Other segments have been targeted for conversion from rail to trail. I am uncertain of the status of this specific segment of POTB).

Per your request I contacted City of Wheeler land use planner Sabrina Pearson to find out what the City needs in an update of the 2007 traffic study for a new land use application for the site, with less intense development ("*the 2018 development concept*").

Ms. Pearson said the 2018 development concept would NOT require an update of the 2007 traffic study for the following reasons:

- The 40+/- residential units in the 2018 development concept would add fewer new vehicle trips on local roads than the development proposal analyzed in the 2007 traffic study.
- There have been no roadway changes or annexations since the 2007 traffic study was prepared, and only half a dozen or so new homes built in the City.
- Therefore existing traffic conditions in 2018 are likely similar to the baseline conditions analyzed in the 2007 traffic study.

- ODOT should be contacted to confirm applicable access permit requirements for connection of Hemlock Street to Hwy 101 from Marine Drive ("the Hemlock Street extension"). The Hemlock Street extension would pass through a 100-foot corridor separating Marine Drive and Hwy 101 that is the site of the former active shortline serving the Port of Tillamook Bay (the POTB). Current status of this segment of POTB would need to be confirmed with the Port and ODOT's Rail Division. The City Fire Department also needs to be consulted about the Hemlock Street extension. Shoulder widening may be required to meet minimum residential standards for fire access.

She said higher density development of the site could be possible if Marine Drive were improved to applicable standards to provide a second public street access. The City likely would require improvement of Marine Drive 1) north of the main Wheeler Marina entrance to the Dart property, 2) along the Dart property frontage between adjacent to the marina, and within the site boundary. (The paved width of Marine Drive appears to narrow north of the main Wheeler Marina entrance.)

The Bellevue office of CTS Engineers (425-455-7622) can provide civil engineering and design services you may need for access improvements required by the City and/or ODOT.

Sincerely,

Howard Roll, P.E.
howardroll@gmail.com
949-379-9921

40 Santa Comba
Irvine, CA 92606

c: Barry Knight, CTS Engineers