

Kent Taylor Civic Hall Council Chambers 200 NE Second Street McMinnville, OR 97128

### City Council Meeting Agenda Tuesday, October 10, 2023 6:30 p.m. – City Council EXECUTIVE SESSION –(CLOSED TO THE PUBLIC) 7:00 p.m. – City Council Regular Meeting

REVISED 10/09/2023

Welcome! The public is strongly encouraged to participate remotely but there is seating at Civic Hall for those who are not able to participate remotely. However, if you are not feeling well, please stay home and take care of yourself.

The public is strongly encouraged to relay concerns and comments to the Council in one of three ways:
Email at any time up to 12 p.m. on Monday, October 9th to <u>claudia.cisneros@mcminnvilleoregon.gov</u>
If appearing via telephone only please sign up prior by 12 p.m. on Monday, October 9th by emailing the City Recorder at <u>claudia.cisneros@mcminnvilleoregon.gov</u> as the chat function is not available when calling in zoom;
Join the zoom meeting use the raise hand feature in zoom to request to speak, once your turn is up we will announce your name and unmute your mic. You will need to provide your First and Last name, Address, and contact information (email or phone) to the City.

You can live broadcast the City Council Meeting on cable channels Xfinity 11 and 331, Frontier 29 or webstream here: <u>mcm11.org/live</u>

#### CITY COUNCIL REGULAR MEETING:

You may join online via Zoom Meeting: https://mcminnvilleoregon.zoom.us/j/81601857848?pwd=0KjXpX7XB2tzqCXkRDN9aakODqtq6X.1

> Zoom ID: 816 0185 7848 Zoom Password: 331439 Or you can call in and listen via Zoom: 1-253- 215- 8782 ID: 816 0185 7848

#### 6:30 PM – CITY COUNCIL EXECUTIVE SESSION – (NOT OPEN TO THE PUBLIC) (Added on 10.09.2023)

- 1. CALL TO ORDER
- EXECUTIVE SESSION PURSUANT TO ORS 192.660(2)(e): To conduct deliberations with persons designated by the governing body to negotiate real property transactions. AND Executive Session pursuant to ORS 192.660(2)(f): To consider information or records that are exempt by law from public inspection.
- 3. ADJOURNMENT OF EXECUTIVE SESSION

#### 7:00 PM - REGULAR COUNCIL MEETING - VIA ZOOM AND SEATING AT CIVIC HALL

- 1. CALL TO ORDER & ROLL CALL
- 2. PLEDGE OF ALLEGIANCE
- 3. PROCLAMATION
  - a. Domestic Violence Awareness Month Proclamation

#### b. Hands & Words Are Not for Hurting Week Proclamation

#### 4. INVITATION TO COMMUNITY MEMBERS FOR PUBLIC COMMENT -

The Mayor will announce that interested audience members are invited to provide comments. Anyone may speak on any topic other than: a matter in litigation, a quasi-judicial land use matter; or a matter scheduled for public hearing at some future date. The Mayor may limit comments to 3 minutes per person for a total of 30 minutes. The Mayor will read comments emailed to City Recorded and then any citizen participating via Zoom.

#### 5. PRESENTATIONS

a. Murray Paolo's Thank You to the City of McMinnville.

#### 6. ADVICE/ INFORMATION ITEMS

- b. Reports from Councilors on Committee & Board Assignments
- c. Department Head Reports

#### 7. CONSENT AGENDA

- a. Consider the Request to Permit a Waiver of the Noise Ordinance from Chris Durig of The Oak for October 28, 2023, for a Halloween Party. (Added on 10.09.2023)
- b. Consider the Minutes of the August 22, 2023, City Council Work Session & Regular Meeting. (Added on 10.09.2023)
- c. Consider the Minutes of the August 29, 2023, Special Called Joint City Council & MW&L Commission Meeting. (Added on 10.09.2023)
- d. Consider the Minutes of the September 12, 2023, Joint City Council & MW&L Commission Work Session Meeting and City Council Regular Meeting. (Added on 10.09.2023)

#### 8. **RESOLUTIONS**

- a. Consider Resolution No. <u>2023-58</u>: A Resolution (1) adopting a contingency transfer in the budget for fiscal year 2023-2024 in the Wastewater Capital Fund and an appropriation transfer from the Wastewater Capital Fund to the General Fund and (2) authorizing an interfund loan from the Wastewater Capital Fund to the General Fund for purposes of a capital property acquisition. (Added on 10.09.2023)
- b. Consider **Resolution No. <u>2023-59</u>**: A Resolution approving an intergovernmental agreement between the City of McMinnville and the McMinnville Urban Renewal Agency for the financing to purchase tax lots R4421BA03800 and R4421BA03805 (904 NE 10TH Street and 835 NE Alpine Avenue respectively to advance the goals and objectives of the McMinnville Urban Renewal Plan. (Added on 10.09.2023)

#### 9. ORDINANCES

- a. Consider the first reading with a possible second reading of **Ordinance No. <u>5140</u>**: An Ordinance Amending Ordinance No. 5086 and Approving a Master Plan for Tax Lot R4418 00100 at the Northeast Quadrant of the Intersection of NW Hill Road and New Baker Creek Road.
- b. Consider Ordinance No. <u>5139</u>: An Ordinance Adopting a Housing Needs Analysis and Economic Opportunity Analysis for the Planning Horizon of 2021 2041, Population 47,498 People (Dockets G 1-20 and G 3-20).

#### **10. ADJOURNMENT OF REGULAR MEETING**

Meeting Accessibility Services and Americans with Disabilities Act (ADA) Notice: Kent Taylor Civic Hall is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made a least 48 hours before the meeting to the City Recorder (503) 435-5702 or <u>Claudia.Cisneros@mcminnvilleoregon.gov</u>. AMENDED on 10.11.2023 2 of 386



Domestic violence is a complex and pervasive problem in our community that affects individuals across economic, racial, gender, educational, religious, and other societal lines. Domestic violence is not just physical, it can include emotional, mental, verbal and financial abuse.

*Whereas,* nearly 20 people per minute are physically abused by an intimate partner in the United States, equating to more than 10 million women and men per year; and

*Whereas,* in the United States 1 in 4 women and 1 in 10 men experience sexual violence, physical violence and/or stalking by an intimate partner during their lifetime; and

*Whereas,* 1 in 15 children are exposed to intimate partner violence each year, with 90% of these children as eyewitnesses to this violence; and

*Whereas,* the economic cost of intimate partner violence in the United States exceeds \$8.3 billion per year from lost work days and medical costs; and

*Whereas,* on a single day in Oregon, 1,123 adult and child victims of domestic violence received services from a DV emergency shelter or advocacy center, and within this same 24-hour period 300 Hotline calls were received, averaging 13 contacts per hour, with 118 requests for services being unmet due to lack of resources; and

*Whereas,* The City of McMinnville joins with others across Oregon and the nation in supporting victims of domestic violence, including local programs, state coalitions, and national organizations who are committed to increasing public awareness of domestic violence and sending a clear message to abusers that domestic violence is not tolerated in McMinnville.

**NOW, THEREFORE,** I, Remy Drabkin, Mayor of the City of McMinnville do hereby proclaim **October 2023** to be

# Domestic Violence Awareness Month

We urge all City of McMinnville community members to actively work towards the elimination of domestic violence by supporting and believing in survivors and promoting healthy, respectful relationships.

**IN WITNESS WHEREOF,** I have hereunto set my hand and caused the OFFICIAL Seal of the City of McMinnville to be affixed this 10<sup>th</sup> day of October, 2023.

Remy Drabkin, Mayor



*Whereas,* a community without (physical or verbal) abuse and violence is a dream we all share; and

*Whereas,* any form of mistreatment of another is abuse, either (physical or verbal), and all people have a right to live free of above and violence; and

*Whereas,* we recognize that respect for ourselves and others is key to developing healthy relationships at every age and in all circumstances; and

*Whereas,* it is within our personal power to choose not to use (physical or verbal) abuse and to violence to resolve conflict; and

*Whereas,* verbal and emotional abuse can be just as damaging as physical violence to a person's self-worth, creating scars that are carried for the rest of that person's life; and

*Whereas,* verbal abuse such as name-calling, insulting, and belittling frequently escalates to physical aggression which often turns to serious violence; and

*Whereas,* we, recognize and support the efforts of the City of McMinnville staff and our community in promoting respect and equality for all people, teaching conflict resolution behaviors, and helping students learn how to stop (physical and verbal) abusive cycles.

**NOW, THEREFORE,** I, Remy Drabkin, Mayor of the City of McMinnville do hereby proclaim the week of October 15th through 21st, 2023, to be the Annual

# HANDS & WORDS ARE NOT FOR HURTING WEEK

in McMinnville. We call upon our community to observe the week and encourage everyone to take the Pledge:

## "I Will Not Use My Hands Or My Words For Hurting Myself Or Others"

**IN WITNESS WHEREOF,** I have hereunto set my hand and caused the OFFICIAL Seal of the City of McMinnville to be affixed this 10<sup>th</sup> day of October, 2023.

Remy Drabkin, Mayor

ENTERED INTO THE RECORD DATE RECEIVED: 10/10/2023 SUBMITTED BY: Joan Buccino SUBJECT: Public Comment

From:joan buccinoTo:Claudia CisnerosSubject:Citizen letter to city councilDate:Tuesday, October 10, 2023 2:51:16 PMAttachments:We sent you safe versions of your files.msg<br/>Mac City Council Itr October 2023.pdf

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

This message originated outside of the City of McMinnville.

Claudia, Please distribute this letter to the city councilors. Thank you, Joan Buccino Joan Buccino

McMinnville, OR 97128

October 10, 2023

McMinnville City Councilors,

I am writing to encourage the McMinnville City Council to return the previous fire department funding incrementally over a period of at least three years.

I attended one of the citizen meetings prior to the vote on the new fire district. Attendees voiced support for a more robust fire and medical emergency response. The concern expressed by many was the added cost of the new district combined with the retention of the current \$1.50 fire department funding. The city councilor leading the meeting stated the city council supported a one-year pause, followed by a three-year phase in of the \$1.50. Voters, including me, trusted you with a yes vote on the new fire district.

I recognize the city has needs and adding \$1.50 all at once will provide quicker revenue. But in the long run, I believe losing the trust of your voters will cost you far more than you gain.

McMinnville residents love and support this city and the schools. We trust you to manage the needs of the city while also looking out for the well-being of the citizens. Please do not disappoint us.

Sincerely,

Jóan Buccino



# **STAFF REPORT**

DATE: October 3, 2023

TO: Mayor and City Councilors

FROM: Claudia Cisneros, City Recorder

SUBJECT: Request to Permit a Waiver of the Noise Ordinance from Chris Durig, from The Oak for a Halloween Party on October 28, 2023.

### **Report in Brief:**

This action is the consideration of a request to permit a waiver of the Noise Ordinance.

### Background:

Chris Durig from The Oak, is hosting a Halloween Party on Saturday, October 28, 2023, from 7:00pm to 12:00pm on NE Davis Street from 3<sup>rd</sup> Street to the Davis Alleyway. The event will have amplified music and anticipate roughly 250 patrons in attendance. If approved by Council the City will be requesting them to notify all residents/businesses within a block radius at a minimum. Chris Durig has already taken pre-approval precautions to minimize any inconvenience caused by the increased volume, he has taken the following precautions:

- 1. Flyer Distribution: We are designing eye-catching flyers that clearly highlight the event details. These flyers will be distributed to nearby businesses, informing them about the event and its potential impact on the area.
- Personal Visits: Our team will personally visit each business to introduce ourselves, explain the purpose of the event, and address any concerns they may have.
   \*\*We have already received signatures from Us Bank & Union Block.
- 3. Incentives: To encourage businesses to support our event, we will offer incentives such as Industry discounted drinks or special promotions for their employees who attend. This is our way of showing appreciation for their cooperation.
- 4. Online Promotion: In addition to physical distribution, we will promote the event on our social media pages, and local community groups. This will help reach a wider audience and ensure that everyone is well-informed.

The McMinnville Municipal Code, Section 8.10.260, specifies that:



A. A person in charge of a premises must not permit, allow or cause to exist any loud, disturbing or unnecessary noise that is injurious or detrimental to the health, safety or peace of other persons or property.

E. The prohibition described in this section do not apply to:

1. Activities occurring within the scope of any permit issued by the city under the provisions of the McMinnville Municipal Code.

In granting previous waivers, the City has requested that the applicant provide notice in advance to affected neighbors.

### Attachments:

1. McMinnville Municipal Code (MMC) section 8.10.260 Noises.

### Fiscal Impact:

There is no anticipated fiscal impact.

### **Recommendation:**

Should the Council choose to vote in favor of a motion allowing this waiver, the City Manager will write a letter to Chris Durig, letting him know that he has the Council's approval.



City of McMinnville Administration 230 NE Second Street McMinnville, OR 97128 (503) 435-5702 www.mcminnvilleoregon.gov

### 8.10.260 Noise.

A. A person in charge of a premises must not permit, allow or cause to exist any loud, disturbing or unnecessary noise that is injurious or detrimental to the health, safety or peace of other persons or property.

B. It is prohibited for any person on a public way to cause to exist any loud, disturbing or unnecessary noise that either annoys, disturbs, injures or endangers the comfort, repose, health, safety or peace of other persons or property.

C. For the purposes of this section, noise exceeding the following thresholds when measured 25 feet from the source if in the right-of-way or 25 feet from the property line if the source is on private property, is presumed to be a nuisance in violation of subsection  $\underline{A}$  of this section:

ZONE	7:00 a.m. to 8:00 p.m.	8:00 p.m. to 7:00 a.m.
Residential	55 dBA	50 dBA
Commercial	60 dBA	55 dBA
Light Industrial	70 dBA	65 dBA
Industrial	80 dBA	75 dBA

D. For the purposes of this section, "loud, disturbing or unnecessary noise" includes but is not limited to the following substances, conditions or acts:

1. *Animals and Birds.* The keeping of any bird or animal that disturbs the comfort and repose of any person in the vicinity by causing frequent or long continued noise;

2. *Dog Barking.* The keeping of a dog that barks for more than 10 minutes during any one-hour period when such barking is audible off the premises of the dog's owner or keeper;

3. *Animal Bells.* The attaching of a bell to any animal or allowing a bell to remain on any animal that is disturbing to any person in the immediate vicinity;

4. *Vehicle Noises.* The use of any vehicle or engine, either stationary or moving, in a manner that causes or creates any loud or unnecessary grating, grinding, rattling or other noise, including the discharge in the open air of the exhaust of any steam engine, internal combustion engine, motor boat or motor vehicle except through a muffler or other device which will effectively prevent loud or explosive noises and the emission of annoying smoke;

5. *Horns and Signaling Devices.* The sounding of any horn or signaling device on any vehicle on any street, public or private place, except as a necessary warning of danger;

6. Nonemergency Signaling Devices. The sounding of any amplified signal from any bell, chime, siren,



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whistle or similar device, intended primarily for nonemergency purposes, from any place for more than 10 consecutive seconds in any hourly period, except that the reasonable sounding of such devices by houses of religious worship, ice cream trucks, seasonal contribution solicitors or by the city for traffic control purposes are exempt;

7. *Construction Noise.* The erection, including excavation, demolition, alteration or repair, of any building in residential districts, other than between the hours of 7:00 a.m. and 8:00 p.m., except upon special permit granted by the city manager or designee;

8. *Noise Sensitive Areas: Adjacency to Schools, Churches and Hospitals.* The creation of any excessive noise on any street adjacent to any school, institution of learning, church or court of justice while the same are in use, or adjacent to any hospital or institution for the care of the sick or infirm which unreasonably interferes with the operation of such institution, or which disturbs or unduly annoys patients;

9. *Loudspeakers, Amplifiers, Public Address Systems and Similar Devices.* The use or operation of any automatic or electric piano, phonograph, radio, television, loudspeaker or any instrument for sound producing or any sound-amplifying device so loudly as to disturb persons in the vicinity thereof or in such a manner as renders the use thereof a nuisance; provided, however, that upon application to the city manager, permits may be granted to responsible persons or organizations to broadcast programs of music, news, speeches or general entertainment;

10. *Blowers and Similar Devices.* The operation of any noise-creating blower, power fan, power tools, or any internal combustion engine in a manner the operation of which causes noise due to the explosion of operating gases or fluids:

- a. In a residential district or noise sensitive areas between the hours of 8:00 p.m. and 7:00 a.m.; and
- b. In a manner that can be heard by persons on nearby residential property.

11. *Commercial Establishments Adjacent to Residential Property.* Unreasonably loud and raucous noise from the premises of any commercial establishment, including any outdoor area which is part of or under the control of the establishment, between the hours of 10:00 p.m. and 7:00 a.m., that is plainly audible to persons on any nearby residential property.

E. The prohibition described in this section do not apply to:

1. Activities occurring within the scope of any permit issued by the city under the provisions of the McMinnville Municipal Code;

2. Emergency response activities;

3. Vehicles performing repairs or upgrades in the right-of-way, including but not limited to street sweeping, sewer cleaning, construction and maintenance activities occurring between the hours of 7:00 a.m. and 8:00 p.m.



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F. In addition to any corrective action ordered by the city, a person found to have violated the provisions of this section may be assessed a civil penalty. The amount of the civil penalty assessed for each day of continuing violation will not exceed the amount established for a Class 5 code violation. (Ord. 5079 §1 (Exh. 1 (part)), 2019).

#### CITY OF McMINNVILLE MINUTES OF CITY COUNCIL WORK SESSION Held via Zoom Video Conference and at the Kent L. Taylor Civic Hall on Gormley Plaza McMinnville, Oregon

Tuesday, August 22, 2023 at 6:30 p.m.

Presiding:	Remy Drabkin	, Mayor

Recording Secretary: Claudia Cisneros

Councilors:

Present Chris Chenoweth Zack Geary Kellie Menke Jessica Payne Sal Peralta

Also present were City Recorder Claudia Cisneros, City Manager Jeff Towery, Finance Director Jennifer Cuellar (via Zoom), Community Public Works Director Anne Pagano (via Zoom), and members of the News Media – Jerry Eichten, McMinnville Community Media and Scott Unger, *News-Register (via zoom)*.

Absent

Adam Garvin, Council President

CALL TO ORDER: Mayor Drabkin called the meeting to order at 6:30 p.m.

2.

1.

PROGRESS REPORT ON DOLLARS AND SENSE

City Manager Jeff Towery introduced and provided a progress report on the topic. The prioritization engagement tool was launched on July 18<sup>th</sup>. The kickoff included a video from the Mayor explaining the projects. There have been a number of in-person events like concerts in the parks, National Night Out, Movie Night in the Park, and Farmer's Market. The tables at the events are staffed by bilingual staff members and have received 500 submissions from the prioritization tool. The simulation tool was launched which is a more robust tool that includes budget data. In the process of recruiting people to serve on one of two focus groups. There is an Ideas Fair scheduled for September 27<sup>th</sup>.

Ms. Towery stated would like to wrap up the community engagement by the end of September to bring it back to the Council at the October 24th work session meeting.

There was discussion and questions about the data method and discussed the challenges some have been seeing using their phones to take the survey. 3. ADJOURNMENT: Mayor Drabkin adjourned the Work Session at 6:42 p.m.

Claudia Cisneros, City Recorder

#### CITY OF McMINNVILLE MINUTES OF CITY COUNCIL MEETING Held via Zoom Video Conference and at the Kent L. Taylor Civic Hall on Gormley Plaza McMinnville, Oregon

Tuesday, August 22, 2023 at 7:00 p.m.

Presiding:	Remy Drabkin, Mayor	
Recording Secretary:	Claudia Cisneros	
Councilors:	Present Chris Chenoweth Zack Geary Kellie Menke Jessica Payne Sal Peralta	<u>Absent</u> Adam Garvin, Council President
	Also present were City Recorder Claudia O Towery, Finance Director Jennifer Cuellar Works Director Anne Pagano, Project Mar and members of the News Media – Phil Gu Media and Scott Unger, <i>News-Register (vie</i>	(via Zoom), Community Public nager Jeff Gooden (via Zoom), uzzo, McMinnville Community
1.	CALL TO ORDER: Mayor Drabkin called p.m. and welcomed all in attendance.	d the meeting to order at 7:00
2.	PLEDGE OF ALLEGIANCE	
	Councilor Menke led the pledge of allegian	nce.
3.	INVITATION TO CITIZENS FOR PUBL Drabkin invited the public to comment. Th	•
4.	ITEMS REMOVED FROM THE CONSE	NT AGENDA
4.h.	Consider <b>Resolution No. <u>2023-54</u></b> : A Resolution to the McMinnville Planning Commission.	
	City Manager Jeff Towery stated there was process, in May of 2023 there was a plann from Ward 1 that term extends to December recommendation is to appoint Rachel Flore	ing commissioner who resigned er 31, 2024. The

Councilor Geary MOVED to approve Resolution No. 2023-54: appointing Rachel Flores to the McMinnville Planning Commission t; SECONDED by Councilor Menke. Motion PASSED unanimously 5-0.

#### CONSENT AGENDA

a. Consider the Minutes of the May 9, 2023, City Council Work Session & Regular Meeting.

b. Consider the Minutes of the May 23, 2023, City Council Regular Meeting.

c. Consider the Minutes of the June 7, 2023, Special Called City Council Meeting.

d. Consider the Minutes of the June 13, 2023, City Council Work Session & Regular Meeting.

e. Consider the Minutes of the June 14, 2023, Special Called Joint City Council & McMinnville Water & Light Work Session Meeting.

f. Consider the Minutes of the June 27, 2023, City Council Work Session & Regular Meeting.

g. Consider the request from Tres Colline Vineyards LLC. Dba: Tres Colline Vineyards for Winery Primary Location, OLCC Liquor License located at 1445 NE Miller Street D1.

h. Consider **Resolution No.** <u>2023-54</u>: A Resolution appointing Rachel Flores to the McMinnville Planning Commission.

Councilor Geary MOVED to adopt the amended consent agenda (removed Item h.); SECONDED by Councilor Menke. Motion PASSED unanimously 5-0.

#### 5. ADVICE/ INFORMATION ITEMS

5.a.

4.

Reports from Councilors on Committee & Board Assignments

Councilor Geary stated DEIAC had no meeting and MURAC was in between meetings.

Councilor Chenoweth reported Parkway met and deferred to Councilor Menke to give a report. MEVLC met and talked about priorities for next year, priorities are: the Third Street improvement project and Innovation Campus center and adding workforce housing. Potential to streamline the permitting process. Want to look for shovel-ready land for development.

Councilor Peralta said the COG will meet in early September and HLC will meet later this week.

Councilor Payne stated Landscape Review met and approved two street tree removals and working to refine the code and what projects will go before Landscape Review or going through staff.

Councilor Menke said Parkway met last Thursday and talked about Phase 2A the area of Cloverleaf on 219. The bid has been delayed until February 24<sup>th</sup>. Phase 2B between Rexhill is not funded for construction. They talked about Hwy 99 and the bypass related to safety corridor stuff on McDougall. Upcoming opportunities with Legislature on September 27<sup>th</sup>, 28<sup>th</sup>, and 29<sup>th</sup> and November 6<sup>th</sup>, 7<sup>th</sup>, and 8<sup>th</sup>. The YCAP executive board is meeting on September 7<sup>th</sup> interviewing two candidates for the board. Fox Ridge is August 30<sup>th</sup> at 6:30 pm and it will be a two-hour meeting. Affordable Housing is on Wednesday.

Mayor Drabkin convened a roundtable discussion on childcare and early childhood learning. Found some short-term solutions with several partners at the table. Hosted a number of Mayors from surrounding communities putting together a Regional Legislative concept that Rep Elmer will take and focused on housing. Representative Elmer will be hosting a town hall tomorrow. Hosted Congresswoman Salinas for a downtown business tour to talk about challenges and opportunities. Next week will be hosting Director Bell for a site visit to the Navigation Center and Stratus Village.

#### Department Head Reports

City Manager Jeff Towery will be out of the office from August 26<sup>th</sup> through September 2nd.

Public Works Director had nothing to report.

City Recorder Claudia Cisneros stated Mayor and Council received a letter from Margaret Cross regarding Dollars and Sense and entered it into the record and will be posted on the amended record tomorrow. The August 28<sup>th</sup> Joint Mtg w/MSD Board has been rescheduled to a future date and once MSD provides a new date will let the Council know. Reminded Council about the Joint August 29<sup>th</sup> Joint MW&L Zoom-only meeting.

Finance Director Jennifer Cuellar had nothing to report.

Claudia Cisneros, City Recorder

#### MINUTES OF SPECIAL CALLED JOINT CITY COUNCIL & MCMINNVILLE WATER & LIGHT COMMISSION MEETING Held via Zoom Video Conference ONLY

Monday, August 29, 2023 at 9:00 a.m.

Presiding:	Remy Drabkin, Mayor	
Recording Secretary:	Claudia Cisneros	
Councilors:	Present Adam Garvin, Council Presid Kellie Menke Zack Geary Chris Chenoweth Jessica Payne Sal Peralta	Absent lent
MW&L Commissioners:		<u>Absent</u> der Claudia Cisneros, MW&L General V&L Commission Clerk Trena McManus
1.		Drabkin called the meeting to order at
2.	COMMISSION PARTNERS RECOMMENDATIONS BY Mayor Drabkin introduced th marking the work both bodies	AND MCMINNVILLE WATER & LIGHT HIP FRAMEWORK BDS PLANNING & URBAN DESIGN e topic and started the meeting. Outlining s have already done and making a verbal oping what was outlined at the last Joint Work
	a PowerPoint presentation an meeting. Talked about the int is clarifying roles and response relationships. Went through the partnership framework activity	er from BDS Planning & Urban Design shared d went through the process leading up to this ended outcome of the joint framework which sibilities and strengthening mutual he five different guiding principles and five ties both bodies agreed on. Shared the two es and responsibilities. Talked about joint

onboarding and continued education and shared adding in the job description for the City Manager and MW&L General Manager the expectation for regular meetings between executives. Shared the regular executive updates activities and frequency and the regular meetings between the Council and Commission.

Mayor Drabkin requested a motion from the City Council to adopt and approve BDS recommendations.

Councilor Payne MOVED to adopt the recommendations from BDS Planning & Urban Design; SECONDED by Councilor Geary. Motion PASSED unanimously 6-0.

Mayor Drabkin requested a motion from the MW&L Commission to adopt and approve BDS recommendations.

Commissioner Gormley MOVED to adopt the recommendations from BDS Planning & Urban Design; SECONDED by Commissioner Christensen. Motion PASSED unanimously 4-0.

ADJOURNMENT: Mayor adjourned the Special Called Joint Meeting at 9:10 a.m.

Claudia Cisneros, City Recorder

#### CITY OF McMINNVILLE MINUTES OF JOINT CITY COUNCIL & MCMINNVILLE WATER & LIGHT COMMISSION WORK SESSION MEETING Held via Zoom Video Conference and at the Kent L. Taylor Civic Hall on Gormley Plaza McMinnville, Oregon

Tuesday, September 12, 2023 at 5:30 p.m.

Presiding:	Remy Drabkin, Mayor	
Recording Secretary:	Claudia Cisneros	
Councilors:	Present Adam Garvin, Council President Chris Chenoweth Zack Geary Kellie Menke Jessica Payne Sal Peralta	Absent
MW&L Commissioners:	Present Tom Tankersley Jody Christensen Kathy Tate Also present were City Recorder Claudia O Towery, Information Technology Director Director Anne Pagano, Parks & Recreation Director Jennifer Cuellar (via Zoom), Com Heather Richards (via Zoom), MW&L Ge MW&L Commission Clerk Trena McMan Justice, MW&L Engineering & Operations members of the News Media – Kyle Daute Media and Scott Unger, <i>News-Register (vi</i>	Scott Burke, Public Works n Director Susan Muir, Finance nmunity Development Director neral Manager John Dietz, and us, MW&L Attorney Samuel s Director James Burke, and erman, McMinnville Community
1.	CALL TO ORDER: Mayor Drabkin calle p.m.	d the meeting to order at 5:30
2.	LAND REVIEW UPDATE	
	Mayor Drabkin introduced the topic. Anne started by thanking Andre Castro from GIS interactive map. Susan Muir Parks & Recr interactive map and walked through the di Pagano showed a summary of city-owned	S and MW&L staff for the eation Director shared the fferent slides of the map. Ms.

square footage and lot acreage. Stated the map is still in progress and considered a draft. Shared a map summary of the City Parks. Ms. Muir stated are in the process of doing a park master plan update. Ms. Pagano shared the Water Reclamation Facility map and stated also working on a master plan for this facility and mentioned the update to the airport master plan to kick off soon.

Ms. Pagano talked about the operations and MW&L are on the map and John Dietz General Manager of MW&L talked about the different MW&L properties in the area and talked about the Watershed. Ms. Pagano shared the areas of common interest with a potential future Recreation Center referenced as the Miller property.

Mr. Dietz talked about potential areas of expansion not listed on the map of a future treatment plant and substation South of Highway 18 and future fifth Reservoir at the For Ridge site.

Mr. Dietz provided background of the BPA path and the maintenance done to the area.

Ms. Pagano provided an update on the old treatment plan and the future plans for that area. Additionally, looking at options for the Reclamation of the site and working on a space planning master plan project.

There was discussion about the Miller Property and the future use of that property and Mr. Dietz walked through the MW&L commission process in evaluating the property and potential uses of that area. There were discussions about other areas for possible uses to help the MACPAC project move forward. Ms. Muir provided an update regarding the memorandum of Understanding (MOU) with Linfield that was not renewed.

Mr. Dietz talked about a fire that happened a few weeks ago close to the watershed and now mobilizing some of their equipment up to the Watershed and having their staff trained every year in fire operations as they will be the first responders if there is a fire in that area.

Heather Richards Community Development Director provided an update about the Fox Ridge Road Area planning process and the housing discussion around that area.

City Recorder Claudia Cisneros stated for the record the numerous public comments emailed and provided to both bodies and will be made part of the public record tomorrow.

2 of 9

3. ADJOURNMENT: Mayor Drabkin adjourned the Work Session at 6:31 p.m.

Claudia Cisneros, City Recorder

#### CITY OF McMINNVILLE MINUTES OF CITY COUNCIL MEETING Held via Zoom Video Conference and at the Kent L. Taylor Civic Hall on Gormley Plaza McMinnville, Oregon

Tuesday, September 12, 2023 at 7:00 p.m.

Presiding:	Remy Drabkin, Mayor
Recording Secretary:	Claudia Cisneros
Councilors:	PresentAbsentAdam Garvin, Council PresidentChris ChenowethZack GearyKellie MenkeJessica PayneSal Peralta
	Also present were City Recorder Claudia Cisneros, City Manager Jeff Towery, Interim City Attorney Walt Gowell, Information Technology Director Scott Burke, Public Works Director Anne Pagano, Police Chief Matt Scales, Finance Director Jennifer Cuellar, Airport Manager Willy Williamson (via Zoom), Community Development Director Heather Richards (via Zoom), and members of the News Media – Kyle Dauterman, McMinnville Community Media and Scott Unger, <i>News-Register (via zoom)</i> .
1.	CALL TO ORDER: Mayor Drabkin called the meeting to order at 7:01 p.m. and welcomed all in attendance.
2.	PLEDGE OF ALLEGIANCE Police Chief Scales led the pledge of allegiance.
3.	PROCLAMATION
3.a.	LatinX Heritage Month Proclamation
	Mayor Drabkin read the proclamation declaring September 15 <sup>th</sup> – October 15 <sup>th</sup> 2023, as LatinX Heritage Month.
4.	CEREMONIES
4.a.	New Police Sergeant Swearing in Ceremony

Police Chief Matt Scales stated these ceremonies are typically done in a private ceremony and tonight is the first of many promotional ceremonies. Chief Scales swore in officers Greg Park, Brett Rudolph, and Matt Peters as Sergeants.

INVITATION TO CITIZENS FOR PUBLIC COMMENT: Mayor Drabkin invited the public to comment. There were no public comments.

City Recorder Claudia Cisneros stated for the record the numerous public comments were emailed and provided Council with those emails and they will be made part of the public record tomorrow.

Susan Nelson McMinnville community member, read a statement regarding an experience her daughter had while at the McMinnville City Park with her two young grandchildren. Shared other families' similar concerns about not feeling safe at city parks and the increase in campers parked around public schools. Asked Council for support the people and organizations working to find solutions to these issues.

Kim Morris McMinnville community member, stated the McMinnville Community Task Force submitted a letter in July and clarified what they are asking for. Asking for safe zones around schools as an addition to an already current ordinance. Asking the Council to work with the school district.

Shannon Brooks McMinnville community member, read a statement regarding the activity that occurs at Thompson Park. Talked about the Pak Patrol and shared a story that occurred during the most recent heat wave.

#### ADVICE/ INFORMATION ITEMS

Reports from Councilors on Committee & Board Assignments

Mayor Drabkin stated she's had countless conversations about prohibited camping ordinances and wanted to provide some clarity. Shared a map that outlined the School District Properties and which city zone it is surrounded by. Shared there are time, place, and manner restrictions in place meaning when someone is allowed overnight in one of the commercial zones they still have to be gone by 6:30 am. The encampments that are occurring are already violating the current ordinance and the enforcement process is already mandated by the state. The Mayor talked about the current legal public drug use approved by voters from a ballot measure and has been meeting with other leaders in other cities that are experiencing similar public drug use problems to see how to change that rule. Mayor recommends this be brought to Council with direction to staff to prepare an ordinance and work with the other cities and League of Orgon Cities asking the state to restore home rule when it comes to Measure 110.

6.

5.

6.a.

Chief Scales provided data for the last year of impound abatement of RVs which is roughly 20 to 30 RVs. Provided some additional context about the 72-hour state statute before being able to enforce it. Shared the difference between the park rule which doesn't allow RV parking and is considered a tow and the person is able to get the vehicle back vs. an abatement which is not allowed to be returned.

There was further discussion about the city's current camping ordinance and possible changes to it and continued conversation of safe school zones.

Mayor Drabkin reported hosted Andrea Bell, executive director of Oregon Housing and Community Services, along with Health and Human Services, Housing Authority of Yamhill County, YCAP two weeks ago and provided them a tour of the Navigation Center, Status Village, Aspire Development. Talked specifically about roadblocks at the state. Provided Council Reassignments.

Council President Garvin stated there is a fire extinguisher needed at the airport and will bring a formal report back to the Council. Will have a Fire District Meeting on Thursday at 6 pm and the following two Thursdays. YCOM met but had a scheduling conflict and Visit McMinnville will meet tomorrow. The airshow is at the end of this month.

Councilor Geary reported MURAC has had no formal meeting but received an update on a few things going on like the NW Rubber site acquisition the environmental due diligence is underway, discussion still underway regarding EV charging stations, and discussion about increased parking inventory. The DEIAC will meet on Thursday and the bulk of the meeting will be on the engagement process for the Parks and Recreation Open Space (PROS) Master Plan.

Councilor Chenoweth had nothing to report.

Councilor Peralta stated Council of Governments' quarterly meeting is coming up later this month. Will be inviting the Council to a Legislative breakfast meeting hosted by the MVWCOG. The legislative committee at the COG recommended pushing to reset property values at sale in the upcoming legislative sessions. Also recommending the COG establishes rules to service jurisdictions outside of Marion, Polk, Yamhill, and the Confederated Tribes and required by the state.

Councilor Payne reported nothing from the last Landscape Review meeting and the next meeting will be September 20<sup>th</sup>. The Yamhill County Local Public Safety Coordinating Council aka (LIPSTICK) reviewed the Department of Corrections biannual plan for 2023 to 2025 and approved the grant application for the Justice reinvestment program. Councilor Menke said Affordable Housing met and discussed the goal of density bonuses with the changes to state law and zoning ordered. The executive committee of YCAP met and interviewed two candidates and will have another update next time. Fox Ridge PAC meeting is coming up and will be a public meeting.

Department Head Reports

6.b.

City Manager Jeff Towery conducted the interview process for a City Attorney position and the process will continue tomorrow.

Interim City Attorney Walt Gowell had nothing to report.

Police Chief Matt Scales stated with the sergeant's promotion will now need to fill the three vacant corporal positions. Provided an update on the additional hiring status at the Police Department. Acknowledge Captain Symons for his work with the Federal grant for body-worn cameras. Has the last pre-op meeting on Thursday for the airshow. Cruising McMinnville was a success with no major issues. Thanked the Mayor for leaning into the reform of Measure 110 as it's not a small problem.

Public Works Director Anne Pagano will be holding interviews next week for the Emergency Management Coordinator position.

City Recorder Claudia Cisneros had nothing to report.

Information Technology Director Scott Burke had nothing to report.

Finance Director Jennifer Cuellar had nothing to report.

Community Development Director Heather Richards stated the City is working with a bank to leverage about \$225,000 in grant funds to assist the business community and working with the bank to give out forgivable loans for businesses in need. The State Department of Land Conservation and Development is giving the city two grants for housing planning to do land use efficiencies and housing production strategy that's required. The city is hosting the Regional Strategies team next week which is staff from all state agencies and city staff to talk about City projects and needs.

#### 7. CONSENT AGENDA

a. Consider the Minutes of the July 11, 2023, City Council Work Session & Regular Meeting.

b. Consider the Minutes of the July 19, 2023, City Council Work Session Meeting.

c. Consider the Minutes of the July 25, 2023, City Council Work Session & Regular Meeting.

d. Consider the Minutes of the August 08, 2023, City Council Work Session & Regular Meeting.

e. Consider **Resolution No.** <u>2023-55</u>: A Resolution approving the award of a Professional Services Contract to Century West Engineering for the Environmental Phase of the Airport Fence & Wind Cone, Project 2023-11, and acceptance of Federal Aviation Administration Grant funding for this project g.

Councilor Menke MOVED to adopt the consent agenda as presented; SECONDED by Councilor Payne. Motion PASSED unanimously 6-0.

#### 8. ORDINANCES

 8.a. Consider the first reading with a possible second reading of Ordinance No.
 <u>5138</u>: An Ordinance Amending Titles 2.50, Code Compliance, and 8.10, Public Nuisances, of the McMinnville Municipal Code.

Mayor Drabkin asked if any Councilor needed to declare any conflict of interest or recuse themselves. There was none.

No Councilor present requested that the Ordinance be read in full.

Interim City Attorney Walt Gowell read by title only Ordinance No. 5138.

Police Chief Scales for the past six months had multiple discussions regarding municipal codes that on the surface appeared to be unconstitutional. He and Mr. Gowell have identified three municipal codes that are likely unconstitutional and unenforceable in whole or in part. The proposed amendments remove outdated language and tracks with existing law.

Councilor Chenoweth asked what were the determinations of these being unenforceable and unconstitutional. Mr. Gowell stated there are a number of different cases in various Oregon jurisdictions and gave the example of accosting for deviate was found to be unconstitutional in state law and found to be in violation of free speech. The three Ordinances were adopted in 1972. The goal was to remove things from the code that are unenforceable if challenged and amend the public indecency ordinance to bring it into compliance. Councilor Menke MOVED to pass Ordinance No. 5138 to a second reading; SECONDED by Council President Garvin. Motion PASSED 5-1 by the following vote:

*Aye* – *Councilors Garvin, Geary, Menke, Payne, and Peralta Nay* – *Chenoweth* 

The second reading will be brought back on September 26, 2023.

9.

ADJOURNMENT: Mayor Drabkin adjourned the meeting at 8:15 p.m.

Claudia Cisneros, City Recorder



# **STAFF REPORT**

DATE: TO:	October 9, 2023 Jeff Towery, City Manager
FROM:	Jennifer Cuellar, Finance Director
SUBJECT:	FY2023-24 Budget Amendment and Interfund Loan Resolution for
	acquisition of Northwest Rubber property



### **ECONOMIC PROSPERITY**

Provide economic opportunity for all residents through sustainable growth across a balanced array of traditional and innovative industry sectors



### CITY GOVERNMENT CAPACITY

Strengthen the City's ability to prioritize & deliver municipal services with discipline and focus.

**Report in Brief:** A Resolution (1) adopting a contingency transfer in the budget for fiscal year 2023-2024 in the Wastewater Capital Fund and an appropriation transfer from the Wastewater Capital Fund to the General Fund and (2) authorizing an interfund loan from the Wastewater Capital Fund to the General Fund for purposes of the capital property acquisition of Northwest Rubber Site Property

### **Discussion of Budget Amendment:**

Oregon Revised Statute (ORS) 294.471 allows a local government to prepare a budget amendment when an occurrence or condition was not known at the time the budget was put together. While the City was aware of the possibility of the property acquisition in June 2023, discussions were not at a stage where this transaction could be included in the FY2023-24 city budget. However, the Budget Committee did approve, and the City Council later appropriated, sufficient contingency in the Wastewater Capital Fund to provide for an interfund loan should it become needed.

The amount of the sale price of the property is anticipated to be \$4,250,000. An additional \$100,000 for closing costs is estimated. Therefore, the contingency transfer is in the amount of \$4,350,000 in the Wastewater Capital Fund to the Transfers Out category.

The appropriation transfer from the Wastewater Capital Fund to the General Fund is the second component of the FY2023-24 budget amendment. General Fund Transfer In resources will increase by \$4,350,000 and an outlay in the same amount is added to the General Fund's Administration program, which includes city property expenditures.

Because this is an offsetting appropriation transfer from one city fund to another, the total city appropriations have not been increased and, therefore, no public budget hearing is required by statute.

The following shows the details of the budget amendment and its impact on appropriations:

Wastewater Capital Fund: Resources:	Adopted Budget	Budget Adjustment	Amended Budget
All resources - unchanged	\$ 55,149,444	\$ 0	\$ 55,149,444
Requirements:			
Program	\$ 25,228,300		\$ 25,228,300
Transfers Out	5,959,174	4,350,000	10,309,174
Contingency	6,750,000	(4,350,000)	2,400,000
Ending Fund Balance	17,211,970	-	17,211,970
Total Requirements	<u>\$ 55,149,444</u>	<u>\$ 0</u>	<u>\$ 55,149,444</u>

General Fund: Resources:	Adopted Budget	Budget Adjustment	Amended Budget
Transfers In	\$ 8,392,300	\$ 4,350,000	\$ 12,742,300
All other resources unchanged	41,031,274		41,031,274
Total Resources	<u>\$ 49,423,574</u>	<u>\$ 4,350,000</u>	<u>\$ 53,773,574</u>
Requirements:			
Administration	\$ 2,235,513	\$ 4,350,000	\$ 6,585,513
All other requirements unchanged*	47,188,061		47,188,061
Total Requirements	<u>\$ 49,423,574</u>	<u>\$ 4,350,000</u>	<u>\$ 53,773,574</u>

\* Total includes unappropriated ending fund balance

#### **Discussion of Interfund Loan:**

Oregon Local Budget Law ORS 294.468 allows a local government to loan money from one fund to another, provided the loan is authorized by an official resolution of the governing body and details the reason for the loan and terms and conditions associated with it. An interfund loan for capital property investment in the amount not to exceed of \$4,350,000 will be used to purchase the Northwest Rubber property as described in the purchase and sale agreement authorized by Resolution 2023-43.

The property in question is located in the NE Gateway District of the McMinnville Urban Renewal Area.

ORS 294.468 requires that an interfund loan to acquire a capital asset be repaid in full within ten (10) years of the date of the loan. In this case, the term of the loan will be five (5) years. The loan term reflects the City's intention not to hold the property, instead to acquire it, assure that the property is cleaned of any hazardous materials and complete a request for development proposal process so that the property can be sold to an investor that will change the use of the 3+ acre property over 4 parcels from industrial to a new use consistent with McMinnville Urban Renewal Agency goals within the term of the loan.

Because the property is located within the McMinnville Urban Renewal Area and the objectives of the property acquisition are in function of urban renewal goals to enhance economic growth in the downtown and NE Gateway District, it is the intention of the City to enter into an intergovernmental agreement with the

McMinnville Urban Renewal Agency whereby the Agency will make the annual loan payments on the property.

While ORS 294.468 does not require interest to be paid on interfund loans, in recognition that these reserve funds in the Wastewater Capital Fund would be earning interest, as is customary with previous City of McMinnville interfund loans, the interest rate will be set with at a premium over the current Local Government Investment Pool rate of 4.8% (as of September 18, 2023).

Features of the proposed interfund capital asset loan include:

- Five-year term
- Interest-only loan with principal payout in final payment
- Annual payments due on day of closing each year starting in 2024
- Callable by Wastewater Capital Fund at any time two years or more following the date of the loan
- Pre-payment with no penalty allowed at any point during the loan term
- Interest rate 5.05%

The loan payment schedule for the full amount of the not to exceed interfund loan amount is \$4,350,000 is as follows:

Principal		(not to excee	ed amount)		
Interest rate	5.05%				
Intererst Only Duration	5				
First payment date*	10/13/2024				
	Payment Date*	Interest	Principal	Payment	
	10/13/2024	219,675		219,675	
	10/13/2025	219,675		219,675	
	10/13/2026	219,675		219,675	
	10/13/2027	219,675		219,675	
	10/13/2028	219,675	4,350,000	4,569,675	
Other features of loan:					
Callable in 2 years	10/13/2025				
Because of the call feature, will provide 0.25% premium, not customary 0.50% premium					
Current LGIP rate of return 4.8%					
Prepayment allowed without penalty at any time during loan term					
* payment dates are project	tions and will corre	spond to the a	ctual date of th	e closing	

#### Fiscal Impact:

Some uncertainty exists in the financial impact of the transaction. The biggest financial unknown is the difference between the purchase price and ultimate sale price of the property. Further, some costs are anticipated in terms of clean up of the site. Fortunately, grant programs exist to help defray those costs and the City intends to apply for brownfields funds by working with state partners, such as Business Oregon and Department of Environmental Quality.

For the Wastewater Capital Fund, because there is a \$17.2 million ending fund balance anticipated for the end of FY2023-24, it is unlikely that any capital work for FY2024-25 through October of 2025 in the following fiscal year and beyond would be put at risk given the two-year call feature on the interfund loan.

At the end of the day, the long-term fiscal impact of taking the industrial property and investing in it so that it may change its use to an economic activity which will be a more environmentally sustainable, healthy enterprise that fits in better with the NE Gateway District's mixed residential and commercial activities is worth the financial investment of urban renewal and, potentially, unrestricted general fund dollars.

#### **Council Options:**

- Adopt the Resolution that amends the FY2023-24 budget and authorizes an interfund loan to allow for the purchase of the Northwest Rubber property. This is staff's recommendation.
- 2. Do not adopt the proposed resolution, which will make it impossible to close on the Northwest Rubber property without alternative Council action.
- 3. Do not adopt the proposed resolution and instruct staff to find alternative financing for the purchase and re-work the FY2023-24 budget amendment consistent with the alternative approach.

#### **Documents:**

1. Resolution 2023-58 FY2023-24 Budget Amendment and Internal Loan Resolution

#### **RESOLUTION NO. 2023 - 58**

A Resolution (1) adopting a contingency transfer in the budget for fiscal year 2023-2024 in the Wastewater Capital Fund and an appropriation transfer from the Wastewater Capital Fund to the General Fund and (2) authorizing an interfund loan from the Wastewater Capital Fund to the General Fund for purposes of a capital property acquisition.

#### **RECITALS:**

This resolution proposes a budget amendment for the General Fund and Wastewater Capital Fund for the fiscal year 2023-24. This action is taking place because the City desires to move forward with the July 11, 2023, Purchase and Sale Agreement and acquire the Northwest Rubber property (Tax Lots R4421BA03800 and R4421BA03805, 904 NE 10<sup>th</sup> Street, and 835 NE Alpine Avenue respectively). As noted in Resolution 2023-43, this purchase will be done in cooperation with the McMinnville Urban Renewal District. The details regarding that cooperation will be set out in a separate intergovernmental agreement.

Oregon Revised Statute (ORS) 294.471 allows a local government to prepare a budget amendment when an occurrence or condition that was not known at the time the budget was prepared requires a change in financial planning. The governing body must adopt a resolution to adopt the budget amendment and make changes to appropriation details.

At the time of preparing the FY2023-24 budget, the City was aware of the possibility of the property acquisition, but the status of the property negotiation did not allow for incorporating this transaction into its budget. However, in June 2023, the Budget Committee did approve, and the City Council later appropriated, sufficient contingency in the Wastewater Capital Fund to provide for an interfund loan should it become needed.

The contingency transfer in the amount of \$4,350,000 in the Wastewater Capital Fund to the Transfers Out category is part of the budget amendment detailed below in Exhibit A.

The appropriation transfer from the Wastewater Capital Fund to the General Fund of \$4,350,000 in Transfer In resources as well as the added outlay in the same amount from the General Fund's Administration program, which includes city property expenditures, is noted in Exhibit A. Because this is an offsetting appropriation transfer from one city fund to another, the total city appropriations have not been increased and, therefore, no public budget hearing is required by statute.

This resolution further serves to provide City Council authorization of an interfund loan from the Wastewater Capital Fund to the General Fund. Oregon Local Budget Law ORS 294.468 allows a local government to loan money from one fund to another, provided the loan is authorized by an official resolution of the governing body and details the reason for the loan and terms and conditions associated with it. An interfund loan for capital property investment in the amount of \$4,350,000 will be used to purchase the Northwest Rubber property as described in the purchase and sale agreement authorized by Resolution 2023-43.

ORS 294.468 requires that an interfund loan to acquire a capital asset be repaid in full within ten (10) years of the date of the loan. In this case, the term of the loan will be five (5) years. The loan term reflects the City's intention not to hold the property, instead to acquire it, assure that the property is cleaned of any hazardous materials and complete a request for development proposal process so that the property can be sold to an investor that will change the use of the 3+ acre property over 4 parcels from industrial to a new use within the term of the loan.

While ORS 294.468 does not require interest to be paid on interfund loans, in recognition that these reserve funds in the Wastewater Capital Fund would be earning interest, as is customary with previous City of McMinnville interfund loans, the interest rate will be set with at a premium over the current Local Government Investment Pool rate of 4.8% (as of September 18, 2023).

The loan includes a two-year callable feature, meaning that if the Wastewater Capital Fund needs the principal loan amount returned to it in order to complete capital project work, it will have the ability to request the full amount back at any point two years or later after the date of the loan.

The interest rate on the loan will be 4.8% plus a 0.25 premium, lower than the city's usual premium rate, due to the callable feature included in this interfund loan for an annual interest rate of 5.05%.

The interfund loan will be an interest-rate only loan, with the interest rate payments due each year on the day of the original loan and the principal amount in the final payment. The interfund loan may be repaid at any point during the loan term with no penalty. The loan amortization schedule is noted in Exhibit B of this resolution.

Because the property is located within the McMinnville Urban Renewal Area and the objectives of the property acquisition are in function of urban renewal goals to enhance economic growth in the downtown and NE Gateway District, it is the intention of the City to enter into an intergovernmental agreement with the McMinnville Urban Renewal Agency whereby the Agency will make the annual loan payments on the property.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF McMINNVILLE, OREGON, as follows:

 Make Contingency and Appropriation Transfers and Adopt Budget Amendment: The contingency and appropriation transfer for fiscal year 2024-2024 are detailed in Exhibit A. The Common Council of the City of McMinnville adopts the budget amendment in the General Fund and Wastewater Capital Fund as reflected in Exhibit A.

## Exhibit A

Wastewater Capital Fund: Resources:	Adopted Budget	Budget Adjustment	Amended Budget
All resources - unchanged	\$ 55,149,444	\$ 0	\$ 55,149,444
Requirements:			
Program	\$ 25,228,300		\$ 25,228,300
Transfers Out	5,959,174	4,350,000	10,309,174
Contingency	6,750,000	(4,350,000)	2,400,000
Ending Fund Balance	17,211,970		17,211,970
Total Requirements	<u>\$ 55,149,444</u>	<u>\$ 0</u>	<u>\$ 55,149,444</u>
	Adopted	Budget	Amended
General Fund:	Adopted Budget	Budget Adjustment	Amended Budget
Resources:	Budget	Adjustment	Budget
Resources: Transfers In	Budget \$ 8,392,300	-	Budget \$ 12,742,300
<b>Resources:</b> Transfers In All other resources unchanged	Budget \$ 8,392,300 41,031,274	Adjustment \$ 4,350,000	Budget \$ 12,742,300 41,031,274
<b>Resources:</b> Transfers In All other resources unchanged Total Resources	Budget \$ 8,392,300	Adjustment	Budget \$ 12,742,300
<b>Resources:</b> Transfers In All other resources unchanged Total Resources <b>Requirements:</b>	Budget \$ 8,392,300 41,031,274 \$ 49,423,574	Adjustment \$ 4,350,000 <u></u>	Budget \$ 12,742,300 41,031,274 \$ 53,773,574
<b>Resources:</b> Transfers In All other resources unchanged Total Resources <b>Requirements:</b> Administration	Budget \$ 8,392,300 41,031,274 <u>\$ 49,423,574</u> \$ 2,235,513	Adjustment \$ 4,350,000	Budget \$ 12,742,300 41,031,274 <u>\$ 53,773,574</u> \$ 6,585,513
<b>Resources:</b> Transfers In All other resources unchanged Total Resources <b>Requirements:</b>	Budget \$ 8,392,300 41,031,274 \$ 49,423,574	Adjustment \$ 4,350,000 <u></u>	Budget \$ 12,742,300 41,031,274 \$ 53,773,574

\* Total includes unappropriated ending fund balance

2. Authorize an Interfund Loan: Interfund Ioans from the Wastewater Capital Fund to the General Fund are authorized. The five (5) year Ioan will be made from unrestricted contingency funds available in the Wastewater Capital Fund and will not exceed a total of \$4,350,000. Repayment of the Ioan may be made in advance at any time. The Ioan is callable at any time after two (2) years. It will be an interest-only Ioan at a rate of 5.05% per annum with the payment schedule noted in Exhibit B.

# Exhibit B

Principal4,350,000 (not to exceed amount)Interest rate5.05%Interest Only Duration5First payment date\*10/13/2024

Payment Date*	Interest	Principal	Payment
10/13/2024	219,675		219,675
10/13/2025	219,675		219,675
10/13/2026	219,675		219,675
10/13/2027	219,675		219,675
10/13/2028	219,675	4,350,000	4,569,675

 Other features of loan:

 Callable in 2 years
 10/13/2025

 Because of the call feature, will provide 0.25% premium, not customary 0.50% premium

 Current LGIP rate of return 4.8%

 Prepayment allowed without penalty at any time during loan term

\* payment dates are projections and will correspond to the actual date of the closing

3. Acknowledge Environmental Reports: the City acknowledges the Phase I Environmental Site Assessment Report dated September 29, 2023, the Phase II Environmental Site Assessment Report dated September 29, 2023, and the Regulated Building Materials Survey dated September 29, 2023, for the properties at 904 NE 10<sup>th</sup> Avenue and 835 NE Alpine Avenue.

Adopted by the Common Council of the City of McMinnville at a regular meeting held the 10th day of October 2023 by the following votes:

Ayes:\_\_\_\_\_

Nayes:

Approved this 10th day of October 2023.

MAYOR

Approved as to form:

Attest:

CITY ATTORNEY

CITY RECORDER

#### **RESOLUTION NO. 2023 - 58**

A Resolution (1) adopting a contingency transfer in the budget for fiscal year 2023-2024 in the Wastewater Capital Fund and an appropriation transfer from the Wastewater Capital Fund to the General Fund and (2) authorizing an interfund loan from the Wastewater Capital Fund to the General Fund for purposes of a capital property acquisition.

#### **RECITALS:**

This resolution proposes a budget amendment for the General Fund and Wastewater Capital Fund for the fiscal year 2023-24. This action is taking place because the City desires to move forward with the July 11, 2023, Purchase and Sale Agreement and acquire the Northwest Rubber property (Tax Lots R4421BA03800 and R4421BA03805, 904 NE 10<sup>th</sup> Street, and 835 NE Alpine Avenue respectively). As noted in Resolution 2023-43, this purchase will be done in cooperation with the McMinnville Urban Renewal District. The details regarding that cooperation will be set out in a separate intergovernmental agreement.

Oregon Revised Statute (ORS) 294.471 allows a local government to prepare a budget amendment when an occurrence or condition that was not known at the time the budget was prepared requires a change in financial planning. The governing body must adopt a resolution to adopt the budget amendment and make changes to appropriation details.

At the time of preparing the FY2023-24 budget, the City was aware of the possibility of the property acquisition, but the status of the property negotiation did not allow for incorporating this transaction into its budget. However, in June 2023, the Budget Committee did approve, and the City Council later appropriated, sufficient contingency in the Wastewater Capital Fund to provide for an interfund loan should it become needed.

The contingency transfer in the amount of \$4,350,000 in the Wastewater Capital Fund to the Transfers Out category is part of the budget amendment detailed below in Exhibit A.

The appropriation transfer from the Wastewater Capital Fund to the General Fund of \$4,350,000 in Transfer In resources as well as the added outlay in the same amount from the General Fund's Administration program, which includes city property expenditures, is noted in Exhibit A. Because this is an offsetting appropriation transfer from one city fund to another, the total city appropriations have not been increased and, therefore, no public budget hearing is required by statute.

This resolution further serves to provide City Council authorization of an interfund loan from the Wastewater Capital Fund to the General Fund. Oregon Local Budget Law ORS 294.468 allows a local government to loan money from one fund to another, provided the loan is authorized by an official resolution of the governing body and details the reason for the loan and terms and conditions associated with it. An interfund loan for capital property investment in the amount of \$4,350,000 will be used to purchase the Northwest Rubber property as described in the purchase and sale agreement authorized by Resolution 2023-43.

ORS 294.468 requires that an interfund loan to acquire a capital asset be repaid in full within ten (10) years of the date of the loan. In this case, the term of the loan will be five (5) years. The loan term reflects the City's intention not to hold the property, instead to acquire it, assure that the property is cleaned of any hazardous materials and complete a request for development proposal process so that the property can be sold to an investor that will change the use of the 3+ acre property over 4 parcels from industrial to a new use within the term of the loan.

While ORS 294.468 does not require interest to be paid on interfund loans, in recognition that these reserve funds in the Wastewater Capital Fund would be earning interest, as is customary with previous City of McMinnville interfund loans, the interest rate will be set with at a premium over the current Local Government Investment Pool rate of 4.8% (as of September 18, 2023).

The loan includes a two-year callable feature, meaning that if the Wastewater Capital Fund needs the principal loan amount returned to it in order to complete capital project work, it will have the ability to request the full amount back at any point two years or later after the date of the loan.

The interest rate on the loan will be 4.8% plus a 0.25 premium, lower than the city's usual premium rate, due to the callable feature included in this interfund loan for an annual interest rate of 5.05%.

The interfund loan will be an interest-rate only loan, with the interest rate payments due each year on the day of the original loan and the principal amount in the final payment. The interfund loan may be repaid at any point during the loan term with no penalty. The loan amortization schedule is noted in Exhibit B of this resolution.

Because the property is located within the McMinnville Urban Renewal Area and the objectives of the property acquisition are in function of urban renewal goals to enhance economic growth in the downtown and NE Gateway District, it is the intention of the City to enter into an intergovernmental agreement with the McMinnville Urban Renewal Agency whereby the Agency will make the annual loan payments on the property.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF McMINNVILLE, OREGON, as follows:

 Make Contingency and Appropriation Transfers and Adopt Budget Amendment: The contingency and appropriation transfer for fiscal year 2024-2024 are detailed in Exhibit A. The Common Council of the City of McMinnville adopts the budget amendment in the General Fund and Wastewater Capital Fund as reflected in Exhibit A.

### Exhibit A

Wastewater Capital Fund: Resources:	Adopted Budget	Budget Adjustment	Amended Budget
All resources - unchanged	\$ 55,149,444	\$ 0	\$ 55,149,444
Requirements:			
Program	\$ 25,228,300		\$ 25,228,300
Transfers Out	5,959,174	4,350,000	10,309,174
Contingency	6,750,000	(4,350,000)	2,400,000
Ending Fund Balance	17,211,970		17,211,970
Total Requirements	<u>\$ 55,149,444</u>	<u>\$ 0</u>	<u>\$ 55,149,444</u>
	Adopted	Budget	Amended
General Fund:	Adopted Budget	Budget Adjustment	Amended Budget
Resources:	Budget	Adjustment	Budget
Resources: Transfers In	Budget \$ 8,392,300	-	Budget \$ 12,742,300
<b>Resources:</b> Transfers In All other resources unchanged	Budget \$ 8,392,300 41,031,274	Adjustment \$ 4,350,000	Budget \$ 12,742,300 41,031,274
<b>Resources:</b> Transfers In All other resources unchanged Total Resources	Budget \$ 8,392,300	Adjustment	Budget \$ 12,742,300
<b>Resources:</b> Transfers In All other resources unchanged Total Resources <b>Requirements:</b>	Budget \$ 8,392,300 41,031,274 \$ 49,423,574	Adjustment \$ 4,350,000 <u></u>	Budget \$ 12,742,300 41,031,274 \$ 53,773,574
<b>Resources:</b> Transfers In All other resources unchanged Total Resources <b>Requirements:</b> Administration	Budget \$ 8,392,300 41,031,274 <u>\$ 49,423,574</u> \$ 2,235,513	Adjustment \$ 4,350,000	Budget \$ 12,742,300 41,031,274 <u>\$ 53,773,574</u> \$ 6,585,513
<b>Resources:</b> Transfers In All other resources unchanged Total Resources <b>Requirements:</b>	Budget \$ 8,392,300 41,031,274 \$ 49,423,574	Adjustment \$ 4,350,000 <u></u>	Budget \$ 12,742,300 41,031,274 \$ 53,773,574

\* Total includes unappropriated ending fund balance

2. Authorize an Interfund Loan: Interfund Ioans from the Wastewater Capital Fund to the General Fund are authorized. The five (5) year Ioan will be made from unrestricted contingency funds available in the Wastewater Capital Fund and will not exceed a total of \$4,350,000. Repayment of the Ioan may be made in advance at any time. The Ioan is callable at any time after two (2) years. It will be an interest-only Ioan at a rate of 5.05% per annum with the payment schedule noted in Exhibit B.

### Exhibit B

Principal4,350,000 (not to exceed amount)Interest rate5.05%Interest Only Duration5First payment date\*10/13/2024

Payment Date*	Interest	Principal	Payment
10/13/2024	219,675		219,675
10/13/2025	219,675		219,675
10/13/2026	219,675		219,675
10/13/2027	219,675		219,675
10/13/2028	219,675	4,350,000	4,569,675

Other features of loan:

Callable in 2 years 10/13/2025 Because of the call feature, will provide 0.25% premium, not customary 0.50% premium Current LGIP rate of return 4.8%

Prepayment allowed without penalty at any time during loan term

\* payment dates are projections and will correspond to the actual date of the closing

3. Acknowledge and Approve Environmental Reports: the City acknowledges and approves the Phase I Environmental Site Assessment Report dated September 29, 2023, the Phase II Environmental Site Assessment Report dated September 29, 2023, and the Regulated Building Materials Survey dated September 29, 2023, for the properties at 904 NE 10<sup>th</sup> Avenue and 835 NE Alpine Avenue.

Adopted by the Common Council of the City of McMinnville at a regular meeting held the 10th day of October 2023 by the following votes:

Ayes:\_\_\_\_\_

Nayes:\_\_\_\_\_

Approved this 10th day of October 2023.

MAYOR

Approved as to form:

Attest:

CITY ATTORNEY

CITY RECORDER



### **STAFF REPORT**

DATE: TO:	October 9, 2023 Jeff Towery, City Manager
FROM:	Jennifer Cuellar, Finance Director
SUBJECT:	Intergovernmental Agreement between City of McMinnville and McMinnville
	Urban Renewal Agency



### **ECONOMIC PROSPERITY**

Provide economic opportunity for all residents through sustainable growth across a balanced array of traditional and innovative industry sectors

**<u>Report in Brief:</u>** McMinnville wishes to purchase the Northwest Rubber Property for purposes of supporting economic development within the McMinnville Urban Renewal District. The Intergovernmental Agreement between the City and Urban Renewal Agency describes the financial agreement between the two entities in order to fund this project.

### **Discussion of Budget Amendment:**

Oregon Revised Statute (ORS) 190 permits local governments to enter into intergovernmental agreements (IGAs).

The City of McMinnville and the McMinnville Urban Renewal Agency have an existing IGA established in 2015 authorizing the City to assist the Agency in the planning and carrying out of the Urban Renewal Plan (the "Plan") by providing all administrative and development services necessary and proper for carrying out the Agency's functions and the Plan, pursuant to ORS 457.320.

The opportunity to purchase and redevelop the Northwest Rubber property in the NE Gateway district will advance Plan goals such as the following:

- Goal 3 to encourage the unique district identity of the NE Gateway as a place for people to live, work and play
- Goal 8 for development and redevelopment

The investment may also make an impact on Plan Goal 6 for affordable, quality housing.

The City anticipates the purchase price and an allowance for closing costs for the Property will be a maximum of \$4,350,000.

The City intends to purchase the property through a five-year capital interfund loan with the following characteristics:

- interest-only
- callable after two years by the loaning fund, the Wastewater Capital Fund
- 5.05% interest per annum with
- no penalty on pre-payment of the loan at any time during its term

Principal	4,350,000	(not to excee	ed amount)	
Interest rate	5.05%			
Intererst Only Duration	5			
First payment date*	10/13/2024			
	Payment Date*	Interest	Principal	Payment
	10/13/2024	219,675		219,675
	10/13/2025	219,675		219,675
	10/13/2026	219,675		219,675
	10/13/2027	219,675		219,675
	10/13/2028	219,675	4,350,000	4,569,675
Other features of loan:				
Callable in 2 years	10/13/2025			
Because of the call feat	ure, will provide 0.	.25% premiur	m, not custom	nary 0.50% premium
Current LGIP rate of ret	urn 4.8%			
Prepayment allowed wit	hout penalty at an	y time during	g loan term	
* payment dates are project	tions and will corres	pond to the ac	ctual date of th	e closing

Because this project furthers the Urban Renewal Plan and the Agency has tax increment financing capacity available, the intent is for the Urban Renewal Agency to budget for and reimburse the City the annual interest costs of the loan starting in FY2024-25.

As it is the intent of the City of McMinnville to enter into a redevelopment agreement and sell the property as part of that agreement, the actual outlays and time frame for this cost-sharing IGA is uncertain.

Therefore, the IGA provides for the ability for modifications by mutual consent of the parties.

### Fiscal Impact:

This agreement provides for the City to be reimbursed for all interest associated with the interfund loan.

For the Urban Renewal District, an annual commitment of a maximum of \$219,675 will need to be budgeted each year.

At the end of the day, the long-term fiscal impact of taking the industrial property and investing in it so that it may change its use to an economic activity which will be a more environmentally sustainable, healthy enterprise that fits in better with the NE Gateway District's mixed residential and commercial activities is worth the financial investment of urban renewal and, potentially, unrestricted general fund dollars.

### **City Council and Urban Renewal Agency Options:**

- 1. Adopt the Resolution and the IGA that authorizes the cost sharing for the financing of the purchase of the Northwest Rubber property. This is staff's recommendation.
- 2. Do not adopt the Resolution proposed IGA, which will make it impossible to close on the Northwest Rubber property without alternative City Council action.

### **Documents:**

- 1. Resolution No. 2023-59: Approval of IGA
  - a. Exhibit A: IGA 2023-04 City-UR on Northwest Rubber property purchase

### **RESOLUTION NO. 2023-59**

A Resolution approving an intergovernmental agreement between the City of McMinnville and the McMinnville Urban Renewal Agency for the financing to purchase tax lots R4421BA03800 and R4421BA03805 (904 NE  $10^{TH}$  Street and 835 NE Alpine Avenue respectively to advance the goals and objectives of the McMinnville Urban Renewal Plan.

#### **RECITALS:**

**Whereas**, This Agreement is made pursuant to ORS Chapter 190 which permits local government units to enter agreements pursuant to ORS 190.010; and

**Whereas**, the Agency is charged with administering and implementing the McMinnville Urban Renewal Plan ("Plan"), as adopted by the Agency Board on July 23, 2013, and will be engaging in redevelopment activities to carry out the Plan; and

**Whereas**, on April 14, 2015, the City and the Agency entered into an intergovernmental agreement ("2015 IGA") authorizing the City to assist the Agency in the planning and carrying out of the Urban Renewal Plan (the "Plan") by providing all administrative and development services necessary and proper for carrying out the Agency's functions and the Plan, pursuant to ORS 457.320; and

**Whereas**, an opportunity to advance goals in the Plan such as Goal 3 to encourage the unique district identity of the NE Gateway as a place for people to live, work and play; Goal 8 for development and redevelopment; and, potentially, Goal 6 for affordable, quality housing by purchasing the Northwest Rubber industrial property (the "Property"), where its most recent industrial use has ceased operations, and preparing the site for redevelopment; and

**Whereas**, in support of the Agency's development goals, the City has entered into a purchase and sale agreement for the Property as described in City Resolution 2023-43; and

**Whereas**, the City hired an environmental consultant to conduct a Phase I, Phase II and Regulated Building Materials site assessments, and the City acknowledges the Phase I Environmental Site Assessment Report dated September 29, 2023, the Phase II Environmental Site Assessment Report dated September 29, 2023, and the Regulated Building Materials Survey dated September 29, 2023, for the properties at 904 NE 10<sup>th</sup> Avenue and 835 NE Alpine Avenue.

**Whereas**, the City anticipates the purchase price and an allowance for closing costs for the Property will be a maximum of \$4,350,000; and

**Whereas**, the City intends to authorize an interest-only, five-year interfund loan that is callable after two years between its Wastewater Capital Fund and General Fund at 5.05% interest per annum with no penalty on pre-payment of the loan during its term to pay for the property; and

**Whereas**, the Agency does have the capacity to utilize tax increment financing to reimburse the City's General Fund for the annual interest payments on the interfund loan which is for purposes described in the Plan.

## NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF McMINNVILLE, OREGON, as follows:

- 1. That the Mayor of McMinnville is authorized to sign the attached Intergovernmental agreement on behalf of the City of McMinnville (Exhibit A).
- 2. That this resolution shall take effect immediately upon passage and shall continue in full force and effect until modified, revoked, or replaced.

Adopted by the Common Council of the City of McMinnville at a regular meeting held the <u>10th</u> day of October, 2023 by the following votes:

Ayes: \_\_\_\_\_\_Nays: \_\_\_\_\_

Approved this <u>10th</u> day of October 2022.

MAYOR

Approved as to form:

Attest:

City Attorney

City Recorder

EXHIBITS:

A. Intergovernmental Agreement Between the City of McMinnville and the McMinnville Urban Renewal Agency

### INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF MCMINNVILLE AND THE MCMINNVILLE URBAN RENEWAL AGENCY

THIS INTERGOVERNMENTAL AGREEMENT ("Agreement") is entered into between the City of McMinnville, an Oregon municipal corporation established under ORS Chapter 221 ("City"), and the McMinnville Urban Renewal Agency ("Agency"), a municipal corporation established under ORS Chapter 457.

### **RECITALS:**

WHEREAS, This Agreement is made pursuant to ORS Chapter 190 which permits local government units to enter agreements pursuant to ORS 190.010; and

WHEREAS, the Agency is charged with administering and implementing the McMinnville Urban Renewal Plan ("Plan"), as adopted by the Agency Board on July 23, 2013, and will be engaging in redevelopment activities to carry out the Plan; and

WHEREAS, on April 14, 2015, the City and the Agency entered into an intergovernmental agreement ("2015 IGA") authorizing the City to assist the Agency in the planning and carrying out of the Urban Renewal Plan (the "Plan") by providing all administrative and development services necessary and proper for carrying out the Agency's functions and the Plan, pursuant to ORS 457.320; and

WHEREAS, an opportunity to advance goals in the Plan such as Goal 3 to encourage the unique district identity of the NE Gateway as a place for people to live, work and play; Goal 8 for development and redevelopment; and, potentially, Goal 6 for affordable, quality housing by purchasing the Northwest Rubber industrial property (the "Property"), where its most recent industrial use has ceased operations, and preparing the site for redevelopment; and

WHEREAS, in support of the Agency's development goals, the City has entered into a purchase and sale agreement for the Property as described in City Resolution 2023-43; and

WHEREAS, the City hired an environmental consultant to conduct a Phase I, Phase II and Regulated Building Materials site assessments, and the City acknowledges the Phase I Environmental Site Assessment Report dated September 29, 2023, the Phase II Environmental Site Assessment Report dated September 29, 2023, and the Regulated Building Materials Survey dated September 29, 2023, for the properties at 904 NE 10<sup>th</sup> Avenue and 835 NE Alpine Avenue.

WHEREAS, the City anticipates the purchase price and an allowance for closing costs for the Property will be a maximum of \$4,350,000; and

WHEREAS, the City intends to authorize an interest-only, five-year interfund loan that is callable after two years between its Wastewater Capital Fund and General Fund at 5.05% interest per annum with no penalty on pre-payment of the loan during its term to pay for the property; and

WHEREAS, the Agency does have the capacity to utilize tax increment financing to reimburse the City's General Fund for the annual interest payments on the interfund loan which is for purposes described in the Plan

### NOW, THEREFORE, THE CITY OF MCMINNVILLE AND THE MCMINNVILLE URBAN RENEWAL AGENCY AGREE AS FOLLOWS:

- 1. The Agency will reimburse to the City's General Fund the actual interest due on the interfund loan on the day that the loan was issued each year starting in 2024 for the duration of the active loan period, a maximum of five (5) years from 2024 until 2028
- 2. The annual debt service reimbursement amount will not exceed \$219,675, the interest only amount of the maximum interfund loan total of \$4,350,000
- 3. In the event that the Wastewater Capital Fund calls the loan, it will be the responsibility of the City to make the principal portion of the final payment.
- 4. In the event that the Wastewater Capital Fund calls the loan, it will be the responsibility of the Agency to make the interest portion of the final payment.
- 5. In the event that the City opts to repay the interfund loan prior to the end of its fiveyear term, it will be the responsibility of the City to make the principal portion of the final payment, subject to any negotiated sharing of such payment of the principal portion of the loan based upon any re-sale of the Property.
- 6. In the event that the City opts to repay the interfund loan prior to the end of its fiveyear term, it will be the responsibility of the Agency to make the interest portion of the final payment.
- 7. This Agreement may be modified by mutual written consent of the parties. Any modification to a provision of this Agreement shall have no effect upon other provisions in this Agreement unless stated in writing.
- 8. Both parties agree to make good faith efforts to informally resolve any dispute relating to this Agreement. If any dispute is not resolved informally, the agencies agree that the dispute will be exclusively settled by binding arbitration under Oregon law, however by consent of the agencies, formal mediation shall be considered prior to demand to initiate arbitration.
- 9. This agreement take effect as soon as it is approved by the governing body of each party. It contains all the agreements of City and Agency on this subject. Either agency may at any time request a meeting with the other within 30 days of the request to discuss any provision.
- 10. This Agreement shall automatically terminate upon the final payment of the loan in

full, unless amended to extend the Term prior to that date.

- 11. Notices under this Agreement shall be given in writing by personal delivery, facsimile, email or by regular or certified mail to the person identified in this Section, or to such other person or at such other address as either party may hereafter indicate pursuant to this Section. Any notice delivered personally shall be deemed received upon delivery. Notice by facsimile shall be deemed given when receipt of the transmission is generated by the transmitting machine. Notice by email is deemed received upon a return email or other acknowledgment of receipt by the receiver and notice by certified or registered mail is deemed received on the date the receipt is signed or delivery is refused by the addressee.
- 12. Entire Agreement; Approval of Agreement. This Agreement sets forth the entire agreement between the parties with respect to the subject matter hereof. Except as may be expressly provided herein, no alteration of any of the terms or conditions of this Agreement will be effective without the written consent of both parties. This agreement has been duly approved for execution by the governing body of a party executing this Agreement.
- 13. Effective Date. The effective date of the agreement is the latest date it is executed by the parties below.

WHEREAS, all the aforementioned is hereby agreed upon by the parties and executed by the duly authorized signatures below.

#### **City of McMinnville**

McMinnville Urban Renewal Agency

Mayor

Date

Chair of Board

Attest:

Date

Approved as to form:

CITY ATTORNEY

CITY RECORDER



# **STAFF REPORT**

DATE: October 10, 2023
TO: Mayor and City Councilors
FROM: Tom Schauer, Senior Planner
SUBJECT: Ordinance No. 5140, Approving an Amendment to a Planned Development (PDA 3-23), Baker Creek North, Mixed-Use Commercial

### STRATEGIC PRIORITY & GOAL:



GROWTH & DEVELOPMENT CHARACTER

Guide growth & development strategically, responsively & responsibly to enhance our unique character.

OBJECTIVE/S: Strategically plan for short and long-term growth and development that will create enduring value for the community

### Report in Brief:

This is the consideration of Ordinance No. 5140, reflecting the Planning Commission's recommendation to the City Council to approve Docket PDA 3-23, a master plan for a mixed-use 6.63 acre commercial and residential development on tax lot R4418 00100 at the NE corner of Baker Creek Road and Hill Road. *See Vicinity Map (Figure 1), Zoning Map (Figure 2).* 

The application includes a request to amend provisions of Planned Development Ordinance No. 5086 which applies to the property and to approve the proposed master plan for the property.

The proposed master plan includes: four mixed use buildings with two stories of residential use above ground floor commercial use, three 3-story buildings with multi-dwelling residential use, and on-site green space, plaza, and bicycle and pedestrian amenities. This includes 30,000 total square feet of commercial space and 144 total residences (72 above the ground-floor commercial in the four mixed-use buildings and 24 in each of the three-story residential buildings). *See Figure 3 for Site Plan and Figure 4 for Rendering. Please see the application submittal and Section I, Application Summary, of the Decision Document for detailed site plans and diagrams, perspective drawings, and elevations.* 

This proceeding is a quasi-judicial land use item for the City Council. The City Council is the final decision maker for this application since the applicant is requesting to amend the original planned development ordinance, Ordinance No. 5086.

The application is subject to the 120-day processing timeline. The 120-day deadline is December 9, 2023.

The Planning Commission hosted a public hearing on September 7, 2023, and voted to recommend approval of the proposed development to the McMinnville City Council.

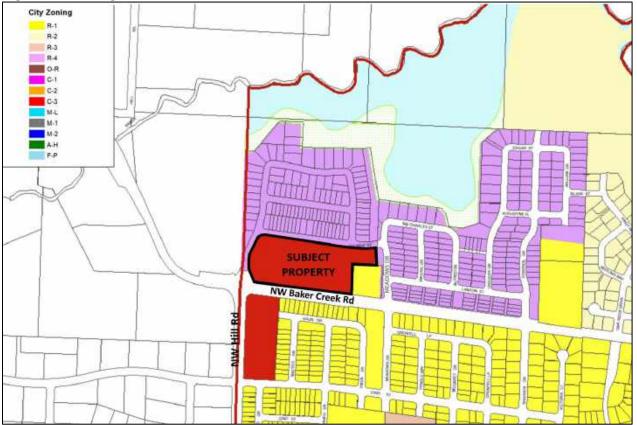
Per Section 17.72.130(C)(6) of the McMinnville Municipal Code, upon receipt of the decision of the Planning Commission to recommend approval, the City Council shall either:

- Based on the material in the record and transmitted to the City Council, adopt an Ordinance effecting the proposed change; or
- Call for a public hearing on the proposal subject to the notice requirements in Section 17.72.120 (D) – (F).

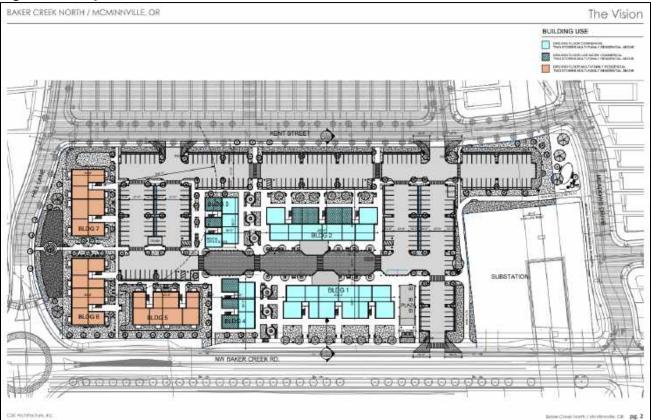




### Figure 2. Zoning Map







### Figure 4 - View of Mixed-Use Buildings 1&2 and Plaza - Looking Northwest from Baker Creek Road



(See applications for elevation drawings and additional perspective views).

### **Background**

Ordinance No. 5086, adopted on March 24, 2020, as part of the Baker Creek North development, provided a regulatory framework for the development of this parcel as a mixed-use commercial and residential development. The underlying property is zoned C-3. This property has been identified as a neighborhood-serving commercial property for many years in McMinnville's land-use system. Since this is a commercial property located in a residential neighborhood, Ordinance No. 5086 provided design and development standards so that the development would be compatible to the neighborhood.

- 1. That Ordinance 4633 is repealed in its entirety.
- 2. That up to 120 multiple-family dwelling units are allowed within the Planned Development Overlay District, but only if the multiple-family units are integrated with neighborhood commercial uses. "Integrated" means that uses are within a comfortable walking distance and are connected to each other with direct, convenient and attractive sidewalks and/or pathways. This integration of multiple family units and neighborhood commercial uses shall either be within a mixed-use building or in a development plan that integrates the uses between buildings in a manner found acceptable to the Planning Commission.

- 3. For the purposes of this Planned Development Overlay District, allowed neighborhood commercial uses are defined as those that are permitted in the C-1 (Neighborhood Business) zone in Section 17.27.010 of the MMC. In addition, "Restaurant" shall be permitted as a neighborhood commercial use in this Planned Development Overlay District. No retail uses should exceed 10,000 square feet in size, except for grocery stores. The applicant may request any other use to be considered permitted within the Planned Development Overlay District at the time of the submittal of detailed development plans for the site.
- 4. That stand-alone drive-through facilities shall be prohibited within the Planned Development Overlay District.
- 5. Detailed development plans showing elevations, site layout, signing, landscaping, parking, and lighting must be submitted to and approved by the Planning Commission before actual development may take place. The provisions of Chapter 17.51 of the McMinnville Zoning Ordinance may be used to place conditions on any development and to determine whether or not specific uses are permissible. The detailed development plans shall identify the site design components listed below. The applicant may propose alternative design components when detailed development plans are submitted for review. The Planning Commission may review and approve these alternative design components if they are found to be consistent with the intent of the required site design components listed below.
  - a. That the future commercial development of the site is designed with shared access points and shared internal circulation. Parking and vehicle drives shall be located away from building entrances, and not between a building entrance and the street, except as may be allowed when a direct pedestrian connection is provided from the sidewalk to the building entrance.
  - b. Parking shall be oriented behind the buildings or on the sides. Surface parking shall not exceed 110% of the minimum parking requirements for the subject land uses. Shared parking is encouraged. The applicant may request a reduction to or waiver of parking standards based on a parking impact study. The study allows the applicant to propose a reduced parking standard based on estimated peak use, reductions due to easy pedestrian accessibility; and a significant bicycle corral that is connected to the BPA bicycle/pedestrian trail. Parking lot landscaping will meet or exceed city standards.
  - c. Buildings shall be oriented towards the surrounding right-of-ways and must have at least one primary entrance directly fronting a public right-of-way. Building facades shall be designed to be human scale, for aesthetic appeal, pedestrian comfort, and compatibility with the design character of the surrounding neighborhoods. Special attention should be paid to roof forms, rhythm of windows and doors, and general relationship of buildings to public spaces such as streets, plazas, the public parks and the adjacent neighborhood. No building shall exceed a height of two stories without a variance. If any building is proposed to exceed 35 feet, the building shall be designed with a step back in the building wall above 35 feet to reduce the visual impact of the height of the building.
  - d. Pedestrian connections shall be provided between surrounding sidewalks and right-of-ways. The plans shall also identify how the development provides pedestrian connections to adjacent residential development and the BPA Bike/Pedestrian Trail system located adjacent and to the east of the site.

- e. The commercial development shall maximize connectivity with the BPA Bike/Pedestrian Trail and the other adjacent public parks but minimize bicycle and pedestrian conflicts within the site.
- f. Sidewalks and/or plazas will be provided with weather protection (e.g. awnings/canopies). Appropriate pedestrian amenities such as space for outdoor seating, trash cans, sidewalk displays, outdoor café seating and public art will also be provided.
- g. That landscape plans be submitted to and approved by the McMinnville Landscape Review Committee. A minimum of 14 percent of the site must be landscaped with emphasis placed at the street frontage. All public right-of-ways adjacent to the site will be improved with street tree planting as required by Chapter 17.58 of the MMC.
- h. The plan must provide a community gathering space that is easily accessible via pedestrian and bicycle access from all of the uses within the commercial development as well as the adjacent BPA Bike/Pedestrian Trail. If multiple family dwelling units are developed on the site, a minimum of 10 percent of the site must be designated as usable open space. The usable open space will be in addition to the minimum 14 percent of the site that must be landscaped, and may be combined with the community gathering space required for the commercial uses. The usable open space shall be in a location of the site that is easily accessible from all buildings and uses, shall not be located in a remnant area of the site, and shall not be disconnected from buildings by parking or driving areas.
- i. That signs located within the planned development site be subject to the following limitations:
  - 1. All signs, if illuminated, must be indirectly illuminated and nonflashing, and the light source may not be visible from any public right of way and may not shine up into the night sky;
  - 2. No individual sign exceeding thirty-six (36) square feet in size shall be allowed.
  - 3. Internally illuminated, signs on roofs, chimney and balconies, and offsite signage are prohibited.
  - 4. Each building may have a maximum of two signs to identify the name and street address of the building. These signs must be integral to the architecture and building design and convey a sense of permanence. Typically these sign are secondary or tertiary building elements as seen on historic urban buildings. Maximum sign area shall be no more than 6 square feet. Maximum sign height shall be 18 feet above the sidewalk to the top of the sign.
  - 5. Each building may have one directory sign immediately adjacent to a front/main or rear entry to the building. A directory sign is allowed at each entry to a common space that provides access to multiple tenants. Directory signs shall be limited to 12 square feet in area and their design shall integrate with the color and materials of the building.
  - 6. One freestanding monument sign shall be permitted within 20 feet of each driveway access to a public right-of-way. The maximum sign area shall be 24 square feet. Monument signs must be positioned to meet the City's clear vision standards. The maximum height from the ground of the monument sign shall be 6 feet.
  - 7. Each building may have a total of two signs per tenant identifying the leased/occupied space. These signs must be located on the façade containing the primary entry or façade immediately adjacent to the primary entry to the tenant's space. In all cases these signs must be

on a wall attached to the space occupied by the tenant. Tenants may select from the following sign types: Awning, Project/Blade or Wall.

A. Awning Sign

- i. Maximum sign area shall be 6 square feet on the main awning face or 3 square feet of the awning valance.
- ii. Lettering may appear but shall not dominate sloped or curved portions, and lettering and signboard may be integrated along the valance or fascia, or free-standing letters mounted on top of and extending above the awning fascia.
- iii. Lettering and signboard may be integrated along the valance or awning fascia.
- B. Projecting and Blade Sign
  - i. Maximum sign area shall be 4 square feet (per side).
  - ii. The sign must be located with the lower edge of the signboard no closer than 8 feet to the sidewalk and the top of the sign no more 14 feet above the sidewalk.
  - iii. For multi-story buildings, at the ground floor tenant space signage, the top signboard edge shall be no higher than the sill or bottom of the average second story window height.
  - iv. Distance from building wall to signboard shall be a maximum of 6 inches.
  - v. Maximum signboard width shall be 3 feet with no dimension to exceed 3'.
  - vi. Occupants/tenants above the street level are prohibited from having projecting blade signage.
- C. Wall Signs
  - i. Maximum sign area shall be a maximum of 10 square feet. For small tenant spaces the ARC may limit sign size to less than 10 square feet.
  - ii. The sign shall be located on the tenant's portion of the building. Maximum sign height for multiple story buildings shall be 14 feet above the sidewalk to the top of the sign The maximum sign height for single story buildings is 18 feet above the sidewalks to the top of the sign. The measurement is from the top of the sign to the lowest point on the sidewalk directly below the sign.
  - iii. Applied lettering may be substituted for wall signs. Lettering must fit within the size criteria above.
- j. Outside lighting must be directed away from residential areas and public streets.
- 6. No use of any retail commercial use shall normally occur between the hours of 1:00 a.m. and 5:00 a.m.
- 7. All business, service, repair, processing, storage, or merchandise displays shall be conducted wholly within an enclosed building except for the following:
  - a. Off-street parking and loading;
  - b. Temporary display and sales of merchandise, providing it is under cover of a projecting roof and does not interfere with pedestrian or automobile circulation;
  - c. Seating for food and beverage establishments; and
  - d. Food carts.

- 8. Prior to any future development of the site, a traffic impact analysis shall be provided. The traffic impact analysis shall include an analysis of the internal circulation system, the shared access points, and the traffic-carrying capacity of all adjacent streets and streets required to provide eventual access to Baker Creek Road.
- 9. The minimum commercial development shall be five acres. Five acres of this site must retain ground floor commercial uses, allowing multiple family development to occur on the remainder of the site and as part of a mixed-use development. The five acres of commercial development will be calculated based upon all of the development requirements associated with the commercial development including any standards related to the mixed-use residential development.

Condition #5 required that a detailed site plan be approved by the Planning Commission. In addition, prior to any development of the site a traffic impact analysis shall be provided (Condition #8). And if the applicant wanted to change any of the provisions of the Ordinance, they would need to do so by either applying for a variance or a major amendment to the planned development ordinance.

The applicant is proposing to increase the number of residential units from 120 multifamily units to 144 multifamily units. As such, this would be considered a major amendment to the planned development ordinance requiring approval by City Council. In order to accommodate the increase in residential units, the applicant is requesting an amendment to the limitation of only two stories of building height and to increase the maximum height of 35' without a stepback to 45' without a stepback.

Provision/Issue	C-3 Zone	Ordinance 5086 Condition	Requested Amendment
Maximum Number of Stories	No restrictions specified. (60' max building height)	Part of #5.c. Not to exceed 2 stories without a variance	To allow 3 stories
Height-Based Step-backs	No requirements specified,	Part of #5.c. Specifies step- backs for portions of buildings over 35' in height "to reduce the visual impact of the height of the building."	To allow some elements over 35' without step- backs, including buildings with pitched roofs and some features of other buildings which are setback from the road, up to a maximum of 45'. See Figure 5 and more detailed description below
Maximum Residential Units	No maximum specified; and no maximum density	#2. 120 units	To allow 144 units, (plus 9 live/work units as part of commercial square footage)

In addition, there are certain site development standards specified in Ordinance 5086 regarding site design, including building orientation, parking location relative to buildings, etc. Condition #5 of Ordinance 5086 specifies that, "The applicant may propose alternative design components

when detailed plans are submitted for review. The Planning Commission may review and approve these alternative design components if they are found to be consistent with the intent of the required design components listed below..." The applicant is requesting this option relative to certain standards, and, in part, proposing to achieve the intent with some alternative design components. This is discussed in more detail in the decision document.

The applicable criteria for the Planned Development Amendment are specified in Section 17.74.070 of the Zoning Ordinance.

Applicable Goals and Policies of the Comprehensive Plan are also criteria for land use decisions.

Some of the criteria also reference compliance with applicable provisions of the Zoning Ordinance and other applicable ordinances.

The subject property is zoned C-3 PD, which means it is subject to the provisions of the C-3 (General Commercial) zone, except as modified by the provisions of a Planned Development Overlay Ordinance 5086 applicable to the property. Approval of the Planned Development Master Plan is subject to the provisions of Ordinance 5086.

Subject to approval of the amendments to Ordinance 5086 and approval of the Alternative Design Components, the proposed master plan is consistent with applicable criteria and standards of the Zoning Ordinance and other ordinances, subject to conditions of approval.

The applicant did not request concurrent review of the landscape plan, so that review is still required as a condition of approval. In addition, no signage is proposed at this time, so sign permits would be required and would need to comply with the additional standards in Ordnance 5086. Final review of the residential standards must also be conducted at the time of building permit submittal.

A traffic impact analysis was provided that demonstrated no adverse effect on the McMinnville transportation facilities. The analysis showed significantly less traffic impact than the traffic analysis conducted in 2020 when the property as zoned commercial because the 2020 traffic impact analysis had to evaluate a worst case scenario of intense development on the property including over 100,000 sf of commercial space. The proposal includes 30,000 sf of commercial space, 30% of the 2020 assumptions used.

Agency Comments. Agency comments are included in the decision document.

*Public Comments.* One written public comment has been submitted for the record as of August 31, 2023, which is attached.

#### Discussion:

The applicant is requesting the following amendments to Ordinance No. 5086. Text to be removed is shown with strikeout, text to be added is **bold and underlined**):

- 1. That Ordinance 4633 is repealed in its entirety.
- That up to <u>120</u> <u>144</u> multiple family dwelling units <u>plus 9 ground floor work-live units in</u> <u>the commercial mixed-use area</u> are allowed within the Planned Development Overlay District, but only if the multiple family units are integrated with neighborhood commercial

uses. "Integrated" means that uses are within a comfortable walking distance and are connected to each other with direct, convenient and attractive sidewalks and/or pathways. This integration of multiple family units and neighborhood commercial uses shall either be within a mixed use building or in a development plan that integrates the uses between buildings in a manner found acceptable to the Planning Commission.

- 3. For the purposes of this Planned Development Overlay District, allowed neighborhood commercial uses are defined as those that are permitted in the C-1 (Neighborhood Business) zone in Section 17.27.010 of the MMC. In addition, "Restaurant" shall be permitted as a neighborhood commercial use in this Planned Development Overlay District. No retail uses should exceed 10,000 square feet in size, except for grocery stores. The applicant may request any other use to be considered permitted within the Planned Development Overlay District at the time of the submittal of detailed development plans for the site.
- 4. That stand-alone drive-through facilities shall be prohibited within the Planned Development Overlay District.
- 5. Detailed development plans showing elevations, site layout, signing, landscaping, parking, and lighting must be submitted to and approved by the Planning Commission before actual development may take place. The provisions of Chapter 17.51 of the McMinnville Zoning Ordinance may be used to place conditions on any development and to determine whether or not specific uses are permissible. The detailed development plans shall identify the site design components listed below. The applicant may propose alternative design components when detailed development plans are submitted for review. The Planning Commission may review and approve these alternative design components listed below.
  - a. That the future commercial development of the site is designed with shared access points and shared internal circulation. Parking and vehicle drives shall be located away from building entrances, and not between a building entrance and the street, except as may be allowed when a direct pedestrian connection is provided from the sidewalk to the building entrance.
  - b. Parking shall be oriented behind the buildings or on the sides. Surface parking shall not exceed 110% of the minimum parking requirements for the subject land uses. Shared parking is encouraged. The applicant may request a reduction to or waiver of parking standards based on a parking impact study. The study allows the applicant to propose a reduced parking standard based on estimated peak use, reductions due to easy pedestrian accessibility; and a significant bicycle corral that is connected to the BPA bicycle/pedestrian trail. Parking lot landscaping will meet or exceed city standards.
  - c. Buildings shall be oriented towards the surrounding right-of-ways and must have at least one primary entrance directly fronting a public right-of-way. Building facades shall be designed to be human scale, for aesthetic appeal, pedestrian comfort, and compatibility with the design character of the surrounding neighborhoods. Special attention should be paid to roof forms, rhythm of windows and doors, and general relationship of buildings to public spaces such as streets, plazas, the public parks and the adjacent neighborhood. No building shall exceed a height of three stories without a variance. If any building is proposed to exceed 35 40 feet, the building shall be designed with a step back in the building, except buildings with a pitched roof, and two buildings with architectural towers may have a maximum height of 45 feet without a step back in the building for those towers.

- d. Pedestrian connections shall be provided between surrounding sidewalks and right-of-ways. The plans shall also identify how the development provides pedestrian connections to adjacent residential development and the BPA Bike/Pedestrian Trail system located adjacent and to the east of the site.
- e. The commercial development shall maximize connectivity with the BPA Bike/Pedestrian Trail and the other adjacent public parks but minimize bicycle and pedestrian conflicts within the site.
- f. Sidewalks and/or plazas will be provided with weather protection (e.g. awnings/canopies). Appropriate pedestrian amenities such as space for outdoor seating, trash cans, sidewalk displays, outdoor café seating and public art will also be provided.
- g. That landscape plans **including street tree plans** be submitted to and approved by the McMinnville Landscape Review Committee. A minimum of 14 percent of the site must be landscaped with emphasis placed at the street frontage. All public right-of-ways adjacent to the site will be improved with street tree planting as required by Chapter 17.58 of the MMC.
- h. The plan must provide a community gathering space that is easily accessible via pedestrian and bicycle access from all of the uses within the commercial development as well as the adjacent BPA Bike/Pedestrian Trail. If multiple family dwelling units are developed on the site, a minimum of 10 percent of the site must be designated as usable open space. The usable open space will be in addition to the minimum 14 percent of the site that must be landscaped, and may be combined with the community gathering space required for the commercial uses. The usable open space shall be in a location of the site that is easily accessible from all buildings and uses, shall not be located in a remnant area of the site, and shall not be disconnected from buildings by parking or driving areas.
- i. That signs located within the planned development site be subject to the following limitations:
  - 1. All signs, if illuminated, must be indirectly illuminated and nonflashing, and the light source may not be visible from any public right of way and may not shine up into the night sky;
  - 2. No individual sign exceeding thirty-six (36) square feet in size shall be allowed.
  - 3. Internally illuminated, signs on roofs, chimney and balconies, and off-site signage are prohibited.
  - 4. Each building may have a maximum of two signs to identify the name and street address of the building. These signs must be integral to the architecture and building design and convey a sense of permanence. Typically these sign are secondary or tertiary building elements as seen on historic urban buildings. Maximum sign area shall be no more than 6 square feet. Maximum sign height shall be 18 feet above the sidewalk to the top of the sign.
  - 5. Each building may have one directory sign immediately adjacent to a front/main or rear entry to the building. A directory sign is allowed at each entry to a common space that provides access to multiple tenants. Directory signs shall be limited to 12 square feet in area and their design shall integrate with the color and materials of the building.
  - 6. One freestanding monument sign shall be permitted within 20 feet of each driveway access to a public right-of-way. The maximum sign area shall be 24 square feet. Monument signs must be positioned to meet the City's clear vision standards. The maximum height from the ground of the monument sign shall be 6 feet.

7. Each building may have a total of two signs per tenant identifying the leased/occupied space. These signs must be located on the façade containing the primary entry or façade immediately adjacent to the primary entry to the tenant's space. In all cases these signs must be on a wall attached to the space occupied by the tenant. Tenants may select from the following sign types: Awning, Project/Blade or Wall.

A. Awning Sign

- i. Maximum sign area shall be 6 square feet on the main awning face or 3 square feet of the awning valance.
- ii. Lettering may appear but shall not dominate sloped or curved portions, and lettering and signboard may be integrated along the valance or fascia, or free-standing letters mounted on top of and extending above the awning fascia.
- iii. Lettering and signboard may be integrated along the valance or awning fascia.
- B. Projecting and Blade Sign
  - i. Maximum sign area shall be 4 square feet (per side).
  - ii. The sign must be located with the lower edge of the signboard no closer than 8 feet to the sidewalk and the top of the sign no more 14 feet above the sidewalk.
  - iii. For multi-story buildings, at the ground floor tenant space signage, the top signboard edge shall be no higher than the sill or bottom of the average second story window height.
  - iv. Distance from building wall to signboard shall be a maximum of 6 inches.
  - v. Maximum signboard width shall be 3 feet with no dimension to exceed 3'.
  - vi. Occupants/tenants above the street level are prohibited from having projecting blade signage.
- C. Wall Signs
  - i. Maximum sign area shall be a maximum of 10 square feet. For small tenant spaces the ARC may limit sign size to less than 10 square feet.
  - ii. The sign shall be located on the tenant's portion of the building. Maximum sign height for multiple story buildings shall be 14 feet above the sidewalk to the top of the sign The maximum sign height for single story buildings is 18 feet above the sidewalks to the top of the sign. The measurement is from the top of the sign to the lowest point on the sidewalk directly below the sign.
  - iii. Applied lettering may be substituted for wall signs. Lettering must fit within the size criteria above.
- j. Outside lighting must be directed away from residential areas and public streets.
- 6. No use of any retail commercial use shall normally occur between the hours of 1:00 a.m. and 5:00 a.m.
- 7. All business, service, repair, processing, storage, or merchandise displays shall be conducted wholly within an enclosed building except for the following:
  - a. Off-street parking and loading;
  - b. Temporary display and sales of merchandise, providing it is under cover of a projecting roof and does not interfere with pedestrian or automobile circulation;

- c. Seating for food and beverage establishments; and
- d. Food carts.
- 8. Prior to any future development of the site, a traffic impact analysis shall be provided. The traffic impact analysis shall include an analysis of the internal circulation system, the shared access points, and the traffic-carrying capacity of all adjacent streets and streets required to provide eventual access to Baker Creek Road. The traffic impact analysis shall include an analysis of the intersection of Baker Creek Road and Michelbook Lane and the intersection of Baker Creek Road and Highway 99W, but shall not be limited to only those intersections.
- 9. The minimum commercial development shall be five acres. Five acres of this site must retain ground floor commercial uses, allowing multiple family development to occur on the remainder of the site and as part of a mixed-use development. The five acres of commercial development will be calculated based upon all of the development requirements associated with the commercial development including any standards related to the mixed-use residential development.

#### 10. <u>The final approved Master Plan shall be placed on file with the Planning Department</u> and become a part of the zone and binding on the owner and developer.

The developer will be responsible for requesting approval of the Planning Commission for any major change in the details of the adopted master plan. Minor changes to the details of the adopted plan may be approved by the City Community Development Director. It shall be the Planning Director's decision as to what constitutes a major or minor change. An appeal from a ruling of the Community Development Director may be made only to the Commission. Review of the Planning Director's decision by the Planning Commission may be initiated at the request of any one of the commissioners.

- 11. <u>No sign shall be installed without first applying for applicable sign permits, building permits, and electrical permits.</u> <u>As part of the sign permit application review, signs will also be reviewed for consistency with Conditions in Subsection (5)(i) of Ordinance 5086.</u>
- 12. <u>The applicant shall address the requirements of the Engineering Department</u> related to provision of public improvements and stormwater management.
  - a. <u>The applicant will enter into a Construction Permit Agreement with the</u> <u>City's Engineering Department. Provide an Engineer's Estimate of the</u> <u>public improvements to the City as a requirement of the Construction</u> <u>Permit Agreement.</u>
  - b. <u>Any necessary Stormwater conveyance and or detention system will be</u> <u>designed per the City's Storm Drainage Master Plan. The applicant shall</u> <u>submit a stormwater report and design for the any necessary detention</u> <u>system consistent with Oregon drainage law to the City Engineer for</u> <u>review and approval.</u>
  - c. <u>Provide the City with an approved 1200C Permit from DEQ prior to</u> <u>construction activities.</u>

- d. <u>ADA Sidewalk and Driveway Standards are now being applied to all new</u> <u>construction and remodels. These standards are intended to meet the</u> <u>most current ADA Standards as shown in the "PROWAG" Design</u> <u>Guidelines. Prior to final occupancy, the applicant shall construct new</u> <u>driveways and sidewalks in the right-of way that conform to these</u> <u>standards.</u>
- e. <u>Street grades and profiles shall be designed and constructed to meet the</u> <u>adopted Land Division Ordinance/Complete Streets standards and the</u> <u>requirements contained in the Public Right-of-Way Accessibility</u> <u>Guidelines (PROWAG). Additionally, corner curb ramps shall be</u> <u>constructed to meet PROWAG requirements.</u>
- f. That the street improvements shall have the City's typical crown section.
- g. <u>That prior to any construction activity, the applicant shall secure all</u> required state and federal permits, including, if applicable, those related to the federal Endangered Species Act (if applicable), Federal Emergency Management Act, and those required by the Oregon Division of State Lands, and U.S. Army Corps of Engineers. Copies of the approved permits or evidence of lack of requirement shall be submitted to the City prior to construction plan approval.
- h. <u>That the applicant submit evidence that all fill placed in the areas where</u> <u>building sites are expected is engineered</u>. Evidence shall meet with the <u>approval of the City Building Division and the City Engineering Division</u>.
- i. <u>A detailed, engineered sanitary sewage collection plan, which</u> <u>incorporates the requirements of the City's adopted Conveyance System</u> <u>Master Plan, must be submitted to and approved by the City Engineering</u> <u>Department.</u>
- j. <u>Provide any necessary recorded survey documents to the City</u> <u>Engineering Department.</u>
- k. <u>NW Baker Creek Rd is classified as a minor arterial and therefore is</u> required to have 96' of right of way per the City's Transportation System Plan. Provide survey research to confirm there is 48' of right of way to the centerline along the Baker Creek Rd frontage of the applicant's property. If there is not 48' of right of way to the centerline along the Baker Creek Rd frontage then the applicant will dedicate the necessary 48' of right of way to the City free of charge.
- I. <u>The applicant shall dedicate any necessary public utility easements along</u> the street frontage.
- 13. <u>The plans shall comply with the vision clearance standards in Chapter 17.54 of the</u> <u>Zoning Ordinance.</u>
- 14. <u>The applicant shall submit details of the proposed lighting to demonstrate the</u> <u>downcast/shielded nature of lighting such that it won't shine or cause glare facing</u> <u>streets or other properties.</u>

- 15. <u>The applicant shall contact the appropriate utility-locate service (dial 811 or 800-332-2344) prior to any excavation to ensure that underground utilities are not damaged.</u>
- 16. <u>This project will require an Extension Agreement between McMinnville Water & Light and the owner of the property. Please contact McMinnville Water & Light for details and for Design Application and Fees.</u>

### Public Testimony Received:

The City received public testimony from two entities. Friends of Yamhill County provided written testimony in support of the project. Eric Groves, who owns and farms the property west of the subject site, submitted an email expressing his concerns about the proximity of residential development to his hazelnut farm. At the public hearing, the planning commission were shown maps identifying where the hazelnut farm is relative to the subject site and the public right-of-way separating the subject site from the hazelnut farm, as well as the fact that a majority of the hazelnut's farm boundary is immediately adjacent to the housing subdivision currently being built today by Lennar and not the mixed-use commercial residential development being proposed. Please see map below.



### Attachments:

- Attachment A: Application for PDA 3-23
- Attachment B: Public Testimony Received
- Attachment C: Planning Commission Minutes from September 7, 2023
- Attachment D: Ordinance No. 5140 with Decision Document

### Fiscal Impact:

Not Applicable

**<u>City Council Options</u>**: Per Section 17.72.130(C)(6) of the McMinnville Municipal Code, upon receipt of the decision of the Planning Commission to recommend approval, the City Council shall either:

- Based on the material in the record and transmitted to the City Council, adopt an Ordinance effecting the proposed change; or
- Call for a public hearing on the proposal subject to the notice requirements in Section 17.72.120
   (D) (F).
  - 1. **ADOPT THE ORDINANCE** approving Docket PDA 3-23 and the master plan, adopting the Decision, Conditions of Approval, Findings of Fact, and Conclusionary Findings per the decision document provided.
  - 2. **CALL FOR A PUBLIC HEARING,** date-specific to a future City Council meeting. In order to meet the application deadline of December 9, 2023, the public hearing would need to be scheduled no later than November 14, 2023.
  - 3. **DO NOT ADOPT THE ORDINANCE**, providing findings of fact and/or conclusionary findings based upon specific criteria to deny the application in the motion to not approve Ordinance No. 5140.

#### Ordinance 5140 (PDA 3-23) Recommendation:

The Planning Commission reviewed the proposal for consistency with the applicable criteria. The Planning Commission found the criteria for the planned development amendment and the master plan were satisfied and **RECOMMENDED APPROVAL WITH CONDITIONS** of the application.

Staff **RECOMMENDS APPROVAL WITH CONDITIONS** of the application as recommended by the Planning Commission.

#### **Recommended Motion:**

BASED ON THE FINDINGS OF FACT, THE CONCLUSIONARY FINDINGS FOR APPROVAL, THE MATERIALS SUBMITTED BY THE APPLICANT, AND EVIDENCE IN THE RECORD, I MOVE THAT THE CITY COUNCIL <u>ADOPT</u> ORDINANCE NO. 5140 <u>APPROVING</u> PLANNED DEVELOPMENT AMENDMENT, PDA 3-23, SUBJECT TO THE CONDITIONS IN SECTION II OF THE DECISION DOCUMENT.

### ATTACHMENT 1: APPLICATION FORM

### ATTACHMENT A TO STAFF REPORT



Office Use O	nly:
File No. P	DA 3-23
Date Receive	d_7/31/23
Fee\$3,5	588.50
Receipt No	207151
Received by	AW

### 569-23-000418-PLNG

# Planned Development Amendment Application

Applicant Info	pperty Owner Contract Buyer Option Holder	Agent	Other
Applicant Name_E	Baker Creek 2, LLC	_ Phone	(503)257-6050
Contact Name!	Mark DeLapp		
Address	8408 N. Brandon Avenue, #201		
City, State, Zip	Portland, Oregon 97217		
Contact Email	markd@rivercitycompanies.net		
Address City, State, Zip		_ Phone_  	
(If metes and bounds de	and Description scription, indicate on separate sheet) New Development		
Assessor Map No. F	R4 T4 18 100 <sup>R4418</sup> 00100 Total S	Site Area	6.63 acres
Subdivision			
Comprehensive Pla	n Designation Commercial Zoning	Designatio	on C-3

 Show in detail how your request seeks to amend the existing planned development overlay. State the reason(s) for the request and the intended use(s) of the property:
 See Application Section 1 in Narrative Page 15

See Applicati	on Section 1. in Narrative Page 15	
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snow in detail, by citing specific to all and policies of the McMin	e goals and policies, how your request is consisten nville Comprehensive Plan (Volume II):	t with applicable
See Application	Section 2. in Narrative Page 18	

2.

Considering the pattern of development in the area and surrounding land uses, show, in detail, how the proposed amendment is orderly and timely:

See Application Section 3. in Narrative Page 25	
	_
	_

4. Describe any changes in the neighborhood or surrounding area which might support or warrant the request:\_ 

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See Application Section 4. in Narrative Page 26	
	_
	_
	_
	_

 Document how the site can be efficiently provided with public utilities, including water, sewer, electricity, and natural gas, if needed, and that there is sufficient capacity to serve the proposed use:

usu						
1	See Application	Section 5. in Nar	rative Page 26			
						-
						_
						_
Describe, in d generation?	etail, how the pr	roposed use wil	affect traffic in the	he area, Wł	nat is the expected	l trip
1	See Application	n Section 6. in Na	arrative Page 26			
			and avoir ago 20			_
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				_		-

In addition to this completed application, the applicant must provide the following:

- A site plan (drawn to scale, legible, and of a reproducible size). The site plan should show existing and proposed features such as: access; lot and street lines with dimensions in feet; distances from property lines; improvements; north direction arrow, and significant features (slope, vegetation, adjacent development, drainage, etc.).
- A copy of the current planned development overlay ordinance.
- A legal description of the subject site, preferably taken from the deed.
- Compliance of Neighborhood Meeting Requirements.
- Payment of the applicable review fee, which can be found on the Planning Department web page.

I certify the statements contained herein, along with the evidence submitted, are in all respects true and are correct to the best of my knowledge and belief.

Applicant's Signature

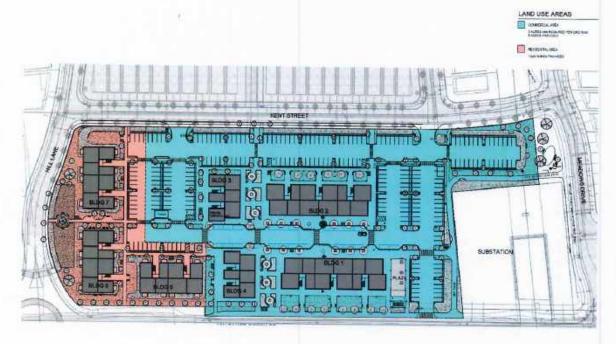
July 31, 2023

Date 7

Property Owner's Signature

6.

Date



# **BCN COMMERCIAL**

Planned Development Amendment – July 31, 2023

### REQUEST

Site and **Concept Plan** approval and major modifications to some conditions of approval for the approved Planned Development Overlay District to facilitate needed commercial services and multi-dwelling housing in northwest McMinnville.

Mark DeLapp Baker Creek 2, LLC

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## SECTION A: EXECUTIVE SUMMARY

This Planned Development Amendment Application includes request for approval of the mixeduse Site Plan and proposes amendments to two of the nine Conditions of Approval in Ordinance 5086, a C-3 zoned commercial Planned Development Overlay on the 6.62-acre parcel at Baker Creek North (BCN).

### The Site

The Planned Development Overlay District covers one parcel at the northeast corner of the intersection of Baker Creek Road and Hill Road adjacent to the recently completed traffic circle. This parcel for this subject development site is southwest of the developing Baker Creek North residential subdivision, which includes 280 new dwelling units and over 15 acres of new park lands. This development is also opposite from newly built development on the south side of Baker Creek Road, which includes a 3-storied 70-unit multi-dwelling apartment complex and multiple phased subdivisions with high density small lot development with single-family detached homes. To the west is the urban growth boundary. The parcel is currently vacant. The surrounding subdivision, including the streets, curbs and utilities, have been completed.

The Site Plan, which represents the concept for development of this property, is included in this application (see Attachment 2) and represents how the mixed-use development fits on the site as envisioned by the original Planned Development Overlay approval. It shows the design of the buildings and piazza. Thus, the application demonstrates how the Site Plan substantially conforms to the existing conditions of approval. This Site Plan shows five acres with 4 mixed-use buildings with commercial/retail design on the ground floor of the buildings and 2<sup>nd</sup> and 3<sup>rd</sup> floor apartment units over the ground floor commercial. The Site Plan shows how the remainder of the parcel fits three story apartment buildings. All buildings as shown are integrated with the mixed-use commercial portions of the site via internal circulation ways and open space. The mixed-use buildings are arranged to create a "piazza" like environment, which is easily walked or biked from every point on site and from adjacent neighborhoods, meeting the intent of the approved Planned Development Overlay. This Site Plan shows how the intent of the Planned Development Overlay. This Site Plan shows how the intent of the Planned Development Overlay.

Page | 3 PLANNED DEVELOPMENT AMENDMENT APPLICATION NARATIVE

### The Request

The Applicant is requesting approval of the Site Plan and two changes to the Planned Development Overlay in the form of small revisions to two conditions of approval (COA #2 & #5(a), (b) & (c). Following are the Conditions Of Approval and the Applicants response to each including the Requested Changes:

Conditions of Approval #1.: This condition is met by default.

1. That Ordinance 4633 is repealed in its entirety.

<u>Conditions of Approval #2.</u>: Approval of a modification to this condition is requested so an additional 24 dwelling units are allowed plus 9 work-live spaces in ground floor commercial buildings, so that up to 144 permanent dwelling units and 9 interim worklive within the Planned Development Overlay District.

2. That up to 120 multiple family dwelling units are allowed within the Planned Development Overlay District, but only if the multiple family units are integrated with neighborhood commercial uses. "Integrated" means that uses are within a comfortable walking distance and are connected to each other with direct, convenient and attractive sidewalks and/or pathways. This integration of multiple family units and neighborhood commercial uses shall either be within a mixed use building or in a development plan that integrates the uses between buildings in a manner found acceptable to the Planning Commission.

<u>Conditions of Approval #3.</u>: This condition is met by default. The Applicant acknowledges the neighborhood commercial uses allowed by this condition, and that any other use may be considered at the time of detailed development plan submittal for the site.

3. For the purposes of this Planned Development Overlay District, allowed neighborhood commercial uses are defined as those that are permitted in the C-1 (Neighborhood Business) zone in Section 17.27.010 of the MMC. In addition, "Restaurant" shall be permitted as a neighborhood commercial use in this Planned Development Overlay District. No retail uses should exceed 10,000 square feet in size, except for grocery stores. The applicant may request any other use to be considered permitted within the Planned Development Overlay District at the time

of the submittal of detailed development plans for the site.

Conditions of Approval #4.: This condition is met, as no stand-alone drive-through

facilities are proposed.

 That stand-alone drive-through facilities shall be prohibited within the Planned Development Overlay District.

**Condition of Approval #5(c).:** Approval of a variance to condition of approval 5.c. is requested to allow all buildings to have three stories, just like allowed in the underlying zoning district. This is needed for efficient use of the land. Also, the request is to allow maximum roof height of 45' without a step back for gabled roofs of the apartment buildings 5, 6 and 7 and for the "towers" on the corners of buildings 1 and 2.

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Except for these two "towers" the flat roofed buildings 1, 2, 3 and 4 will continue to have a maximum height of 35'. The gabled roofs have eaves 32' high and the ridge heights no greater than 45'.

The tower features are on the NE corner of Building 1 and the SE corner of Building 2. The tower on building 1 is  $17' \times 17'$  wide and the tower on building 2 is  $25' \times 27'$  wide. The "towers" are design features to give the piazza a formal and obvious entrance.

<u>Condition of Approval #(5)(a), (b) and (c).</u> Applicant seeks a variance or amendment to part of these COA's so as to conform with this proposed design: (a) in part states "Parking and vehicle drives shall be located away from buildings entrances and not between a building entrance and the street . . .." (b) in part states "Parking shall be oriented behind buildings or on the sides." (c) in part states "Buildings shall be oriented towards the surrounding rights-of-ways and must have at least one primary entrance directly fronting a public right-of-way. " To the extent that this proposed design does not strictly meet these conditions applicant seeks a variance or amendment to these COA's so as to conform with this proposed design.

Our current proposal does not face the buildings towards the current public ROW of Baker Creek Road and Kent Street. This was intentional as these are not "pedestrian friendly" streets in the sense of large numbers of people using them to access commercial and retail spaces, despite them having sidewalks. Our project proposes an internal "pedestrian friendly street" that we feel meets the intent of pedestrian scale and accessibility of pedestrians outside of vehicular traffic. We refer to this area as the 'piazza'. Our buildings front this piazza as the intent of the project is to create a commercial hub that is intended for pedestrian use primarily. We scaled the buildings appropriately, created sidewalks that are extra wide to allow for tables, displays, etc. and groups to pass one another without stepping onto a street. We lined it with landscaping and spots to stop and sit as well. There is vehicle traffic allowed in the piazza, but it is reduced with a handful of parallel parking spots and can be shut off entirely for special events.

While orienting all of the building's primary entrances towards the internal right-of-way and internal circulation, these buildings are further designed so as to not have a "rear façade". All four sides of all seven buildings are designed with intention and purpose to serve their orientation on the site. Buildings 1, 2, 3 and 4 have primary entrances on each side of the buildings. Where we have strictly residential buildings, (buildings 5, 6, & 7), the sides of the buildings are still the primary exterior walls for the units inside. None of these buildings (or units) have fences, or backyards. The units will face the existing ROW's as their primary source of daylighting and views.

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We believe the proposed project as designed creates a commercial and residential development which meets the intended objectives of the ordinance. The ordinance states that all buildings and their primary entrances should be oriented to the ROW. The entire project, as opposed to any one particular building or its specified entrance, is oriented towards the Public ROWs. The project would not have the intended pedestrian scale if we oriented all of these buildings to the ROW's that abut this project. The buildings are oriented towards each other and the common area of circulation that has been created - the piazza. As previously stated, the current ROW's that abut the project are not what we would consider "pedestrian friendly" but rather sidewalks on arterial roads. In addition to this, the parking for the buildings is oriented to emphasize and support the buildings and piazza along with the other common areas for pedestrians, bicycles and vehicles. Other than a small handful of parallel spots within the piazza the parking is located around the buildings to support the pedestrian experience. The buildings as designed, the current ROW at the property edges, and the parking areas all have access to pedestrian connections throughout the site. We believe the intent of the ordinance is to create spaces that are pedestrian scaled, pedestrian friendly, and 'destination' type environments. The orientation of our buildings for this project and the piazza they create do just that.

#### Other Notes on Condition of Approval #5.:

a. Buildings are designed at a human scale with ample spacing between buildings, plazas and setbacks to street walkways (see sections in the Site Plans). Sloped roofs are used on the residential buildings to match the character of the surrounding residential neighborhood, where most roofs are sloped.

The proposed design creates a commercial and residential development which meets the intended objectives of the Ordinance. The buildings are oriented towards each other and the common area of circulation – the piazza. The entire project, as opposed to any particular building, is oriented towards the right of ways. The parking for the buildings is oriented to emphasize the piazza and other common areas for pedestrians, bicycles and vehicles.

Access points and circulations ways are shared as shown on the Site Plan. Where located between the building and street direct connections are made with sidewalks from the entrances to the street.

Our parking is located to support the buildings and the pedestrian experience. The buildings are spaced to create the optimal pedestrian experience for this site. In addition to the building locations, the entire site is connected throughout with pedestrian connections as listed within the ordinance requirements so as no matter where visitors or residents are coming from to experience this destination, they will have paths that are clearly marked and take them to everywhere around the site.

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b. The Site Plans show connections to sidewalks, rights-of-way, and the BPA trail. See Page 5 of the Design Packet.

The proposed parking is based upon 1.5 parking stalls for every residential unit and 1 parking stall for every 250 square feet of commercial use. The shared parking total is 30% based on the minimum parking requirements and the total number of stalls being proposed. No reduction in parking minimums is requested, thus no parking impact study is provided. We currently are estimating that the parking usage will be 10% retail, 25% dining, and 65% office (professional and other) on the commercial side. This would make the average between the 1/250 and 1/300. We are estimating that residential usage will be higher during the off hours of the commercial side. We feel the 30% shared parking is right in line with the city's ordinance and the mixed uses of the site. Section 5(b), encourages the use of "Shared parking" between residential and commercial buildings and thus no reduction in parking minimums is requested and no parking impact study is provided.

Additionally, we have numerous bike parking around the site and a large, covered bike corral at an easily accessible area off of the public plaza with a connection to the BPA and other Bike/Pedestrian access.

c. "Building facades shall be designed to human scale, for aesthetic appeal, pedestrian comfort and compatibility with the design character of the surrounding neighborhood." This is our primary focus. We have designed buildings that meet this portion of this section as written "pedestrian friendly, aesthetic appeal, ...." This is why we created the internal pedestrian friendly street to allow a more pedestrian scaled experience than what is currently within the public ROW that abuts the project.

Further, 5(c) requires "Special attention should be paid to roof forms, rhythm of windows and doors, and general relationship of buildings to public spaces . . .." We feel our project does an excellent job of this by using some pitched roofs and varying the flat roofs and the by adding the "towers". All the buildings meet this portion of the condition as the varying heights, with varying materials and stepping of the facades across the buildings "reduce the visual impact" of the overall building heights.

- d. These conditions are met. The Site Plans show connections to sidewalks, rights-ofway, and the PBA tail. See Page 5 of the Design Packet.
- e. These conditions are met. See Page 5 of the Design Packet. Connection to the BPA trail is maximized with a direct route on-site to it and to it via sidewalks along Kent Street and Baker Creek Road, as shown on the Site Plans.
- f. These conditions are met. Sidewalks and plazas are provided with amenities like awnings and seating.

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- g. These conditions will be met. Landscaping Plans and Street Tree Plans will be submitted as required. Site Plans show the required area of open space is included.
- h. These conditions are met. See Page 3 of the Design Packet. Multi-family dwellings are proposed, so the total area of Usable Open Space/Community Gathering Area equals more than 10% of the site. This is in addition to the required 14% of the site that is landscaped. There is a designated "Plaza" to be used as a community gathering place at the east end of building 1 adjacent to the main entrance off Baker Creek Road to ensure high visibility. The BPA/Pedestrian trail connects to it from the east side of the property where the sheltered bike coral is located. The proposed site also includes additional usable open spaces in between most of the buildings to provide additional gathering spaces for the residential units and those visiting for the commercial/retail experience. These contribute to more than the 10% requirement.
- i. Details were omitted for brevity. These conditions will be met. Signs will meet the requirements of these conditions upon application for building/sign permit, as applicable.
- These conditions will be met. Outside lighting will be directed away from residential areas and streets and will be shown upon application for site development/construction and building permit, as applicable.
- 5. Detailed development plans showing elevations, site layout, signing, landscaping, parking, and lighting must be submitted to and approved by the Planning Commission before actual development may take place. The provisions of Chapter 17.51 of the McMinnville Zoning Ordinance may be used to place conditions on any development and to determine whether or not specific uses are permissible. The detailed development plans shall identify the site design components when detailed development plans are submitted for review. The Planning Commission may review and approve these alternative design components if they are found to be consistent with the intent of the required site design components listed below.
  - a. That the future commercial development of the site is designed with shared access points and shared internal circulation. Parking and vehicle drives shall be located away from building entrances, and not between a building entrance and the street, except as may be allowed when a direct pedestrian connection is provided from the sidewalk to the building entrance.
  - b. Parking shall be oriented behind the buildings or on the sides. Surface parking shall not exceed 110% of the minimum parking requirements for the subject land uses. Shared parking is encouraged. The applicant may request a reduction to or waiver of parking standards based on a parking impact study. The study allows the applicant to propose a reduced parking standard based on estimated peak use. reductions due to easy pedestrian accessibility; and a significant bicycle corral that is connected to the BPA bicycle/pedestrian trail. Parking lot landscaping will meet or exceed city standards.
  - c. Buildings shall be oriented towards the surrounding right-of-ways and must have at least one primary entrance directly fronting a public right-of-way. Building facades shall be designed to be human scale, for aesthetic appeal, pedestrian comfort, and compatibility with the design character of the surrounding neighborhoods. Special attention should be paid to roof forms, rhythm of windows and doors, and general relationship of buildings to public spaces such as streets, plazas, the public parks and the adjacent neighborhood. No building shall exceed a height of two stories without a variance. If any building is proposed to exceed 35 feet, the building shall be designed with a step back in the building wall above 35 feet to reduce the visual impact of the height of the building.

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- d. Pedestrian connections shall be provided between surrounding sidewalks and right-of-ways. The plans shall also identify how the development provides pedestrian connections to adjacent residential development and the BPA Bike/Pedestrian Trail system located adjacent and to the east of the site.
- e. The commercial development shall maximize connectivity with the BPA Bike/Pedestrian Trail and the other adjacent public parks but minimize bicycle and pedestrian conflicts within the site.
- Sidewalks and/or plazas will be provided with weather protection (e.g. awnings/canoples). Appropriate pedestrian amenities such as space for outdoor seating, trash cans, sidewalk displays, outdoor café seating and public art will also be provided.
- g. That landscape plans be submitted to and approved by the McMinnville Landscape Review Committee. A minimum of 14 percent of the site must be landscaped with emphasis placed at the street frontage. All public rightof-ways adjacent to the site will be improved with street tree planting as required by Chapter 17.58 of the MMC.
- h. The plan must provide a community gathering space that is easily accessible via pedestrian and bicycle access from all of the uses within the commercial development as well as the adjacent BPA Bike/Pedestrian Trail. If multiple family dwelling units are developed on the site, a minimum of 10 percent of the site must be designated as usable open space. The usable open space will be in addition to the minimum 14 percent of the site that must be landscaped, and may be combined with the community gathering space required for the commercial uses. The usable open space shall be in a location of the site that is easily accessible from all buildings and uses, shall not be located in a remnant area of the site, and shall not be disconnected from buildings by parking or driving areas.
- That signs located within the planned development site be subject to the following limitations:
- Outside lighting must be directed away from residential areas and public streets.

<u>Conditions of Approval #6.</u>: This condition is applicable to future commercial uses at the site. The Applicant acknowledges this limit on commercial operation hours at this site.

 No use of any retail commercial use shall normally occur between the hours of 1:00 a.m. and 5:00 a.m.

<u>Conditions of Approval #7.</u>: This condition placing limits on conduct of commercial activity at this site is acknowledged by the Applicant.

 All business, service, repair, processing, storage, or merchandise displays shall be conducted wholly within an enclosed building except for the following:

- a. Off-street parking and loading;
- Temporary display and sales of merchandise, providing it is under cover of a projecting roof and does not interfere with pedestrian or automobile circulation;
- c. Seating for food and beverage establishments; and
- d. Food carts.

#### Conditions of Approval #8.: This condition is met with the Traffic Impact Analysis

#### attached to this application.

8. Prior to any future development of the site, a traffic impact analysis shall be provided. The traffic impact analysis shall include an analysis of the internal circulation system, the shared access points, and the traffic-carrying capacity of all adjacent streets and streets required to provide eventual access to Baker Creek Road. The traffic impact analysis shall include an analysis of the intersection of Baker Creek Road and Michelbook Lane and the intersection of Baker Creek Road and Highway 99W, but shall not be limited to only those intersections.

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**Conditions of Approval #9.:** This condition is met, as evidenced by the Site Plan page 4, Land Use Areas. Five acres of the site is made of commercial ground floor uses and all of the associated development requirements of this use and the mixed-use residential development.

9. The minimum commercial development shall be five acres. Five acres of this site must retain ground floor commercial uses, allowing multiple family development to occur on the remainder of the site and as part of a mixed-use development. The five acres of commercial development will be calculated based upon all of the development requirements associated with the commercial development including any standards related to the mixed-use residential development.

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## THE APPROVAL CRITERIA

The proposal requests approval of the design concept represented by the Site Plan and approval of three amendments to the of the Planned Development Overlay:

- 1. Amending the overlay to allow 3 story buildings rather than 2 story buildings.
- 2. Increasing the number of apartments from 120 to 144.
- Increasing the allowed height of the buildings from 35 feet to 45 feet without a step back for buildings with pitched roofs and allowing for the "tower" features on the flat-roof buildings 1 and 2 of 45 feet in height.
- 4. Amending design requirements of 5(a), (b) & (c) to conform with the proposed design.

In addition, the Proposal requests to use some of the commercial space for 9 work/live spaces. This request for approval meets all of the approval criteria for this application found under McMinnville Zoning Ordinance (MZO) 17.74.070 Planned Development Amendment - Review Criteria:

# A. There are special physical conditions or objectives of a development which the proposal will satisfy to warrant a departure from the standard regulation requirements;

The Applicant has three special objectives that warrant the requested departure from two of the current conditions of approval, where the other standard regulations and conditions of approval are met:

- The desire to provide additional housing to meet the City of McMinnville's rental housing supply needs which are demonstrated by the City of McMinnville housing needs analysis to be very high at this time.
- The desire to make the project financially viable in the near term by allowing buildings at a scale that makes providing housing, commercial space and substantial attractive site amenities possible.
- The desire to provide work-live spaces such that the mixed-use character of the area is reinforced while also giving the site flexibility to meet the needs of the market over time.

## B. Resulting development will not be inconsistent with the Comprehensive Plan objectives of the area;

The current Planned Development Overlay District demonstrated in the findings to its approval through Ordinance 5086 that the Comprehensive Plan objectives were met with conditions. The

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conditions as amended will continue to conform as did the original. The amendments further allow development of the site to meet the housing needs of the city. This makes development of the site more in compliance with the Comprehensive Plan which promotes development of housing as a policy. Furthermore, the underlying C-3 zone, which implements the Comprehensive Plan, allows:

- buildings taller than proposed here (consistent with requested modification to COA #5.c.);
- density greater than the 144 Apartments proposed here (both of which are consistent with requested modification to COA#3); and
- work-live units.

Thus, the proposal in this Planned Development Amendment is consistent with the Comprehensive Plan objectives of the area and the underlying C-3 zone.

# C. The development shall be designed so as to provide for adequate access to and efficient provision of services to adjoining parcels;

Adequate access is already provided to adjoining parcels by the existing street network as shown on the Site Plans. Since the site is surrounded on all sides by streets, the only adjoining parcels are the Substation and City Park parcel to the east, both of which have frontage on a public street already provided with services.

#### D. The plan can be completed within a reasonable period of time;

Upon approval of the amendments, work on a subsequent application for final landscaping plans, building permits, and civil site improvements can be prepared and submitted for approval within one year.

## E. The streets are adequate to support the anticipated traffic, and the development will not overload the streets outside the planned area;

Adequate access is provided as shown on the Site Plan, and streets are adequate and will not be overloaded as addressed in the traffic impact analysis attached.

## F. Proposed utility and drainage facilities are adequate for the population densities and type of development proposed;

Adequate utility and drainage infrastructure have been improved and stubbed to this parcel concurrent with adjacent residential development of the surrounding public street system.

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Additional on-site utility and drainage facilities will be improved at time of future application for building permits and civil site improvements with appropriate drainage reports and utility plans following approval of this request to amend conditions and approve the Site Plans.

# G. The noise, air, and water pollutants caused by the development do not have an adverse effect upon surrounding areas, public utilities, or the city as a whole.

An additional 24 dwelling units will not create a substantial difference in noise, air, or water pollutants from the development already allowed on-site by Ordinance 5086, nor will allowing 9 work/live spaces in the ground floor commercial buildings. Certainly, that marginal difference will not result in any adverse effects on the City. On the contrary, it will help the City meet its housing objectives at a site that is already designated for development, decreasing the burden to meet these needs in other areas where such pollutants could have adverse effects.

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## The Conclusion

The project as proposed helps the City meet its need for both multiple family housing and commercial development. The Amendments are reasonable adjustments to the conditions of approval to make the project feasible and stay with the character of the original approval.

Three story buildings are very common in McMinnville and all communities of the State. Many single-family houses today are 3 stories tall. Mixed use buildings built today typically have at least two stories of apartments over the commercial to make them financially feasible to build. This ratio of apartments to ground commercial space helps ensure an efficient use of land. In addition, the existing apartments across Baker Creek Road from this site are three story buildings built on land with an underlying C-3 zone and fit in with the neighborhood single-family buildings very well in terms of scale. This demonstrates the proposed condition amendments allowing buildings on the site with similar scale to nearby apartments will be compatible.

The commercial part of this project is designed to be a vibrant, active and welcoming village piazza. The scale which accomplishes this best is buildings taller than 2 stories; 3 story building scales are what makes this project so appealing. This design also works better with a greater critical mass of people.

The current approval allows for 35-feet high buildings or higher with step backs. The request for 10 feet of additional height for buildings with a pitched roof and the two "tower" features without a step back is a minor change. Such buildings will remain at human scale. The additional 10 feet allows for pitched roofs on the apartment buildings and a more exciting entrance into the piazza whereas a 35-foot limit will create all flat roofs with parapets or shed roofs of very similar appearances. The apartments across Baker Creek Road from this site are three story buildings with pitched roofs producing a total height of approximately 42.5 feet. This amendment is for 45 feet because these buildings are wider than the apartments across Baker Creek Road, so the same pitch of the roof produces a slightly higher roof peak. So, this request to modify the condition of approval to allow three storied buildings and a maximum height limit of 45 feet is conforming to other buildings in the vicinity. The design is to use the pitched roof apartment buildings as the end piece of the village. Having pitched instead of flat roofs assists in creating this enclosure.

The difference in heights between these buildings and the surrounding homes will be just enough to distinguish this commercial hub from the rest of the neighborhood and thereby appropriately highlight the different uses to be expected of it. This commercial hub project

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should be a little different in appearance from the rest of the neighborhood. As proposed, it will do that, while also remaining reasonably within human scale and compatible.

These proposed amendments are requested without reduction in the extra landscaping, open spaces, walkable paths, bikeable access ways and community gathering spaces required in other conditions of this Planned Development Overlay approval. Thus, some slightly taller buildings, all with three stories, 9 work-live uses in commercial ground floors, and 24 extra apartment dwelling units will not detract from the quality of the community the development will create.

The current approval allows for two story buildings. The minor amendment to conditions requested would allow for three storied buildings outright such that future variance applications for each building would not be necessary.

This area has been designated for commercial development for decades with no interest in commercial only development. The new Planned Development Overlay District approval allowing mixed-use residential and commercial has given development of this commercial site potential life. The marginal changes requested make it more efficient and financially feasible to develop and meet all of the conditions of approval for design and amenities placed on the site by the City's approval. With approval of this request the project can move forward to detailed construction plan design as envisioned and ultimate fruition with site development and construction.

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## SECTION B: NARRATIVE

As summarized in the Planned Development Amendment application form's Overview, "a planned development is applied to property as a vehicle to encourage variety in the development pattern of the community; [and to] encourage mixed uses in a planned area." (see also MZO 17.51 Planned Development Overlay). Approval of the requested amendments to Conditions of Approval #2 and #5.c. will allow the development of the property as envisioned by the McMinnville Zoning Code. It will allow buildings to be three-storied, to be marginally taller than surrounding single-family homes, to create a sense of place in the neighborhood, and to encourage the feasibility of building a mixed use (commercial/residential) development that will have spill over benefits to the adjacent neighborhoods in addition to creating an amenity rich site for the occupants of the spaces in the project.

The subject parcel already has a planned development overlay approved. The Overview on the application form goes on to state "the planned development -- in concert with the Zoning Ordinance -- guides development within the subject property." This means that in addition to the conditions in the original approval creating the overlay, the zoning code continues to play a role in the development of the site. It also plays a role in requests to approve amendments such as this application, where proposed amendments continue to comply with the underlying zone, namely the C-3 General Commercial Zone. The requested 45' is less than the 80' allowed by the C-3 zone.

This application is for a major amendment because its proposed modification of Condition of Approval #2 increases the number of dwelling units allowed within the Planned Development Overlay District by 33, going from 120 to 144 permanent apartment units plus 9 work live units.

The request modifying Condition of Approval #5.c. to allow three stories and to allow 45' feet height limit without a building wall step back for pitched roof buildings and the "towers" are actually only minor amendments, which normally could be reviewed and approved by the Planning Director. They are being reviewed concurrently with this major amendment described above for efficiency of review.

This application includes the required submittals, as evidenced by those listed in the Contents as Attachments and as shall be documented by the City as to notice and fee payment upon execution of such actions. This planned development overlay was originally created without a site plan as this planned development overlay was intended to promote uses to meet City goals. The Site Plan provided is requested for approval, and detailed construction plans will be provided subsequently to provide further detail required by some conditions of approval, such as for signs and lighting. This application is for Site Plan approval and approval of proposed modifications and amendments to certain conditions of approval.

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The Applicant recognizes the review procedures of MZO 17.72.12 and 17.72.130. In addition, the Planned Development Amendment Approval Criteria of MZO 17.74.070 are acknowledged. These approval criteria are shown to be met as demonstrated in the Executive Summary (Section A) of this application in conjunction with the additional narrative provided here and other supporting documentation included with this application.

Page 1 of the Planned Development Application is included as Attachment 1 to this application.

Responses to the requested six (6) types of information on the subsequent application form pages are provided in this narrative:

# 1. Show in detail how your request seeks to amend the existing planned development overlay. State the reason(s) for the request and the intended use(s) of the property:

This request seeks to amend Ordinance No. 5086 Approving A Planned Development Overlay Amendment as follows:

As shown in the attached site plans.

Change COA #2. to state (strike through is removed text and bold is added text):

 "That up to 120144 multiple family dwelling units plus 9 ground floor work-live units in the commercial mixed-use area are allowed within the Planned Development Overlay District..."

Change COA #5.c. to state (strike through is removed text and bold is added text):

- c. "...No building shall exceed a height of twothree stories without a variance. If any building is proposed to exceed 35 feet, the building shall be designed with a step back in the building wall above 35 feet to reduce the visual impact of the height of the building, except that buildings with a pitched roof, and two buildings with architectural towers may have a maximum height of 45 feet without a step back in the building wall."
- a. b. c. to be amended or to grant Applicant a variance to approve this Project with regards to the location and orientation of buildings, parking and ROW's as explained in The Request below.

The reasons for the requests are as follows:

 The desire to provide additional housing to meet the City of McMinnville's rental housing supply needs which are demonstrated by the City of McMinnville housing needs analysis to be very high at this time.

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- The desire to make the project financially viable in the near term by allowing buildings at a scale that makes providing housing, commercial space and substantial attractive site amenities possible.
- The desire to provide work-live spaces such that the mixed-use character of the area is reinforced while also giving the site flexibility to meet the needs of the market over time.
- Ensure the most efficient use of land to meet the City's policy objectives with the least impact on other resources.

Reasons also include those other reasons stated throughout the entirety of this application.

<u>3-story buildings.</u> The intended use of the property is 3-story multi-family residential apartment buildings and 3-storied mixed-use buildings, too, with commercial and retail on the ground floor and multi-family residential apartments on the two stories above. The ground floor commercial will include the use of 9 work/live spaces. Three-story buildings for the apartments and the commercial buildings are the most efficient use of this property in meeting the requirements of the Overlay. Without the three-story buildings the Applicant cannot get the currently allowed 120 apartments and still provide 5 acres of ground floor commercial buildings.

<u>45 Feet height.</u> Allowing 45 feet of height, as described here, allows Applicant to use pitched roofs on the apartment buildings to create a variety of roof lines for greater visual interest of the development. The pitched roofs on the apartments at the end of the project help with the contained village feel we are attempting to create. The eves of these buildings are 31 feet in eight and the ridges are 41 feet in height. Also, on one corner of buildings 1 and 2 are "tower" features creating a dramatic entrance into the project. The "tower" on building 1 is on the NE corner of the building and is 17' x 17' in width and 45 feet tall. The "tower" on the SE corner of building 2 is 25' x 27' in width and 40 feet tall.

**144 apartments.** As this project was designed with 5 acres of mixed-use buildings and the remaining as apartments, with all of the necessary parking, landscaping and open spaces, the most efficient use of the land came out to more than 120 apartments. Our proposal is 144 apartments (plus the 9 work/live spaces). The additional 24 apartments work very well on the site and in no way diminish the livability of the neighborhood and do not diminish the remaining objectives of the approved Planned Development Overlay.

<u>9 work/live spaces.</u> The Applicant's opinion is 5 acres of commercial/retail space (30,258 square feet) is a lot of commercial space to bring online in that area, and that a lot of the space

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could sit vacant for an extended period of time. A lot of vacant storefronts is not good for anybody. The request to allow work-live spaces on the ground floor of the commercial mixeduse buildings is to promote more rapid initial lease-up and use of the commercial space. This flexibility of the commercial spaces provides an opportunity to help the project initially. These work/live spaces can easily be converted to retail only uses in the future when commercial demand increases. This initial flexibility helps in the financing of the project and reduces the amount of empty commercial spaces the neighbors will look at upon full build out. The total size of these 9 spaces is 6,147 square feet (leaving 24,111 square feet of commercial space initially).

It is Important to note that these work/live spaces are first designed to be commercial/retail spaces. All the ground floor spaces will be designed and built for commercial/retail use. These spaces are then divided into smaller spaces and by adding kitchens and bathrooms (and shades to the windows) we create work/live spaces. The buildings still have commercial/retail storefronts, windows and doors and can be changed to retail uses quite easily.

The Applicant is of the opinion these 9 work/live spaces will eventually be converted to retail or office uses. Thus, the Applicant does not include these units in the total apartment count of 144. In addition, these work-live spaces can meet valuable housing and commercial demand in the interim, as opposed to being empty, if only allowed as commercial space. Should demand for the ground floor commercial space in this area not increase, these spaces can continue to productively meet the demand in McMinnville for work/live units if approval of the modification of Condition of Approval #2 is granted.

Location and Orientation of buildings, parking and ROW's. The Ordinance presupposes a certain type of commercial development on this site. We believe the proposed project as designed creates a commercial and residential development which meets the intended objectives of the ordinance. The ordinance states that all buildings and their primary entrances should be oriented to the ROW. The entire project, as opposed to any one particular building or its specified entrance, is oriented towards the Public ROWs. The project would not have the intended pedestrian scale if we oriented all of these buildings to the ROW's that abut this project. To the extent the proposed project does not strictly meet the requirements of 5.a, b. and c. Applicant request the COA's be deemed amended to approve this project.

## 2. Show in detail, by citing specific goals and policies, how your request is consistent with applicable goals and policies of the McMinnville Comprehensive Plan (Volume II)

	VOLUME II:	GOALS AND POLICIES			
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#### CHAPTER IV: ECONOMY OF MCMINNVILLE

#### Commercial Development

Goal IV 2: To encourage the continued growth of McMinnville as the commercial center of Yamhill County in order to provide employment opportunities, goods, and services for the city and county residents.

#### COMMENT:

The commercial element of the mixed-use project doesn't financially make sense on its own, rather the nexus of the residential use allowed by Ordinance 5086 is the catalyst to make the project feasible. Approval of the proposed amendment for 3 story buildings will provide the minimum number apartments that give the project the marginal difference it needs to work. The additional 24 apartments and 9 work/live spaces provide the City more housing and provide a larger cushion for the development of a great project. Approval will allow development and the continued growth of McMinnville commercially as envisioned by this policy.

Goal IV 3: To ensure commercial development that maximizes efficiency of land use through utilization of existing commercially designated lands, through appropriately locating future commercial lands, and discouraging strip development.

#### COMMENT:

Development of the site with approval of this amendment would allow 3-storied mixed-use buildings which would be maximizing the efficiency of land use through this existing commercial land as envisioned by this policy. Developing the site with only 2 stories would not maximize its use.

#### General Policies:

Policy 22.00: The maximum and most efficient use of existing commercially designated lands will be encouraged as will the revitalization and reuse of existing commercial properties.

#### COMMENT:

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As mentioned above, Development of the site with approval of this amendment would allow 3-storied apartments and mixed-use buildings which would maximize the efficiency of these existing commercially designated lands as envisioned by this policy. Developing the site with only 2 stories would not maximize its use.

#### Locational Policies:

Policy 25.00: Commercial uses will be located in areas where conflicts with adjacent land uses can be minimized and where city services commensurate with the scale of development are or can be made available prior to development.

#### COMMENT:

There will be insignificant impacts to adjacent land uses by the proposed marginal increase of building height to 45-feet for 3-storied pitched roofed buildings because the site is located adjacent to a minor arterial on the south side and buffered from adjacent high-density residential land by a full public street on all other sides. In addition, a power substation is located to the east side of the commercial zoned land. The proposed commercial land location has readily available City utility services, including sanitary sewer services installed in 2018. To the south are similarly scaled multi-family apartment buildings.

#### CHAPTER V: HOUSING AND RESIDENTIAL DEVELOPMENT

Goal V 1: To promote development of affordable, quality housing for all city residents.

#### **General Housing Policies:**

Policy 59.00:

0: Opportunities for multiple-family and mobile home developments shall be provided in McMinnville to encourage lower-cost renter and owner-occupied housing. Such housing shall be located and developed according to the residential policies in this plan and the land development regulations of the City.

#### COMMENT:

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A recent Housing Needs Analysis indicates that over 4,070 housing units need to be developed in McMinnville to meet residential demands during the 2018-2041 planning horizon. McMinnville recently was shown to have a deficit of 217 gross acres of R4 land within the UGB. This site's acreage could go a long way to resolving this deficiency, and an additional 24 apartment units and 9 work/live spaces, will only help to alleviate the deficiency.

Goal V 2:

To promote a residential development pattern that is land intensive and energy-efficient, that provides for an urban level of public and private services, and that allows unique and innovative development techniques to be employed in residential designs.

#### COMMENT:

In order to create a more intensive and energy efficient pattern of residential development, the applicant is requesting approval of these amendments to the conditions to allow additional residential dwelling units to make the subject site developed with a more land intensive residential development pattern in accordance with this policy.

#### Policies:

Policy 68.00: The City of McMinnville shall encourage a compact form of urban development by directing residential growth close to the city center and to those areas where urban services are already available before committing alternate areas to residential use.

#### COMMENT:

The site already has urban services available, improved by adjacent residential improvements, and is near NW Hill Road, where the City has recently made improvements to urban services to accommodate development in McMinnville. The added dwelling units facilitated by approval of the amendments to the conditions requested will encourage a compact form of development in these areas where urban services exist in support of this policy.

Policy 71.13: The following factors should serve as criteria in determining areas appropriate for high-density residential development:

#### COMMENT:

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The area has already been selected for high density residential with the approved zone change and planned development overlay district. The requested increase in dwelling units is consistent with high density residential development ratios supported by this policy.

#### Planned Development Policies:

Policy 72.00: Planned developments shall be encouraged as a favored form of residential development as long as social, economic, and environmental savings will accrue to the residents of the development and the city.

#### COMMENT:

As this narrative and responses to these Policies have demonstrated, the underlying zoning would allow the type of development sought by amendments to these conditions of approval. This policy is to encourage planned developments. This planned development would ensure there are more residential units provided making this project viable and facilitating the construction of the amenities conditioned in the planned development overlay district, which will provide social benefits to the residents and economic benefits to the city because they'll have more places to shop and receive services in the new mixed-use commercial spaces near their homes in the NW corner of McMinnville.

Policy 73.00:

Planned residential developments which offer a variety and mix of housing types and prices shall be encouraged.

#### COMMENT:

Approval of this requested amendment to conditions will facilitate more apartments and rental housing units being created, a variety of housing types needed in this part of the City and lacking in terms of a ratio of existing unit types.

#### **Residential Design Policies:**

Policy 79.00: The density allowed for residential developments shall be contingent on the zoning classification, the topographical features of the property, and the capacities and availability of public services including but not limited to sewer and water. Where densities are determined to be less than that allowed under the zoning classification, the

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allowed density shall be set through adopted clear and objective code standards enumerating the reason for the limitations, or shall be applied to the specific area through a planned development overlay. Densities greater than those allowed by the zoning classification may be allowed through the planned development process or where specifically provided in the zoning ordinance or by plan policy.

#### COMMENT:

The underlying zone classification would allow taller buildings and more dwelling units than proposed, so this request conforms with this policy to have residential density contingent on the zoning classification.

#### Multiple-family Development Policies:

Policy 90.00: Greater residential densities shall be encouraged to locate along major and minor arterials, within one-quarter mile from neighborhood and general commercial shopping centers, and within a onehalf mile wide corridor centered on existing or planned public transit routes.

#### COMMENT:

The requested amendment will put greater residential density along Baker Creek Road, a minor arterial and a planned transit corridor. Thus, they are consistent with this policy.

Policy 92.00:	High-density housing developments	shall	be				
	encouraged to locate along existing or potential						
	public transit routes.						

#### COMMENT:

As discussed above, this proposed development is located along a potential public transit route per current transit planning documents. The applicant is proposing to develop high density housing along this potential public transit route, meeting this policy.

> Policy 92.01: High-density housing shall not be located in undesirable places such as near railroad lines, heavy industrial uses, or other potential nuisance

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#### areas unless design factors are included to buffer the development from the incompatible use.

#### COMMENT:

No portion of the site is located near incompatible uses such as railroad lines, heavy industrial uses, or other potential nuisance areas.

Policy 92.02: High-density housing developments shall, as far as possible, be located within reasonable walking distance to shopping, schools, and parks, or have access, if possible, to public transportation.

#### COMMENT:

These additional housing units would meet this policy because they would be integrated into a mixed-use commercial development proving shopping within reasonable walking distances. Parks are also nearby. Thus, this policy is met by this request.

#### Urban Policies

Policy 99.00:

An adequate level of urban services shall be provided prior to or concurrent with all proposed residential development, as specified in the acknowledged Public Facilities Plan. Services shall include, but not be limited to:

- 1. Sanitary sewer collection and disposal lines. Adequate municipal waste treatment plant capacities must be available.
- Storm sewer and drainage facilities (as required).
- Streets within the development and providing access to the development, improved to city standards (as required).
- Municipal water distribution facilities and adequate water supplies (as determined by City Water and Light).

#### COMMENT:

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All of these services are available for the additional dwelling units. This policy is met.

#### GREAT NEIGHBORHOOD PRINCIPLES

Policy 187.10 The City of McMinnville shall establish Great Neighborhood Principles to guide the land use patterns, design, and development of the places that McMinnville citizens live, work, and play. The Great Neighborhood Principles will ensure that all developed places include characteristics and elements that create a livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood with enduring value, whether that place is a completely new development or a redevelopment or infill project within an existing built area.

1. Natural Feature Preservation. Great Neighborhoods are sensitive to the natural conditions and features of the land.

a. Neighborhoods shall be designed to preserve significant natural features including, but not limited to, watercourses, sensitive lands, steep slopes, wetlands, wooded areas, and landmark trees.

**Applicant's Response:** The subject property is a flat undeveloped portion of land in the NW corner of the city limits. There are no immediate "natural features" to preserve other than the development of the property as proposed. It is part of a subdivision though, that does have significant natural features and as currently designed, the proposed development will bring a higher density of residential living and commercial amenities to incorporate more of the neighborhood and surrounding areas into these natural amenities.

2. Scenic Views. Great Neighborhoods preserve scenic views in areas that everyone can access.

a. Public and private open spaces and streets shall be located and oriented to capture and preserve scenic views, including, but not limited to, views of significant natural features, landscapes, vistas, skylines, and other important features.

**Applicants Response:** This property has scenic views on most sides. Our project is designed to preserve and maximize those views for the people that live there or come to visit. To the West are views of the coast range, foothills, and farmland. To the North are views of the wetlands around which this subdivision is constructed. The current design is to construct these buildings with three stories. We are requesting an amendment for the third story. If granted, the third floor apartments will have great views of the coast range and the wetlands. These views will also be apparent from some of the second floor apartments as well. In addition, the South side of buildings 1 and 4 are also designed for retail spaces to have exterior sitting areas which will have westerly views.

3. Parks and Open Spaces. Great Neighborhoods have open and recreational spaces to walk, play, gather, and commune as a neighborhood.

a. Parks, trails, and open spaces shall be provided at a size and scale that is variable based on the size of the proposed development and the number of dwelling units.

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b. Central parks and plazas shall be used to create public gathering spaces where appropriate.

c. Neighborhood and community parks shall be developed in appropriate locations consistent with the policies in the Parks Master Plan.

 Pedestrian Friendly. Great Neighborhoods are pedestrian friendly for people of all ages and abilities.

a. Neighborhoods shall include a pedestrian network that provides for a safe and enjoyable pedestrian experience, and that encourages walking for a variety of reasons including, but not limited to, health, transportation, recreation, and social interaction.

b. Pedestrian connections shall be provided to commercial areas, schools, community facilities, parks, trails, and open spaces, and shall also be provided between streets that are disconnected (such as cul-de-sacs or blocks with lengths greater than 400 feet).

Applicant's Response to 3 and 4. The foremost objective in the design of this project was to create a 'piazza'. A public space that could function as a community incubator that is framed by the architecture. The goal was to create a space where pedestrians can circulate freely, and where commercial spaces can spill out onto the sidewalk. We aim to create public space that will invite sitting, gathering and function as a destination for the occupants and users of all 7 buildings. The 'piazza' directly connects the mixed-use buildings 1, 2, 3 and 4 but is also oriented to the "neighborhood" of the apartment buildings 5, 6 and 7. The entire project becomes a cohesive collection of residents and visitors mingling among the potential of restaurants, daycare, veterinarian clinic, coffee shop, hair salon and office space easily accessible and walkable from all parts.

In addition to the hardscapes of the piazza there is a tremendous amount of soft landscaping of grass, trees and plantings; areas to sit on the grass or throw a disc.

5. Bike Friendly. Great Neighborhoods are bike friendly for people of all ages and abilities.

a. Neighborhoods shall include a bike network that provides for a safe and enjoyable biking experience, and that encourages an increased use of bikes by people of all abilities for a variety of reasons, including, but not limited to, health, transportation, and recreation.

b. Bike connections shall be provided to commercial areas, schools, community facilities, parks, trails, and open spaces.

6. Connected Streets. Great Neighborhoods have interconnected streets that provide safe travel route options, increased connectivity between places and destinations, and easy pedestrian and bike use.

a. Streets shall be designed to function and connect with the surrounding built environment and the existing and future street network, and shall incorporate human scale elements including, but not limited to, Complete Streets features as defined in the Comprehensive Plan, grid street networks, neighborhood traffic management techniques, traffic calming, and safety enhancements.

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b. Streets shall be designed to encourage more bicycle, pedestrian and transit mobility with a goal of less reliance on vehicular mobility.

7. Accessibility. Great Neighborhoods are designed to be accessible and allow for ease of use for people of all ages and abilities.

a. To the best extent possible all features within a neighborhood shall be designed to be accessible and feature elements and principles of Universal Design.

b. Design practices should strive for best practices and not minimum practices.

Applicant's Response to 5, 6 and 7. The City's Bicycle Pedestrian Access Trail (BPA) runs directly along the East edge of the project. The drawings show and Applicant will ensure that there will be a clear, open and inviting connection from the BPA through this project. Bicyclists and pedestrians will be able to come from all the neighborhoods surrounding this project and ride up to the piazza and stop at any of the retail spots throughout. The people who will live in these apartments will be able to ride right up to their front doors. The center of this project, the "piazza", is designed to act as the heart of this development and is connected to the entire project. Once constructed the piazza will also function as a hub of commercial activity that will then draw from the surrounding neighborhood around it with pedestrian, bike and vehicle entrances from multiple sides. The site and project are all connected by hardscape and landscaping that will incorporate universal design standards making it very accessible to all people using whatever mode of transportation. Applicant feels the design of this project entails the best practices and not just the minimum practices. We feel this is evident in the design.

8. Human Scale Design. Great Neighborhoods have buildings and spaces that are designed to be comfortable at a human scale and that foster human interaction within the built environment.

a. The size, form, and proportionality of development is designed to function and be balanced with the existing built environment.

b. Buildings include design elements that promote inclusion and interaction with the right-of-way and public spaces, including, but not limited to, building orientation towards the street or a public space and placement of vehicle oriented uses in less prominent locations.

c. Public spaces include design elements that promote comfortability and ease of use at a human scale, including, but not limited to, street trees, landscaping, lighted public areas, and principles of Crime Prevention through Environmental Design (CPTED).

9. Mix of Activities. Great Neighborhoods provide easy and convenient access to many of the destinations, activities, and local services that residents use on a daily basis.

a. Neighborhood destinations including, but not limited to, neighborhood-serving commercial uses, schools, parks, and other community services, shall be provided in locations that are easily accessible to surrounding residential uses.

b. Neighborhood-serving commercial uses are integrated into the built environment at a scale that is appropriate with the surrounding area.

c. Neighborhoods are designed such that owning a vehicle can be optional.

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10. Urban-Rural Interface. Great Neighborhoods complement adjacent rural areas and transition between urban and rural uses.

a. Buffers or transitions in the scale of uses, buildings, or lots shall be provided on urban lands adjacent to rural lands to ensure compatibility.

Applicants Response to 8, 9 and 10. The design presented is comprised of 17 % building footprints, and 35% parking lots and driveways. The remaining 48% is open spaces comprised of landscaping, grass lawns, sidewalks and the piazza creating a scale very appealing to humans. Applicant also strongly maintains that the project needs to have three story buildings - rather than 1 or 2 stories - as the additional height helps maintain the human scale. As currently designed, the project has so much pedestrian space that it needs the taller buildings to contain it and to bring it all together. When you are sitting, walking, or riding in this piazza you will be in a unique and singular space. Smaller buildings will not create this feeling. Combining the apartments and retail spaces around the piazza and landscaped open spaces will maximize the mix of activities in this neighborhood. At this size, this project will have enough density to attract various retail tenants to the neighborhood. There is an abundance of indoor and outdoor areas for retail customers, apartment residents and members of the surrounding neighborhoods to enjoy a wide variety of activities. The piazza is designed to allow some automobile traffic to facilitate the operation of businesses but designed to keep it at a minimum. The piazza can also be closed off from traffic to allow day or weekend use as a farmers' market, retail bazaar or large community event while keeping all access and parking available.

Likewise, the apartment buildings 5, 6 and 7 on the West end finish the "enclosure" of the complex and, by their design provide a transition from the urban mixed-use buildings to the neighboring farms to the West. The apartment buildings are three stories but designed with a rural or farmhouse type appearance attempting to provide that buffer or transition from the rural to the urban.

The applicant reiterates that 30,000 square feet of retail space is a lot of retail for the outskirts of town. To get this amount of commercial space and the desired number of apartments it is necessary to have three story buildings. Without three stories one cannot get even the currently allowed 120 apartments. And Increasing the number of apartments from 120 to 144 makes this project much more feasible.

11. Housing for Diverse Incomes and Generations. Great Neighborhoods provide housing opportunities for people and families with a wide range of incomes, and for people and families in all stages of life.

a. A range of housing forms and types shall be provided and integrated into neighborhoods to provide for housing choice at different income levels and for different generations.

12. Housing Variety. Great Neighborhoods have a variety of building forms and architectural variety to avoid monoculture design.

Neighborhoods shall have several different housing types.

b. Similar housing types, when immediately adjacent to one another, shall provide variety in building form and design.

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Applicant's Response to 11 and 12. The project offers a variety of much needed housing types for the city. The current project has 144 units with 2bd, 1bd and studio apartments that vary in size providing a range of pricing options. Also within the first floor commercial area is the potential of work/live spaces that will provide another unique housing type allowing people to set up an office at home or a flexible workspace at home to design or create products or services. As the applicant, we believe the design evokes a variety of building forms and appearances that support the intended uses. Applicant's designers have made these buildings fit together but still have variations in appearance creating a visually appealing project.

13. Unique and Integrated Design Elements. Great Neighborhoods have unique features, designs, and focal points to create neighborhood character and identity. Neighborhoods shall be encouraged to have:

a. Environmentally friendly construction techniques, green infrastructure systems, and energy efficiency incorporated into the built environment.

b. Opportunities for public art provided in private and public spaces.

c. Neighborhood elements and features including, but not limited to, signs, benches, park shelters, streetlights, bike racks, banners, landscaping, paved surfaces, and fences, with a consistent and integrated design that are unique to and define the neighborhood. (Ord. 5066 §2 (Exh. B), April 9, 2019)

Applicant's Response. The proposed project with the mixed-use and residential elements starts and ends with unique and integrated design elements. The project uses a mix of differing hardscapes, sidewalks and vehicle paths for everyone to use as they connect throughout the project. In addition to the central piazza space which has seating, streetlights, banners and individualized awnings, there is a plaza with a location for public art, bike shelter, varying types of seating for intimate or larger groups dispersed around the site. All of this is done with careful thought and attention within an integrated design providing a unique feel for what we believe will become a unique destination for the City of McMinnville.

## 3. Considering the pattern of development in the area and surrounding land uses, show, in detail, how the proposed amendment is orderly and timely:

#### Applicant's Response:

(1) Completion of the adjacent residential subdivisions (by others) has made the development of this site for commercial and further residential uses timely as such development will maximize the use of these new public facilities. Approval of the requested amendment will make development of the site financially feasible and facilitate the project proceeding soon to take advantage of the available public infrastructure.

Adjacent residential subdivision developments will need the mixed-use commercial site to provide services and shopping opportunities nearby to reduce travel
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demands, so approval of the requested amendments will facilitate development of the site advancing sooner, bringing the commercial uses the site can provide to the new residents of the site and those of the adjacent residential subdivision developments sooner than otherwise, as approval makes it more feasible to be built soon.

(3) The new McMinnville Power and Light substation project has advanced, ensuring power availability to the new development site, so the few added units the proposal requests approval of will be able to be served, too.

(4) Various public capital improvement projects have been completed or will be moving forward (i.e., Hill Road and Michelbook Lane and Hwy 99W and Baker Creek Road), which make the marginal added trips that will come with the additional dwelling units requested reasonable and feasible for the transportation system to handle if approval is granted and this site is developed soon (see attached traffic impact analysis).

# 4. Describe any changes in the neighborhood or surrounding area which might support or warrant the request

#### Applicant's Response:

The multi-family apartments across Baker Creek Road to the south are three-storied and received a variance approving a height adjustment greater than 35-feet. The site of this proposed project is farther from rural residential development to the west than the existing apartments and other development to the south, and thus less impactful, and farther from adjacent urban single-family detached dwellings because this parcel is separated from nearby urban single-family detached dwellings by a public street, which the apartments across Baker Creek Road (on the south side) were not.

In addition, more single-family lots are coming online/being built in this area, and this project will be a great addition to the neighborhood providing residential oriented retail stores and social gathering spaces. Thus, approval of this request will reduce existing area traffic driving out of this area to services currently non-existent in the area.

5. Document how the site can be efficiently provided with public utilities, including water, sewer, electricity, and natural gas, if needed, and that there is sufficient capacity to serve the proposed use:

Applicant's Response:

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The parcel already has all utilities stubbed to it by current and previous subdivisions, and these changes proposed to the conditions do not significantly affect the need for utilities to the approved Overlay District beyond what is already available.

# 6. Describe, in detail, how the proposed use will affect traffic in the area. What is the expected trip generation?

#### **Applicant's Response:**

Approval of this request for amendment to the planned development conditions of approval will result in insignificant difference in traffic from the density originally approved. Condition of approval #8 is met with the traffic impact analysis attached to this development plan.

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## SECTION C - CODE

### McMinnville Zoning Ordinance

#### 17.72 APPLICATIONS AND REVIEW PROCESS

17.72.020 Application Submittal Requirements.

Applications shall be filed on forms provided by the Planning Department and shall be accompanied by the following;

A. A scalable site plan of the property for which action is requested. The site plan shall show existing and proposed features, such as access, lot and street lines with dimensions in feet, distances from property lines, existing and proposed buildings and significant features (slope, vegetation, adjacent development, drainage etc.)

B. An explanation of intent, nature and proposed use of the development, and any pertinent background information.

C. Property description and assessor map parcel numbers(s).

D. A legal description of the property when necessary.

E. Signed statement indicating that the property affected by the application is in the exclusive ownership or control of the applicant, or that the applicant has the consent of all partners in ownership of the affected property.

F. Materials required by other sections of the McMinnville Zoning Ordinance specific to the land use application.

G. Other materials deemed necessary by the Planning Director to illustrate compliance with applicable review criteria, or to explain the details of the requested land use action.

## Applicant's Response: This request and supporting materials provided meet the requirements of the application and review process.

17.72.090 Application Review Summary Table.

The following table offers an overview of land use applications and corresponding review body. Additional information regarding the notification and approval criteria for specific land use applications can be found by referring to the procedural reference section in the right-hand column of the table. Information regarding the hearing body and the hearing procedure can be found in this chapter.

<b>Review Process</b>	Land Use	Zoning Ordinance
	Application	Reference
<b>Applications</b> Public	Planned Development	17.74.070
Hearing-	Amendment*	
Planning Commission		

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## Applicant's Response: The Applicant is requesting a Planned Development Amendment requiring the process outlined by this code.

17.72.095 Neighborhood Meetings.

A. A neighborhood meeting shall be required for:

1. All applications that require a public hearing as described in Section 17.72.120, except that neighborhood meetings are not required for the following applications:

a. Comprehensive plan text amendment; or

b. Zoning ordinance text amendment; or

c. Appeal of a Planning Director's decision; or

d. Application with Director's decision for which a public hearing is requested.

2. Tentative Subdivisions (up to 10 lots)

3. Short Term Rental

Applicant's Response: This application requires a public hearing, so a neighborhood meeting was held.

B. Schedule of Meeting.

1. The applicant is required to hold one neighborhood meeting prior to submitting a land use application for a specific site. Additional meetings may be held at the applicant's discretion.

2. Land use applications shall be submitted to the City within 180 calendar days of the neighborhood meeting. If an application is not submitted in this time frame, the applicant shall be required to hold a new neighborhood meeting.

Applicant's Response: The neighborhood meeting held meets this code requirement. It was held on 11/16/22, less than 180 calendar days prior to submission of this land use application.

C. Meeting Location and Time.

1. Neighborhood meetings shall be held at a location within the city limits of the City of McMinnville.

2. The meeting shall be held at a location that is open to the public and must be ADA accessible.

3. An 8  $\frac{1}{2} \times 11^{\prime\prime}$  sign shall be posted at the entry of the building before the meeting. The sign will announce the meeting, state that the meeting is open to the public and that interested persons are invited to attend.

4. The starting time for the meeting shall be limited to weekday evenings between the hours of 6 pm and 8 pm or Saturdays between the hours of 10 am and 4 pm. Neighborhood meetings shall not be held on national holidays. If no

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one arrives within 30 minutes after the scheduled starting time for the neighborhood meeting, the applicant may leave.

Applicant's Response: The neighborhood meeting held meets these time and location requirements of the code. It was in the City limits of McMinnville at a location open to the public on a Wednesday evening at 6 p.m. Signs were posted at the entrance as required.

D. Mailed Notice.

1. The applicant shall mail written notice of the neighborhood meeting to surrounding property owners. The notices shall be mailed to property owners within certain distances of the exterior boundary of the subject property. The notification distances shall be the same as the distances used for the property owner notices for the specific land use application that will eventually be applied for, as described in Section 17.72.110 and Section 17.72.120.

2. Notice shall be mailed not fewer than 20 calendar days nor more than 30 calendar days prior to the date of the neighborhood meeting.

3. An official list for the mailed notice may be obtained from the City of McMinnville for an applicable fee and within 5 business days. A mailing list may also be obtained from other sources such as a title company, provided that the list shall be based on the most recent tax assessment rolls of the Yamhill County Department of Assessment and Taxation. A mailing list is valid for use up to 45 calendar days from the date the mailing list was generated.

4. The mailed notice shall:

a. State the date, time and location of the neighborhood meeting and invite people for a conversation on the proposal.

b. Briefly describe the nature of the proposal (i.e., approximate number of lots or units, housing types, approximate building dimensions and heights, and proposed land use request).

c. Include a copy of the tax map or a GIS map that clearly identifies the location of the proposed development.

d. Include a conceptual site plan.

5. The City of McMinnville Planning Department shall be included as a recipient of the mailed notice of the neighborhood meeting.

6. Failure of a property owner to receive mailed notice shall not invalidate the neighborhood meeting proceedings.

Applicant's Response: Notices of the neighborhood meeting were mailed as required by this code on 10/21/22. A copy is provided in the attachments to this application.

E. Posted Notice.

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1. The applicant shall also provide notice of the meeting by posting one 18 x 24" waterproof sign on each frontage of the subject property not fewer than 20 calendar days nor more than 30 calendar days prior to the date of the neighborhood meeting.

2. The sign(s) shall be posted within 20 feet of the adjacent right-of-way and must be easily viewable and readable from the right-of-way.

It is the applicant's responsibility to post the sign, to ensure that the sign remains posted until the meeting, and to remove it following the meeting.
 If the posted sign is inadvertently removed (i.e., by weather, vandals, etc.), that shall not invalidate the neighborhood meeting proceedings.

#### Applicant's Response: Notices were posted as required by this code on 10/24/22.

F. Meeting Agenda.

1. The overall format of the neighborhood meeting shall be at the discretion of the applicant.

At a minimum, the applicant shall include the following components in the neighborhood meeting agenda:

a. An opportunity for attendees to view the conceptual site plan;

b. A description of the major elements of the proposal. Depending on the type and scale of the particular application, the applicant should be prepared to discuss proposed land uses and densities, proposed building size and height, proposed access and parking, and proposed landscaping, buffering, and/or protection of natural resources;

c. An opportunity for attendees to speak at the meeting and ask questions of the applicant. The applicant shall allow attendees to identify any issues that they believe should be addressed.

#### Applicant's Response: The meeting agenda of the neighborhood meeting met the requirements of this code.

G. Evidence of Compliance. For a land use application that requires a neighborhood meeting to be deemed complete, the following evidence shall be submitted with the land use application:

A copy of the meeting notice mailed to surrounding property owners;

2. A copy of the mailing list used to send the meeting notices;

One photograph for each waterproof sign posted on the subject site, taken from the adjacent right-of-way;

4. One 8  $\frac{1}{2}$  x 11" copy of the materials presented by the applicant at the neighborhood meeting; and

5. Notes of the meeting, which shall include:

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- a. Meeting date;
- b. Meeting time and location;
- c. The names and addresses of those attending;
- d. A summary of oral and written comments received; and
- e. A summary of any revisions made to the proposal based on comments received at the meeting. (Ord. 5047, §2, 2018, Ord. 5045 §2, 2017).

Applicant's Response: Evidence of compliance to this code section is met in the attached exhibits.

#### 17.51 PLANNED DEVELOPMENT OVERLAY

Applicant's Response: The Applicant recognizes that this site has already been shown to meet the criteria for a planned development and has been granted approval for a planned development overlay. With the modifications proposed it would continue to meet these planned development criteria.

#### **17.74 REVIEW CRITERIA**

17.74.070 Planned Development Amendment - Review Criteria.

An amendment to an existing planned development may be either major or minor. Minor changes to an adopted site plan may be approved by the Planning Director. Major changes to an adopted site plan shall be processed in accordance with Section 17.72.120, and include the following:

- An increase in the amount of land within the subject site;
- An increase in density including the number of housing units;
- A reduction in the amount of open space; or
- Changes to the vehicular system which results in a significant change to the location of streets, shared driveways, parking areas and access.

Applicant's Response: The request is a Planned Development Amendment because it requests modification to Condition of Approval #2 to approve an increase in density including the number of housing units. There is no change in the amount of land, nor amount of open space, nor any significant change to streets, driveways, parking areas or access.

An amendment to an existing planned development may be authorized, provided that the proposal satisfies all relevant requirements of this ordinance, and also provided that the applicant demonstrates the following:

A. There are special physical conditions or objectives of a development which the proposal will satisfy to warrant a departure from the standard regulation requirements;

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B. Resulting development will not be inconsistent with the Comprehensive Plan objectives of the area;

C. The development shall be designed so as to provide for adequate access to and efficient provision of services to adjoining parcels;

D. The plan can be completed within a reasonable period of time;

E. The streets are adequate to support the anticipated traffic, and the development will not overload the streets outside the planned area;

F. Proposed utility and drainage facilities are adequate for the population densities and type of development proposed;

G. The noise, air, and water pollutants caused by the development do not have an adverse effect upon surrounding areas, public utilities, or the city as a whole.

Applicant's Response: Criteria A-G have been shown to be met through responses above in Section B: Narrative.

#### 17.11 RESIDENTIAL DESIGN AND DEVELOPMENT STANDARDS

17.11.011 Applicability.

The residential design and development standards in this chapter are applicable to all new housing construction, residential conversions, and new additions that comprise 50% or more of the structure.

Applicant's Response: The buildings on this site will include new housing construction, thus this code is applicable to the site.

17.11.013 Zoning Table of Allowed Housing Types. The table below depicts what housing type is allowed in each zone.

Housing	R-1	R-2	R-3	R-4	R-5	O-R	C-1	C-2	C-3
Types									
Apartments	N	N	N	L	Y	L	N	N	Y
(All									
Apartment									
Types)									
(17.11.090)									
Y = Yes, Allow	wed								
L = Limited, (	see foo	tnotes i	n housin	g types	develop	ment sta	ndards	tables)	
N = No, Proh					120527524240			Second Hill (1997)	

Applicant's Response: The underlying zone of C-3 allows apartments as a housing type at the site. Apartments are proposed.

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# ATTACHMENT 1 Application Form

# ATTACHMENT 2 SITE PLAN

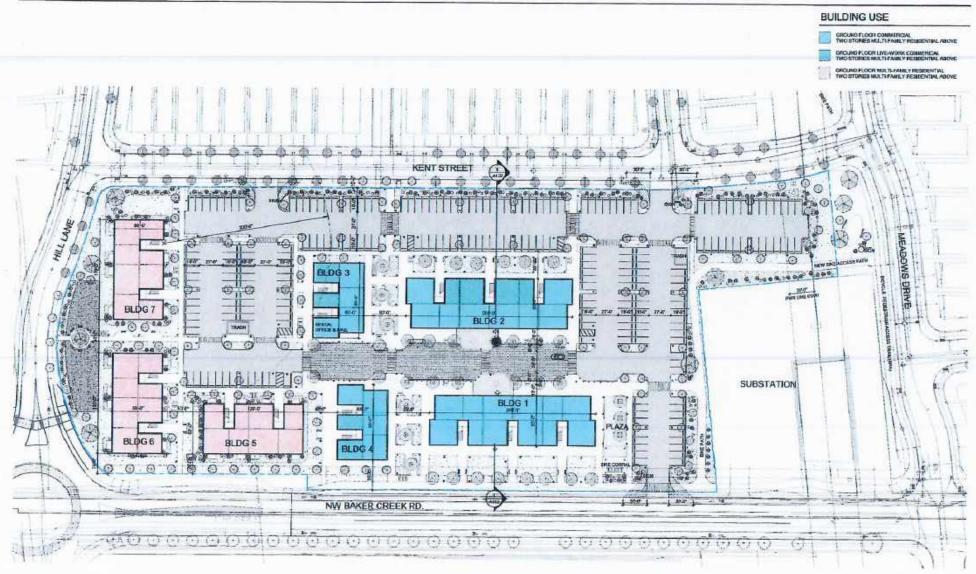
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## Baker Creek North Site - McMinnville, OR

Baker Creek I, ILC



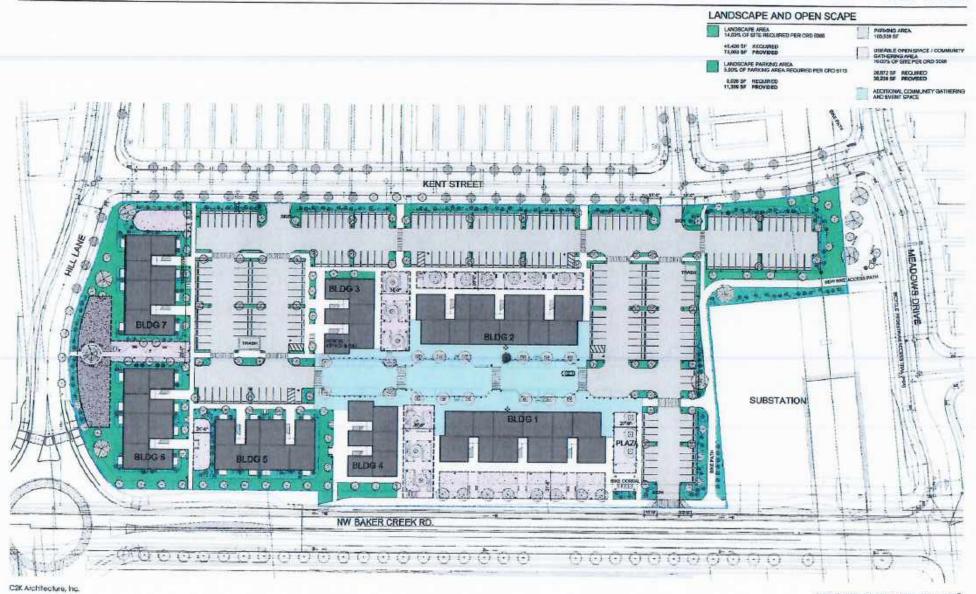
## The Vision



C2K Architecture, Inc.

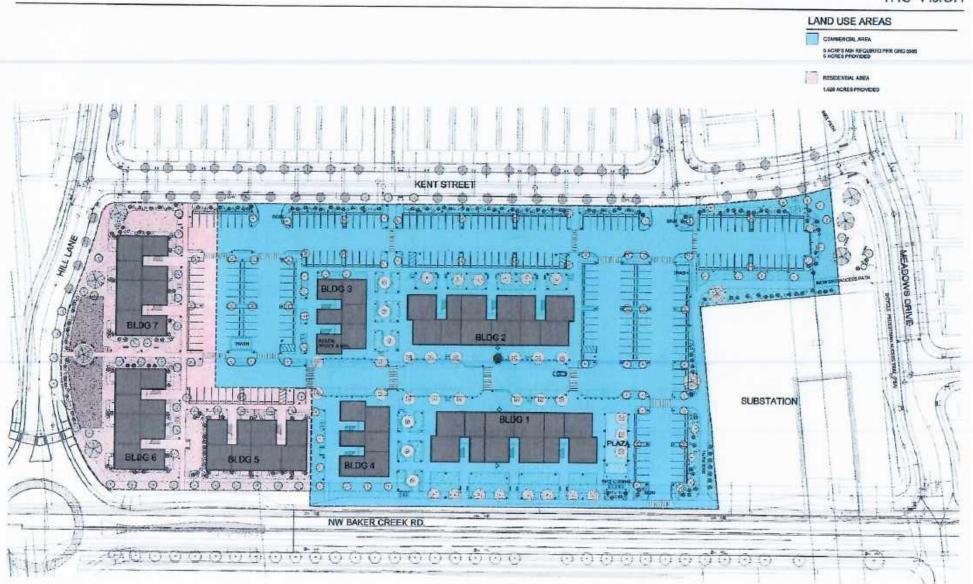
Baker Crask North / McMinnville, OR pg. 2

### The Vision



Baker Creek North / McMinavile, OR pg. 3

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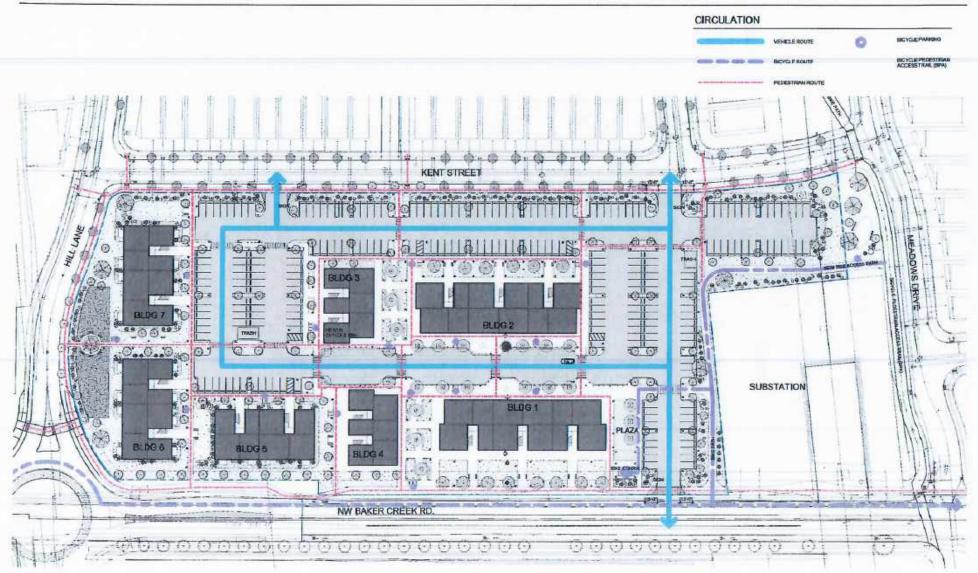
Baker Creek North / McMinnvile, OR pg. 4

C2K Architecture, Inc.

# The Vision



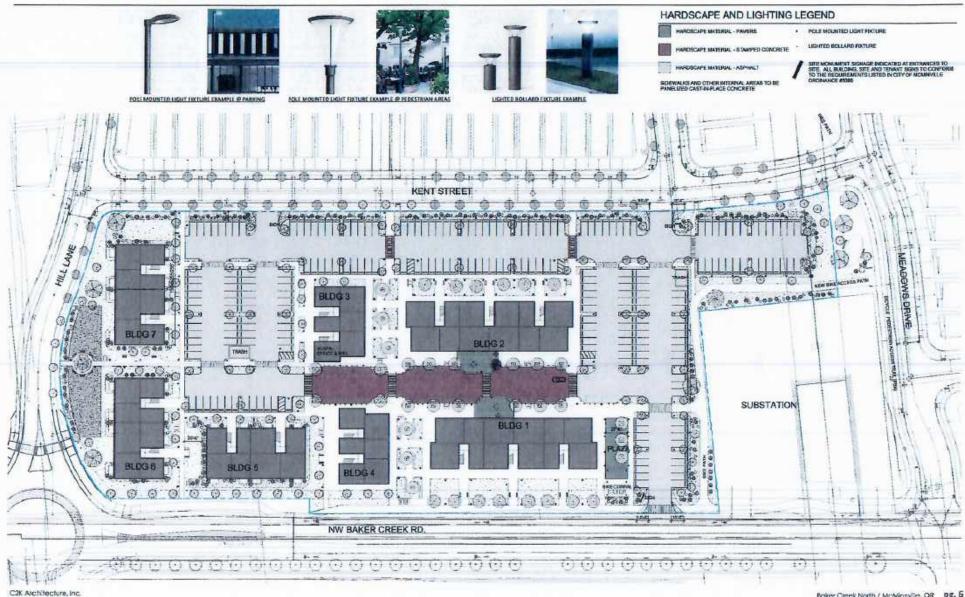




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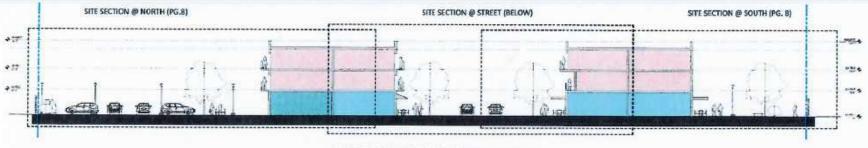
Baker Creek North / McMinnwild, OR pg. 5

### The Vision

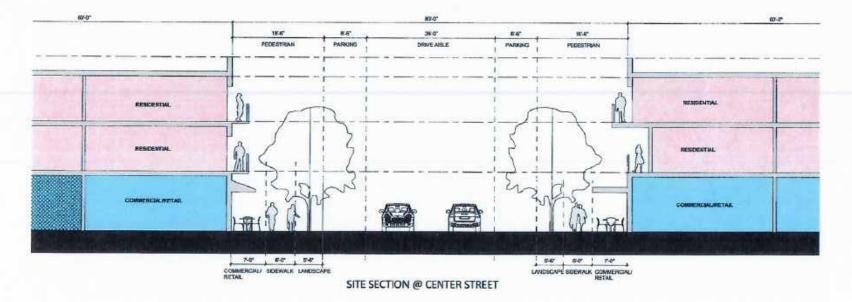


Baker Creek North / McNinnville, OR pg. 5

The Vision



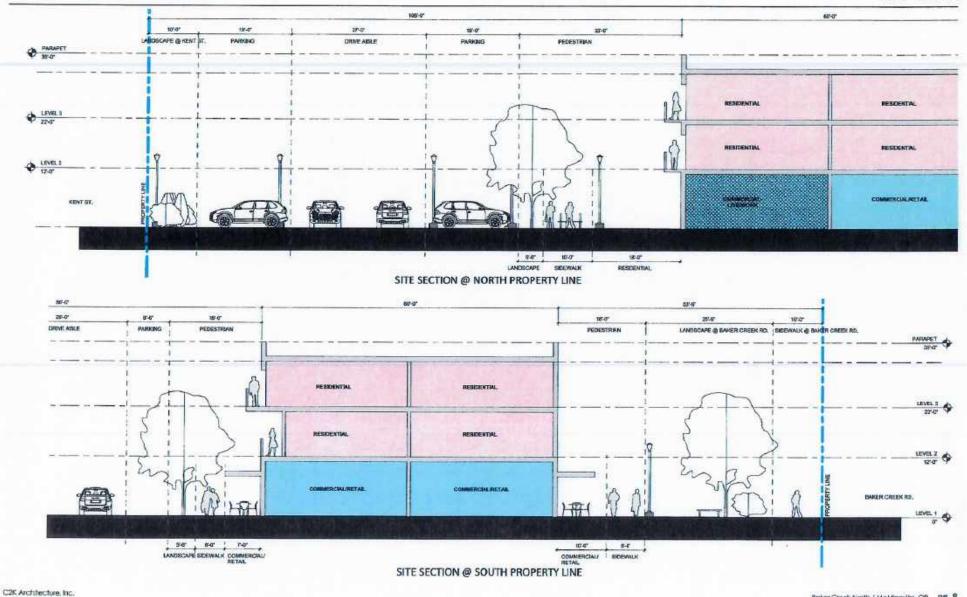




Baker Creek North / McMinnville, OR pg. 7

C2K Architecture, Inc.

The Vision



Baker Creek North / McMinmite, OR pg. 8

The Numbers

SITE	6.628 ACRES
	288,716 SF
COMMERICAL	5 ACRES (MIN)

217,800 SF

1.628 ACRES 70,916 SF

RESIDENTIAL

DU'S

120 UNITS MAX PER ORDINANCE 5086

**144 UNITS PROPOSED** 

BUILDING	STORIES	FOOTPRINT AREA (GSF)	RESIDENTIAL GSF	2BR	1BR	STUDIO	UNITS	STAIRS	COMMERCIAL GSF	TOTAL GSF	NOTES
BLDG 1	3	10,596	21,192	1Z	8	4	24		10,595	31,788	
BLDG 2	3	10,596	21,192	12	8	4	24		10,596		Ground floor initially will have (4) Live/Work units. These are in addition to listed total of residential units for building.
BLDG 3	3	4,533	9,066	4	6	2	12		4,533		Ground floor initially will have (2) Live/Work units. These are in addition to listed total of residential units for building.
BLDG 4	3	4,533	9,066	4	6	2	12		4,533	13 599	Ground floor initially will have (3) Live/Work units. These are in addition to listed total of residential units for building.
BLOG 5	3	6,499	19,497	9	12	3	24			19,497	
BLDG 6	3	6,499	19,497	9	12	3	24			19,497	
BLDG 7	3	6,499	19,497	9	12	3	24			19,497	
TOTAL		49,755	119,007				144	-	30,258	149,265	
% OF SITE		17.23%					-	_			

PARKING REQUIRED	REQ'D	PROVIDED	NOTES	
RESIDENTIAL	216		1.5 SPACES/UNIT, LIVE/WORK UN	ITS CALCULATED AT RESIDENTIAL RATE
COMMERCIAL	122		1 SPACE / 250 SF GENERAL RETAIL	RATE
TOTAL	338	260	78 SHARED SPACES	30% SHARED SPACES

BICYCLE PARKING	REC
COMMERICAL USES	
RESIDENTIAL USES	NONE RE
TOTAL	

Q'D PROVIDED 13 EQUIRED 62 13

#### NOTES

**1 SPACE PER 10 AUTOMOBILE SPACES** RESIDENTIAL USES ARE EXEMPT FROM BIKE PARKING REQUIREMENTS

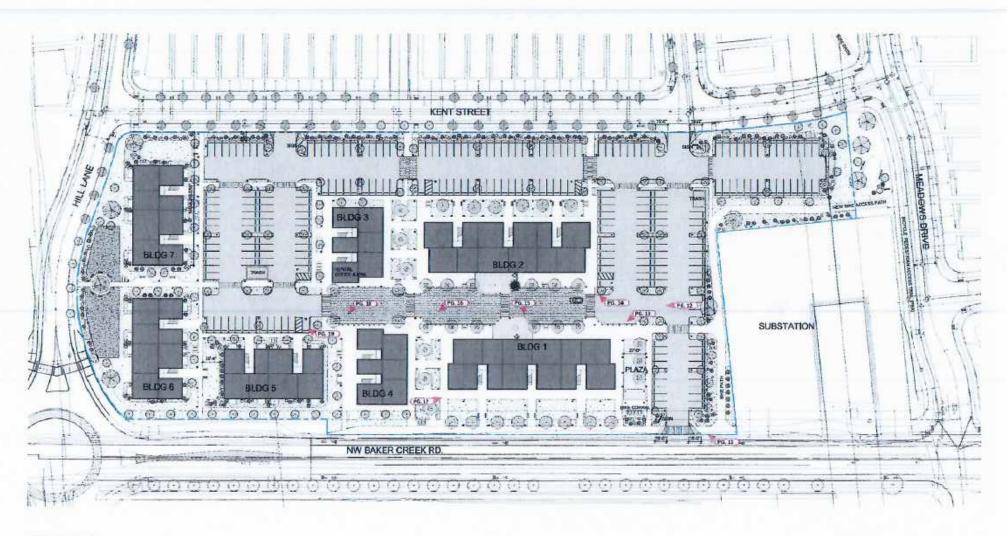
SITE COVERAGE

25% BUILDINGS MAX 17.23% BUILDINGS PROPOSED

Baker Creek North / McMinrville, OR pg. 9

The Vision

#### LEGEND FOR PROJECT RENDERINGS



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Boker Creek North / McMinnville OR pg. 10

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#### ENTRANCE TO PROJECT



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#### MAIN STREET ENTRANCE



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# The Vision

#### BUILDING ONE



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#### **BUILDING TWO**



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#### BUILDING ONE MID-BLOCK



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Baker Creek North / McMinnville, CR pg. 15

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#### BUILDING FOUR



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#### BUILDING ONE ALONG BAKER CREEK RD.



C28 Architecture, Inc.

Baker Creek North / McMinnville, OR pg. 17

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#### **BUILDING FIVE**



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Baker Creek North / McMinnvite, OR pg. 18

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The Vision

#### **BUILDING SIX & SEVEN**



C2K Architecture, Inc.

Baker Creek North / McMinnvile, CR pg. 19

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# ATTACHMENT 3 Legal Description

A tract of land situated in the Northeast one-quarter of Section 18, Township 4 South, Range 4 West of the Willamette Meridian, Yamhill County, Oregon, more particularly described as follows:

Beginning at the northeast corner of that property described in that Warranty Deed recorded in Instrument No. 201900618, Yamhili County Deed Records, said point recorded as being South 00°08'00" East 691.80 feet and South 89°52'00" West 323.00 feet and South 00°08'00" East 724.19 feet and North 84°07'51" West 1173.44 feet and North 0°02'49" East 264.33 feet from the northeast corner of said Section 18; thence North 89°57'11" West 42.50 feet along the north line of said property to a 5/8-inch Iron rod with yellow plastic cap stamped "WILSON PLS 2687", said point being the TRUE POINT OF BEGINNING of this description; and running thence: North 89°57'11" West 167.50 feet along the north line of said property to the northwest corner thereof; thence South 0°02'49" West 242.92 feet along the west line of said property to the southwest corner thereof, said point being on the north right of way line of N.W. Baker Creek Road at a perpendicular distance of 30.00 feet from the centerline of said road; thence North 84°07'51" West 494.00 feet along said north right of way to the southeast corner of that tract of land conveyed to the City of McMinnville by that instrument recorded in Instrument No. 201713023, Yamhill County Deed Records; thence North 5°52'09" East 18.00 feet to the northeast corner of said City of McMinnville tract; thence North 84°07'51" West 240.43 feet along the north line of said tract to the beginning of a 46.00-foot radius non-tangent curve concave to the Northeast; thence Northwesterly along the arc of said curve

(whose radius point bears North 37°08'37" East and the chord of which bears North 42°16'08" West 16.90 feet) 17.00 feet along the north line of said tract to a point of reverse curve; thence Northwesterly along the arc of a 91.00-foot radius curve to the left (the chord of which bears North 32°37'50" West 3.01 feet) 3.01 feet along the north line of said tract to the beginning of a 191.00foot radius non-tangent curve concave to the Northeast; thence Northwesterly along the arc of said curve (whose radius point bears North 57°49'15" East and the chord of which bears North 22°03'14" West 67.16 feet) 67.51 feet along the northeasterly line of that tract of land conveyed to the City of McMinnville by that instrument recorded in Instrument No. 201812980, Yamhili County Deed Records to the northeast comer thereof; thence North 11°55'43" West 14.74 feet to a 5/8-Inch iron rod with yellow plastic cap stamped "WILSON PLS 2687" at the point of curvature; thence Northwesterly along the arc of 200.00-foot radius curve to the right (the chord of which bears North 7°02'26" West 34.08 feet) 34.12 feet to a like iron rod at a point of compound curve; thence Northeasterly along the arc of a 225.00-foot radius curve to the right (the chord of which bears North 12°38'27" East 114.90 feet) 116.19 feet to a like iron rod at a point of reverse curve; thence Northeasterly along the arc of an 815.00-foot radius curve to the left (the chord of which bears North 23°56'47" East 99.16 feet) 99.22 feet to a like iron rod at a point of reverse curve; thence Northeasterly along the arc of a 20.00-foot radius curve to the right (the chord of which bears North 58°09'50" East 24.46 feet) 26.32 feet to a like iron rod at a point of tangency; thence South 84°07'51" East 647.11 feet to a like iron rod at a point of curvature; thence Southeasterly along the arc of an 825.00-foot radius curve to the left (the chord of which bears South 87°02'31" East 83.80 feet) 83.84 feet to a like iron rod at a point of tangency; thence South 89°57'11" East 60.03 feet to a like iron rod at a point of curvature; thence Northeasterly along the arc of a 325.00-foot radius curve to the left (the chord of which bears North 83°58'36" East 68.74 feet) 68.86 feet to a like iron rod; thence South 0°02'49" West 128.08 feet to the TRUE POINT OF BEGINNING.

# ATTACHMENT 4 Ordinance 5086

#### ORDINANCE NO. 5086

AN ORDINANCE APPROVING A PLANNED DEVELOPMENT AMENDEMENT TO AMEND THE CONDITIONS OF APPROVAL AND REDUCE THE SIZE OF AN EXISTING PLANNED DEVELOPMENT OVERLAY DISTRICT AT THE NORTHEAST QUADRANT OF THE INTERSECTION OF NW HILL ROAD AND NW BAKER CREEK ROAD

#### RECITALS:

The Planning Department received an application (PDA 2-19) from Stafford Development Company, LLC requesting approval of a Zone Change to amend an existing Planned Development Overlay District to reduce the size of the existing Planned Development Overlay District to the size of a proposed 6.62 acre C-3 (General Commercial) site and amending the conditions of approval of the Commercial Planned Development Overlay District to allow up to 120 multiple family dwelling units and require a minimum of 2 acres of neighborhood commercial uses on the site; and

The subject property is located at the northeast quadrant of the intersection of NW Hill Road and NW Baker Creek Road. The property is described as Exhibit C in Instrument No. 201904865, Yamhill County Deed Records, and a portion of Exhibit C in Instrument No. 201904867, Yamhill County Deed Records. The property is also identified as a portion of Tax Lot 100, Section 18, T. 4 S., R. 4 W., W.M.; and

A public hearing was held on December 5, 2019 at 6:30 p.m., before the McMinnville Planning Commission after due notice had been provided in the local newspaper on November 26, 2019, and written notice had been mailed to property owners within 300 feet of the affected property; and

At said public hearing, the application materials and a staff report were presented, and applicant and public testimony was received; and

The Planning Commission, being fully informed about said requests, found that the requested amendments conformed to the applicable Comprehensive Plan goals and policies, as well as the Planned Development Amendment review criteria listed in Section 17.74.070 of the McMinnville Municipal Code based on the material submitted by the applicant and the findings of fact and conclusionary findings for approval contained in Exhibit A; and

The Planning Commission recommended approval of said Comprehensive Plan Map Amendment to the City Council; and

The City Council having received the Planning Commission recommendation and staff report, elected to schedule a second public hearing on the application; and

A public hearing was held on January 28, 2020 at 7:00 p.m., before the McMinnville City Council after due notice had been provided in the local newspaper on January 21, 2020, and written notice had been mailed to property owners within 300 feet of the affected property; and

At said public hearing, the application materials and a staff report were presented, and applicant and public testimony was received; and

The City Council decided to close the public hearing on January 28, 2020, but left the record open for the submittal of additional written testimony. The City Council provided seven additional days for the submittal of additional written testimony until February 4, 2020. The City Council then provided

Ordinance No. 5086 (PDA 2-19)

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another seven days for the submittal of rebuttal testimony until February 11, 2020. The City Council then provided another seven days for the applicant to submit final written argument until February 18, 2020; and

The City Council having completed the public hearing, received the Planning Commission recommendation and staff report, received all additional written testimony, and having deliberated; and

NOW, THEREFORE, THE COMMON COUNCIL FOR THE CITY OF MCMINNVILLE ORDAINS AS FOLLOWS:

1. That the Council adopts the Findings of Fact, Conclusionary Findings, and Decision as documented in Exhibit A; and

2. That the requested Planned Development Amendment is approved, subject to the following conditions:

- 1. That Ordinance 4633 is repealed in its entirety.
- 2. That up to 120 multiple family dwelling units are allowed within the Planned Development Overlay District, but only if the multiple family units are integrated with neighborhood commercial uses. "Integrated" means that uses are within a comfortable walking distance and are connected to each other with direct, convenient and attractive sidewalks and/or pathways. This integration of multiple family units and neighborhood commercial uses shall either be within a mixed use building or in a development plan that integrates the uses between buildings in a manner found acceptable to the Planning Commission.
- 3. For the purposes of this Planned Development Overlay District, allowed neighborhood commercial uses are defined as those that are permitted in the C-1 (Neighborhood Business) zone in Section 17.27.010 of the MMC. In addition, "Restaurant" shall be permitted as a neighborhood commercial use in this Planned Development Overlay District. No retail uses should exceed 10,000 square feet in size, except for grocery stores. The applicant may request any other use to be considered permitted within the Planned Development Overlay District at the time of the submittal of detailed development plans for the site.
- 4. That stand-alone drive-through facilities shall be prohibited within the Planned Development Overlay District.
- 5. Detailed development plans showing elevations, site layout, signing, landscaping, parking, and lighting must be submitted to and approved by the Planning Commission before actual development may take place. The provisions of Chapter 17.51 of the McMinnville Zoning Ordinance may be used to place conditions on any development and to determine whether or not specific uses are permissible. The detailed development plans shall identify the site design components listed below. The applicant may propose alternative design components when detailed development plans are submitted for review. The Planning Commission may review and approve these alternative design components if they are found to be consistent with the intent of the required site design components listed below.
  - a. That the future commercial development of the site is designed with shared access points and shared internal circulation. Parking and vehicle drives shall be located away from building entrances, and not between a building

Ordinance No. 5086 (PDA 2-19)

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entrance and the street, except as may be allowed when a direct pedestrian connection is provided from the sidewalk to the building entrance.

- b. Parking shall be oriented behind the buildings or on the sides. Surface parking shall not exceed 110% of the minimum parking requirements for the subject land uses. Shared parking is encouraged. The applicant may request a reduction to or waiver of parking standards based on a parking standard based on estimated peak use, reductions due to easy pedestrian accessibility; and a significant bicycle corral that is connected to the BPA bicycle/pedestrian trail. Parking lot landscaping will meet or exceed city standards.
- c. Buildings shall be oriented towards the surrounding right-of-ways and must have at least one primary entrance directly fronting a public right-of-way. Building facades shall be designed to be human scale, for aesthetic appeal, pedestrian comfort, and compatibility with the design character of the surrounding neighborhoods. Special attention should be paid to roof forms, rhythm of windows and doors, and general relationship of buildings to public spaces such as streets, plazas, the public parks and the adjacent neighborhood. No building shall exceed a height of two stories without a variance. If any building is proposed to exceed 35 feet, the building shall be designed with a step back in the building wall above 35 feet to reduce the visual impact of the height of the building.
- d. Pedestrian connections shall be provided between surrounding sidewalks and right-of-ways. The plans shall also identify how the development provides pedestrian connections to adjacent residential development and the BPA Bike/Pedestrian Trail system located adjacent and to the east of the site.
- e. The commercial development shall maximize connectivity with the BPA Bike/Pedestrian Trail and the other adjacent public parks but minimize bicycle and pedestrian conflicts within the site.
- f. Sidewalks and/or plazas will be provided with weather protection (e.g. awnings/canopies). Appropriate pedestrian amenities such as space for outdoor seating, trash cans, sidewalk displays, outdoor café seating and public art will also be provided.
- g. That landscape plans be submitted to and approved by the McMinnville Landscape Review Committee. A minimum of 14 percent of the site must be landscaped with emphasis placed at the street frontage. All public rightof-ways adjacent to the site will be improved with street tree planting as required by Chapter 17.58 of the MMC.
- h. The plan must provide a community gathering space that is easily accessible via pedestrian and bicycle access from all of the uses within the commercial development as well as the adjacent BPA Bike/Pedestrian Trail. If multiple family dwelling units are developed on the site, a minimum of 10 percent of the site must be designated as usable open space. The usable open space will be in addition to the minimum 14 percent of the site that must be landscaped, and may be combined with the community gathering space required for the commercial uses. The usable open space shall be in a location of the site that is easily accessible from all buildings and uses, shall not be located in a remnant area of the site, and shall not be disconnected from buildings by parking or driving areas.
- That signs located within the planned development site be subject to the following limitations:

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- All signs, if illuminated, must be indirectly illuminated and nonflashing, and the light source may not be visible from any public right of way and may not shine up into the night sky;
- No individual sign exceeding thirty-six (36) square feet in size shall be allowed.
- Internally illuminated, signs on roofs, chimney and balconies, and offsite signage are prohibited.
- 4. Each building may have a maximum of two signs to identify the name and street address of the building. These signs must be integral to the architecture and building design and convey a sense of permanence. Typically these sign are secondary or tertiary building elements as seen on historic urban buildings. Maximum sign area shall be no more than 6 square feet. Maximum sign height shall be 18 feet above the sidewalk to the top of the sign.
- 5. Each building may have one directory sign immediately adjacent to a front/main or rear entry to the building. A directory sign is allowed at each entry to a common space that provides access to multiple tenants. Directory signs shall be limited to 12 square feet in area and their design shall integrate with the color and materials of the building.
- 6. One freestanding monument sign shall be permitted within 20 feet of each driveway access to a public right-of-way. The maximum sign area shall be 24 square feet. Monument signs must be positioned to meet the City's clear vision standards. The maximum height from the ground of the monument sign shall be 6 feet.
- 7. Each building may have a total of two signs per tenant identifying the leased/occupied space. These signs must be located on the façade containing the primary entry or façade immediately adjacent to the primary entry to the tenant's space. In all cases these signs must be on a wall attached to the space occupied by the tenant. Tenants may select from the following sign types: Awning, Project/Blade or Wall.
  - A. Awning Sign
    - i. Maximum sign area shall be 6 square feet on the main awning face or 3 square feet of the awning valance.
    - II. Lettering may appear but shall not dominate sloped or curved portions, and lettering and signboard may be integrated along the valance or fascia, or free-standing letters mounted on top of and extending above the awning fascia.
    - III. Lettering and signboard may be integrated along the valance or awning fascia.
  - B. Projecting and Blade Sign
    - i. Maximum sign area shall be 4 square feet (per side).
    - ii. The sign must be located with the lower edge of the signboard no closer than 8 feet to the sidewalk and the top of the sign no more 14 feet above the sidewalk.
    - iii. For multi-story buildings, at the ground floor tenant space signage, the top signboard edge shall be no higher than the sill or bottom of the average second story window height.
    - iv. Distance from building wall to signboard shall be a maximum of 6 inches.

Ordinance No. 5086 (PDA 2-19)

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- v. Maximum signboard width shall be 3 feet with no dimension to exceed 3'.
- vi. Occupants/tenants above the street level are prohibited from having projecting blade signage.
- C. Wall Signs
  - Maximum sign area shall be a maximum of 10 square feet. For small tenant spaces the ARC may limit sign size to less than 10 square feet.
  - ii. The sign shall be located on the tenant's portion of the building. Maximum sign height for multiple story buildings shall be 14 feet above the sidewalk to the top of the sign The maximum sign height for single story buildings is 18 feet above the sidewalks to the top of the sign. The measurement is from the top of the sign to the lowest point on the sidewalk directly below the sign.
  - iii. Applied lettering may be substituted for wall signs. Lettering must fit within the size criteria above.
- Outside lighting must be directed away from residential areas and public streets.
- No use of any retail commercial use shall normally occur between the hours of 1:00 a.m. and 5:00 a.m.
- All business, service, repair, processing, storage, or merchandise displays shall be conducted wholly within an enclosed building except for the following:
  - a. Off-street parking and loading;
  - Temporary display and sales of merchandise, providing it is under cover of a projecting roof and does not interfere with pedestrian or automobile circulation;
  - c. Seating for food and beverage establishments; and
  - d. Food carts.
- 8. Prior to any future development of the site, a traffic impact analysis shall be provided. The traffic impact analysis shall include an analysis of the internal circulation system, the shared access points, and the traffic-carrying capacity of all adjacent streets and streets required to provide eventual access to Baker Creek Road. The traffic impact analysis shall include an analysis of the intersection of Baker Creek Road and Michelbook Lane and the intersection of Baker Creek Road and Highway 99W, but shall not be limited to only those intersections.
- 9. The minimum commercial development shall be five acres. Five acres of this site must retain ground floor commercial uses, allowing multiple family development to occur on the remainder of the site and as part of a mixed-use development. The five acres of commercial development will be calculated based upon all of the development requirements associated with the commercial development including any standards related to the mixed-use residential development.
- That this Ordinance shall take effect 30 days after its passage by the City Council.

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AMENDED on 10.11.2023 134 of 386 Passed by the Council this 24th day of March, 2020, by the following votes:

Ayes: \_\_\_\_ Drabkin, Menke, Peralta, Stassens

Nays: Garvin, Geary

Soona this

MAYOR

Attest:

ENONO CITY RECORDER

Approved as to form:

6. ---

CITY ATTORNEY

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#### EXHIBIT A



CITY OF MCMINNVILLE PLANNING DEPARTMENT 231 NE FIFTH STREET MCMINNVILLE, OR 97128

503-434-7311 www.mcminnvilleoregon.gov

DECISION, CONDITIONS, FINDINGS OF FACT AND CONCLUSIONARY FINDINGS FOR THE APPROVAL OF A PLANNED DEVELOPMENT AMENDMENT TO AMEND THE CONDITIONS OF APPROVAL AND REDUCE THE SIZE OF AN EXISTING PLANNED DEVELOPMENT OVERLAY DISTRICT AT THE NORTHEAST QUADRANT OF THE INTERSECTION OF NW HILL ROAD AND NW BAKER CREEK ROAD AND AMEND THE EXISTING CONDITIONS OF APPROVAL

- DOCKET: PDA 2-19 (Planned Development Amendment)
- REQUEST: Approval to amend an existing Planned Development Overlay District to reduce the size of the existing Planned Development Overlay District to the size of a proposed 6.62 acre C-3 (General Commercial) site and amending the conditions of approval of the Commercial Planned Development Overlay District to allow up to 120 multiple family dwelling units and require a minimum of 2 acres of neighborhood commercial uses on the site.
- LOCATION: The property is described as Exhibit C in Instrument No. 201904865, Yamhill County Deed Records, and a portion of Exhibit C in Instrument No. 201904867, Yamhill County Deed Records. The property is also identified as a portion of Tax Lot 100, Section 18, T. 4 S., R. 4 W., W.M.
- ZONING: C-3 (General Commercial)
- APPLICANT: Stafford Development Company, LLC
- STAFF: Chuck Darnell, Senior Planner

COMPLETE: October 11, 2019

HEARINGS BODY & ACTION:

HEARING DATE

CTION: The McMinnville Planning Commission makes a recommendation for approval or denial to the City Council.

& LOCATION: December 5, 2019, Civic Hall, 200 NE 2<sup>nd</sup> Street, McMinnville, Oregon.

HEARINGS BODY & ACTION:

CTION: The McMinnville City Council approves or denies the land-use application.

HEARING DATE & LOCATION: January 28, 2020, March 10, 2020, and March 24, 2020, Civic Hall, 200 NE 2<sup>nd</sup> Street, McMinnville Oregon

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- PROCEDURE: An application for a Planned Development Amendment is processed in accordance with the procedures in Section 17.72.120 of the McMinnville Municipal Code. The application is reviewed by the Planning Commission in accordance with the quasi-judicial public hearing procedures specified in Section 17.72.130 of the McMinnville Municipal Code.
- CRITERIA: The applicable criteria for a Planned Development Amendment are specified in Section 17.74.070 of the McMinnville Municipal Code. In addition, the goals, policies, and proposals in Volume II of the Comprehensive Plan are to be applied to all land use decisions as criteria for approval, denial, or modification of the proposed request. Goals and policies are mandated; all land use decisions must conform to the applicable goals and policies of Volume II. "Proposals" specified in Volume II are not mandated, but are to be undertaken in relation to all applicable land use requests.
- APPEAL: As specified in Section 17.72.190 of the McMinnville Municipal Code, the City Council's decision may be appealed to the Land Use Board of Appeals (LUBA) within 21 (twenty-one) days of the date written notice of decision is mailed. The City's final decision is subject to a 120 day processing timeline, including resolution of any local appeal. The 120 day deadline was February 8, 2020. However, the applicant, on the record during the January 28, 2020 public hearing requested that the deadline be extended to March 10, 2020, and then at the March 10, 2020 City Council meeting, requested that the 120 day deadline be extended to March 24, 2020.
- COMMENTS: This matter was referred to the following public agencies for comment: McMinnville Fire Department, Police Department, Engineering Department, Building Department, Parks Department, City Manager, and City Attorney; McMinnville Water and Light; McMinnville School District No. 40; Yarnhill County Public Works; Yarnhill County Planning Department; Oregon Department of State Lands, Bonneville Power Administration, Recology Western Oregon, Frontier Communications; Comcast; Northwest Natural Gas; and Oregon Department of Transportation. The matter was also referred to the Oregon Department of Land Conservation and Development. Their comments are provided in this document.

#### DECISION

Based on the findings and conclusionary findings, the City Council finds the applicable criteria are satisfied and APPROVES the Planned Development Amendment (PDA 2-19), subject to the conditions of approval provided in Section II of this document.

DECISION: APPROVAL WITH CONDITIONS

Samer. the

City Council:\_\_\_\_\_ Scott Hill, Mayor of McMinnville

Planning Commission: Roger Hall

Date: 3-27-2020

Date: 3-2(0-2020

Roger Hall, Chair of the McMinnville Planning Commission

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Planning Department:

Date: 3/26/2020

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# I. APPLICATION SUMMARY:

The applicant has provided information in their application narrative and findings (attached as Attachment 1) regarding the history of land use decisions for the subject site(s) and the request(s) under consideration. The City has found the information provided to accurately reflect the current Planned Development Amendment request and the relevant background, and excerpted portions are provided below to give context to the request, in addition to the City's comments.

# Subject Property & Request

The subject property is located at the northeast quadrant of the intersection of NW Hill Road and NW Baker Creek Road. The property is described as Exhibit C in Instrument No. 201904865, Yamhill County Deed Records, and a portion of Exhibit C in Instrument No. 201904867. The property is also identified as a portion of Tax Lot 100, Section 18, T. 4 S., R. 4 W., W.M.

The application (PDA 2-19) is a request for a Planned Development Amendment to reduce the size of the existing Planned Development Overlay District governed by Ordinance 4633 to the size of a proposed 6.62 acre C-3 (General Commercial) site and amending the conditions of approval of the Commercial Planned Development Overlay District to allow up to 120 multiple family dwelling units and require a minimum of 2 acres of neighborhood commercial uses on the site. The Planned Development Amendment request was submitted for review concurrently with five other land use applications, as allowed by Section 17.72.070 of the MMC. The requested amendment is being reviewed concurrently with a Comprehensive Plan Map Amendment, Zone Change, Planned Development, Subdivision, and Landscape Plan Review to allow for the development of a 280 lot subdivision and future commercial

Excerpts from Land Use Application Narrative and Findings:

"The applicant is requesting to amend the boundary of the planned development overlay, as previously delineated by Ordinance 4633, to correspond to the current boundary of Parcel A of this application. Furthermore, the applicant requests to replace the two conditions of approval of the planned development overlay created under Ordinance 4633 with the following conditions:

- 1. No more than 120 multi-family units may be developed on the site.
- 2. At least 2-acres of neighborhood commercial uses shall be developed on the site.

The proposed conditions of approval would allow for a future development application to include a request for neighborhood commercial and multi-family residential uses allowed in the C3 zone."

# See Vicinity Map (Figure 1), Ordinance No. 4633 Planned Development Boundary (Figure 2), and CPA 1-19 Commercially Designated Area - Proposed Site Plan (Figure 3) below.

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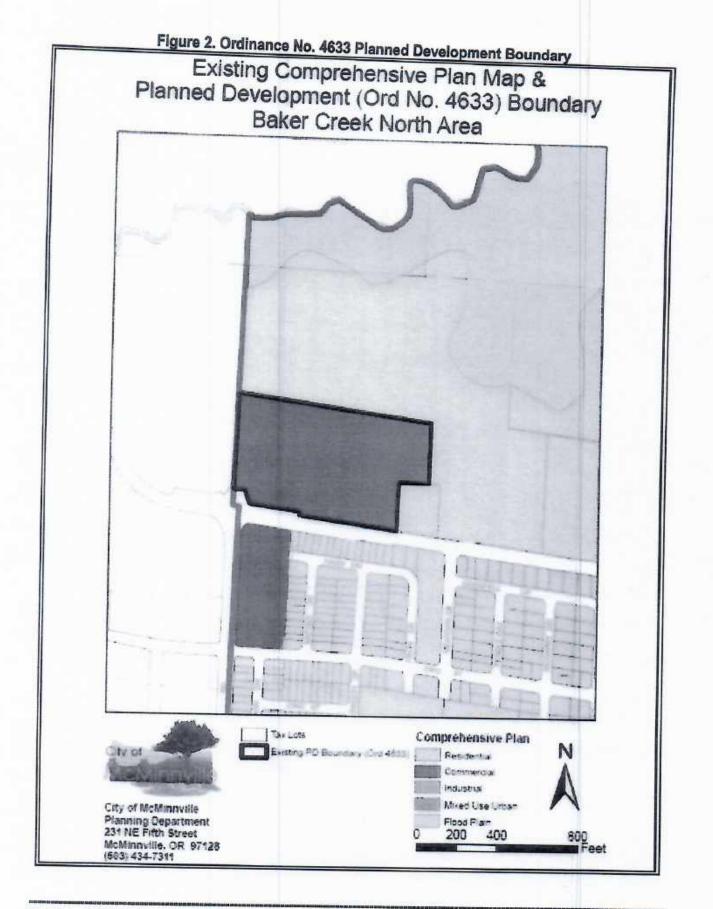


Figure 1. Vicinity Map (Subject Site Area Approximate)

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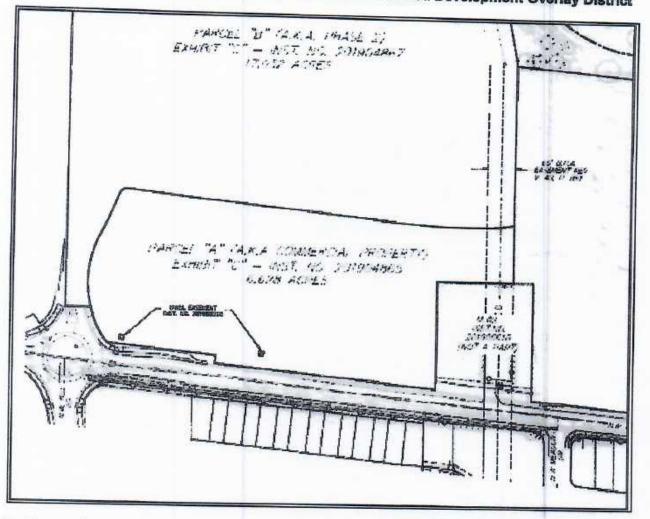
Page 11 of 45

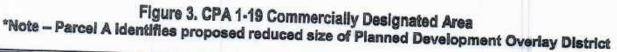
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#### Background

Excerpts from Land Use Application Narrative and Findings:

"Ordinance 4633 was approved in October of 1996 resulting in the commercial designation of 11.3 acres of the site and a commercial planned development overlay (C3-PD) which restricts development with two conditions of approval.

\* \* \*

The applicant is requesting to amend the boundary of the planned development overlay, as previously delineated by Ordinance 4633, to correspond to the current boundary of Parcel A of this application. Furthermore, the applicant requests to replace the two conditions of approval of the planned development overlay created under Ordinance 4633 with the following conditions:

- 1. No more than 120 multi-family units may be developed on the site.
- 2. At least 2-acres of neighborhood commercial uses shall be developed on the site.

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The proposed conditions of approval would allow for a future development application to include a request for neighborhood commercial and multi-family residential uses allowed in the C3 zone.

It is the applicant's understanding that this area was designated commercial at a time when expansion of the City's urban growth boundary (UGB) westward was being pursued and this commercial area was hoped to be a large commercial center for McMinnville's (north)westward expansion. This UGB expansion to the northwest did not materialize. This has left the site with a glut of commercial land on the fringe of the urban area in a market that cannot support that much commercial land on the edge of town. The applicant, being a developer who has owned the site for almost four years, and having purchased it from a bankruptcy trustee, attests to this lack of demand for so much commercial land based on the lack of interest from others in the property for such uses. The commercially designated area is too large for the current pattern of development in McMinnville. A large commercial development is not appropriate since it would drain economic activity from the downtown commercial core and other established commercial centers in McMinnville. The proposed planned development amendment as established by Ordinance No. 4633, and an amendment to the Comprehensive Plan Map to decrease the area designated commercial as proposed, will allow the remaining commercial area to be regulated under current C3 zone standards. This will allow the property to more freely meet the market needs for uses allowed by the C3 zone, supporting a mix of uses such as neighborhood commercial and needed multi-family housing. The proposed amended planned development conditions will ensure this outcome."

# Clarification of Land Use History

Ordinance 4633, which is the subject of this Planned Development Amendment, was adopted on October 6, 1996, and adopted a Comprehensive Plan Map Amendment of approximately 12.34 acres of land as a Commercial designation (Section 2 of Ordinance No. 4633), and also placed a Planned Development Overlay District on the same property (Section 3 of Ordinance No. 4633). These actions were processed under land use application docket number CPA 2-96.

The Comprehensive Plan Map Amendment reviewed and approved under docket number CPA 2-96 and Ordinance 4633 was applied for in response to another Comprehensive Plan Map Amendment and Planned Development request reviewed under land use application dockets CPA 1-96 and ZC 1-96. Applications CPA 1-96 and ZC 1-96 were associated with land south of Baker Creek Road, and amended the Comprehensive Plan Map designation of some of that land from Commercial to Residential and also approved a Planned Development Overlay District south of Baker Creek Road.

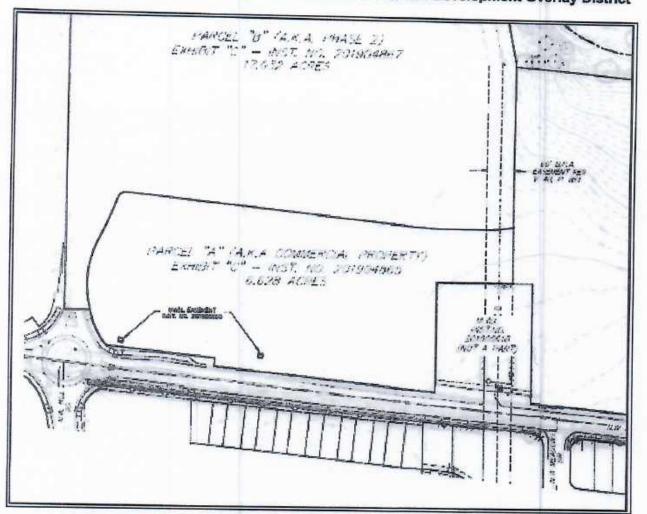
Ordinance 4633, which adopted a Comprehensive Plan Map Amendment of approximately 12.34 acres of land as a Commercial designation, and placed a Planned Development Overlay District on the same property, was approved with two conditions of approval. Those conditions of approval were identified in Section 3 of Ordinance 4633 in association with the Planned Development Overlay District and read as follows:

- That development of the site is subject to the requirements of McMinnville Ordinance No. 4605, Section 2(a) – (g).
- 2. That no multiple-family residential use shall be allowed on the site.

The first condition of approval references a section within Ordinance 4605. However, Ordinance 4605 does not contain subsections (a) – (g) within Section 2, and Ordinance 4605 was associated with the approval of the annexation of property near Highway 18 and Old Sheridan Road into the City of McMinnville. Upon further inspection, condition #1 in Ordinance 4633 was intended to reference Section 2 (a) – (g) of Ordinance 4506, and it appears that there was a clerical error in the drafting of the

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#### Background

Excerpts from Land Use Application Narrative and Findings:

"Ordinance 4633 was approved in October of 1996 resulting in the commercial designation of 11.3 acres of the site and a commercial planned development overlay (C3-PD) which restricts development with two conditions of approval.

\* \* \*

The applicant is requesting to amend the boundary of the planned development overlay, as previously delineated by Ordinance 4633, to correspond to the current boundary of Parcel A of this application. Furthermore, the applicant requests to replace the two conditions of approval of the planned development overlay created under Ordinance 4633 with the following conditions:

- 1. No more than 120 multi-family units may be developed on the site.
- 2. At least 2-acres of neighborhood commercial uses shall be developed on the site.

The proposed conditions of approval would allow for a future development application to include a request for neighborhood commercial and multi-family residential uses allowed in the C3 zone.

It is the applicant's understanding that this area was designated commercial at a time when expansion of the City's urban growth boundary (UGB) westward was being pursued and this commercial area was hoped to be a large commercial center for McMinnville's (north)westward expansion. This UGB expansion to the northwest did not materialize. This has left the site with a glut of commercial land on the fringe of the urban area in a market that cannot support that much commercial land on the edge of town. The applicant, being a developer who has owned the site for almost four years, and having purchased it from a bankruptcy trustee, attests to this lack of demand for so much commercial land based on the lack of interest from others in the property for such uses. The commercially designated area is too large for the current pattern of development in McMinnville. A large commercial development is not appropriate since it would drain economic activity from the downtown commercial core and other established commercial centers in McMinnville. The proposed planned development amendment as established by Ordinance No. 4633, and an amendment to the Comprehensive Plan Map to decrease the area designated commercial as proposed, will allow the remaining commercial area to be regulated under current C3 zone standards. This will allow the property to more freely meet the market needs for uses allowed by the C3 zone, supporting a mix of uses such as neighborhood commercial and needed multi-family housing. The proposed amended planned development conditions will ensure this outcome."

#### Clarification of Land Use History

Ordinance 4633, which is the subject of this Planned Development Amendment, was adopted on October 6, 1996, and adopted a Comprehensive Plan Map Amendment of approximately 12.34 acres of land as a Commercial designation (Section 2 of Ordinance No. 4633), and also placed a Planned Development Overlay District on the same property (Section 3 of Ordinance No. 4633). These actions were processed under land use application docket number CPA 2-96.

The Comprehensive Plan Map Amendment reviewed and approved under docket number CPA 2-96 and Ordinance 4633 was applied for in response to another Comprehensive Plan Map Amendment and Planned Development request reviewed under land use application dockets CPA 1-96 and ZC 1-96. Applications CPA 1-96 and ZC 1-96 were associated with land south of Baker Creek Road, and amended the Comprehensive Plan Map designation of some of that land from Commercial to Residential and also approved a Planned Development Overlay District south of Baker Creek Road.

Ordinance 4633, which adopted a Comprehensive Plan Map Amendment of approximately 12.34 acres of land as a Commercial designation, and placed a Planned Development Overlay District on the same property, was approved with two conditions of approval. Those conditions of approval were identified in Section 3 of Ordinance 4633 in association with the Planned Development Overlay District and read as follows:

- That development of the site is subject to the requirements of McMinnville Ordinance No. 4605, Section 2(a) – (g).
- 2. That no multiple-family residential use shall be allowed on the site.

The first condition of approval references a section within Ordinance 4605. However, Ordinance 4605 does not contain subsections (a) - (g) within Section 2, and Ordinance 4605 was associated with the approval of the annexation of property near Highway 18 and Old Sheridan Road into the City of McMinnville. Upon further inspection, condition #1 in Ordinance 4633 was intended to reference Section 2 (a) - (g) of Ordinance 4506, and it appears that there was a clerical error in the drafting of the

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language within Ordinance 4633. The staff report on file with the McMinnville Planning Department for docket number CPA 2-96 includes references to Ordinance 4506, and Ordinance 4506 is also attached to the staff report. The staff report suggests that the conditions of approval from Ordinance 4506 be applied to the site that was the subject of CPA 2-96 and eventually approved by Ordinance 4633.

The applicant is requesting that the two existing conditions of approval within Ordinance 4633 be removed and replaced with the new conditions of approval referenced above as a Planned Development Amendment. The City does not believe that Ordinance No. 4626 is applicable to this review, but does agree that the applicant has the right to apply to amend the Planned Development Overlay conditions of approval in Ordinance No. 4633. This will be discussed in more detail in the findings for applicable policies and review criteria in Section VII (Conclusionary Findings) below.

Finally, the Planned Development Overlay District regulated by Ordinance 4633 was more recently amended by Ordinance 5076, which reduced the size of the Planned Development Overlay District to the existing 11.3 acres that are included in the Baker Creek North site. The reduction of the size of the Planned Development Overlay District resulted in the removal of the McMinnville Water and Light substation property from the overlay district. Therefore, the remaining 11.3 acres of the Planned Development Overlay District within the Baker Creek North site is the entirety of the remaining Planned Development Overlay District.

Of these 11.3 acres, CPA 1-19 (Comprehensive Plan Map Amendment application), if approved and is being considered as part of this project bundle of land-use decision, would amend the Comprehensive Plan Map for the commercially designated land associated with the Planned Development Overlay in Ordinance No. 4633 (as amended by Ordinance No. 5076) from 11.3 acres to 6.62 acres.

#### Summary of Criteria & Issues

The application (PDA 2-19) is subject to Planned Development Amendment review criteria in Section 17.74.070 of the Zoning Ordinance. An amendment to an existing planned development may be either major or minor. Minor changes to an adopted site plan may be approved by the Planning Director. Major changes to an adopted site plan shall be processed in accordance with Section 17.72.120.

The goals and policies in Volume II of the Comprehensive Plan are also independent approval criteria for all land use decisions.

The specific review criteria for Planned Development Amendments in Section 17.74.070 of the McMinnville Zoning Ordinance require the applicant to demonstrate that:

- A. There are special physical conditions or objectives of a development which the proposal will satisfy to warrant a departure from the standard regulation requirements;
- B. Resulting development will not be inconsistent with the Comprehensive Plan objectives of the area;
- C. The development shall be designed so as to provide for adequate access to and efficient provision of services to adjoining parcels;
- D. The plan can be completed within a reasonable period of time;
- E. The streets are adequate to support the anticipated traffic, and the development will not overload the streets outside the planned area;

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- F. Proposed utility and drainage facilities are adequate for the population densities and type of development proposed;
- G. The noise, air, and water pollutants caused by the development do not have an adverse effect upon surrounding areas, public utilities, or the city as a whole.

The applicant has provided findings to support the request for a Planned Development Amendment. These will be discussed in detail in Section VII (Conclusionary Findings) below.

Generally, the purpose of a planned development is to provide greater flexibility and greater freedom of design in the development of land than may be possible under strict interpretation of the provisions of the zoning ordinance. Further, the purpose of a planned development is to encourage a variety in the development pattern of the community; encourage mixed uses in a planned area; encourage developers to use a creative approach and apply new technology in land development; preserve significant man-made and natural features; facilitate a desirable aesthetic and efficient use of open space; and create public and private common open spaces. A planned development is not intended to be simply a guise to circumvent the intent of the zoning ordinance.

Consideration of a planned development request is discretionary in nature and includes weighing the additional benefits provided to the development and city as a whole through the planned development process that go above and beyond what would be provided through a standard land use application against the applicable zoning requirements. In this case, the subject site is already regulated by an existing Planned Development (Ordinance No. 4633) and the request is to reduce the size of the Planned Development Overlay District to the size of the commercially designated area identified by the comprehensive plan map amendment (CPA 1-19) associated with this development project, 6.62 acres that will be rezoned to C-3 (General Commercial) with a zoning map amendment request (ZC 1-19) also associated with this development Overlay District to allow up to 120 multiple family dwelling units and require a minimum of 2 acres of neighborhood commercial uses on the site.

The requests for a Comprehensive Plan Map Amendment and Zone Change were submitted for concurrent review with this Planned Development Amendment request, which if all approved, would result in the reduced Planned Development Overlay District having a Commercial designation on the Comprehensive Plan Map and being zoned C-3.

#### II. CONDITIONS:

- 1. Ordinance 4633 is repealed in its entirety.
- 2. That up to 120 multiple family dwelling units are allowed within the Planned Development Overlay District, but only if the multiple family units are integrated with neighborhood commercial uses. "Integrated" means that uses are within a comfortable walking distance and are connected to each other with direct, convenient and attractive sidewalks and/or pathways. This integration of multiple family units and neighborhood commercial uses shall either be within a mixed use building or in a development plan that integrates the uses between buildings in a manner found acceptable to the Planning Commission.
- 3. For the purposes of this Planned Development Overlay District, allowed neighborhood commercial uses are defined as those that are permitted in the C-1 (Neighborhood Business) zone in Section 17.27.010 of the MMC. In addition, "Restaurant" shall be permitted as a neighborhood commercial use in this Planned Development Overlay District. No retail uses should exceed 10,000 square feet in size, except for grocery stores. The applicant may request

any other use to be considered permitted within the Planned Development Overlay District at the time of the submittal of detailed development plans for the site.

- 4. That stand-alone drive-through facilities shall be prohibited within the Planned Development Overlay District.
- 5. Detailed development plans showing elevations, site layout, signing, landscaping, parking, and lighting must be submitted to and approved by the Planning Commission before actual development may take place. The provisions of Chapter 17.51 of the McMinnville Zoning Ordinance may be used to place conditions on any development and to determine whether or not specific uses are permissible. The detailed development plans shall identify the site design components listed below. The applicant may propose alternative design components when detailed development plans are submitted for review. The Planning Commission may review and approve these alternative design components if they are found to be consistent with the intent of the required site design components listed below.
  - a. That the future commercial development of the site is designed with shared access points and shared internal circulation. Parking and vehicle drives shall be located away from building entrances, and not between a building entrance and the street, except as may be allowed when a direct pedestrian connection is provided from the sidewalk to the building entrance.
  - b. Parking shall be oriented behind the buildings or on the sides. Surface parking shall not exceed 110% of the minimum parking requirements for the subject land uses. Shared parking is encouraged. The applicant may request a reduction to or waiver of parking standards based on a parking impact study. The study allows the applicant to propose a reduced parking standard based on estimated peak use, reductions due to easy pedestrian accessibility; and a significant bicycle corral that is connected to the BPA bicycle/pedestrian trail. Parking lot landscaping will meet or exceed city standards.
  - c. Buildings shall be oriented towards the surrounding right-of-ways and must have at least one primary entrance directly fronting a public right-of-way. Building facades shall be designed to be human scale, for aesthetic appeal, pedestrian comfort, and compatibility with the design character of the surrounding neighborhoods. Special attention should be paid to roof forms, rhythm of windows and doors, and general relationship of buildings to public spaces such as streets, plazas, the public parks and the adjacent neighborhood. No building shall exceed a height of two stories without a variance. If any building is proposed to exceed 35 feet, the building shall be designed with a step back in the building wall above 35 feet to reduce the visual impact of the height of the building.
  - d. Pedestrian connections shall be provided between surrounding sidewalks and right-ofways. The plans shall also identify how the development provides pedestrian connections to adjacent residential development and the BPA Bike/Pedestrian Trail system located adjacent and to the east of the site.
  - e. The commercial development shall maximize connectivity with the BPA Bike/Pedestrian Trail and the other adjacent public parks but minimize bicycle and pedestrian conflicts within the site.
  - f. Sidewalks and/or plazas will be provided with weather protection (e.g. awnings/canopies). Appropriate pedestrian amenities such as space for outdoor seating, trash cans, sidewalk displays, outdoor café seating and public art will also be provided.
  - g. That landscape plans be submitted to and approved by the McMinnville Landscape Review Committee. A minimum of 14 percent of the site must be landscaped with emphasis placed at the street frontage. All public right-of-ways adjacent to the site will be improved with street tree planting as required by Chapter 17.58 of the MMC.

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- h. The plan must provide a community gathering space that is easily accessible via pedestrian and bicycle access from all of the uses within the commercial development as well as the adjacent BPA Bike/Pedestrian Trail. If multiple family dwelling units are developed on the site, a minimum of 10 percent of the site must be designated as usable open space. The usable open space will be in addition to the minimum 14 percent of the site that must be landscaped, and may be combined with the community gathering space required for the commercial uses. The usable open space shall be in a location of the site that is easily accessible from all buildings and uses, shall not be located in a remnant area of the site, and shall not be disconnected from buildings by parking or driving areas.
- i. That signs located within the planned development site be subject to the following limitations:
  - All signs, if illuminated, must be indirectly illuminated and nonflashing, and the light source may not be visible from any public right of way and may not shine up into the night sky;
  - 2. No individual sign exceeding thirty-six (36) square feet in size shall be allowed.
  - Internally Illuminated, signs on roofs, chimney and balconies, and off-site signage are prohibited.
  - 4. Each building may have a maximum of two signs to identify the name and street address of the building. These signs must be integral to the architecture and building design and convey a sense of permanence. Typically these sign are secondary or tertiary building elements as seen on historic urban buildings. Maximum sign area shall be no more than 6 square feet. Maximum sign height shall be 18 feet above the sidewalk to the top of the sign.
  - 5. Each building may have one directory sign immediately adjacent to a front/main or rear entry to the building. A directory sign is allowed at each entry to a common space that provides access to multiple tenants. Directory signs shall be limited to 12 square feet in area and their design shall integrate with the color and materials of the building.
  - 6. One freestanding monument sign shall be permitted within 20 feet of each driveway access to a public right-of-way. The maximum sign area shall be 24 square feet. Monument signs must be positioned to meet the City's clear vision standards. The maximum height from the ground of the monument sign shall be 6 feet.
  - 7. Each building may have a total of two signs per tenant identifying the leased/occupied space. These signs must be located on the façade containing the primary entry or façade immediately adjacent to the primary entry to the tenant's space. In all cases these signs must be on a wall attached to the space occupied by the tenant. Tenants may select from the following sign types: Awning, Project/Blade or Wall.
    - A. Awning Sign
      - Maximum sign area shall be 6 square feet on the main awning face or 3 square feet of the awning valance.
      - ii. Lettering may appear but shall not dominate sloped or curved portions, and lettering and signboard may be integrated along the valance or fascia, or free-standing letters mounted on top of and extending above the awning fascia.
      - iii. Lettering and signboard may be integrated along the valance or awning fascia.
    - B. Projecting and Blade Sign
      - Maximum sign area shall be 4 square feet (per side).

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- ii. The sign must be located with the lower edge of the signboard no closer than 8 feet to the sidewalk and the top of the sign no more 14 feet above the sidewalk.
- iii. For multi-story buildings, at the ground floor tenant space signage, the top signboard edge shall be no higher than the sill or bottom of the average second story window height.
- iv. Distance from building wall to signboard shall be a maximum of 6 inches.
- v. Maximum signboard width shall be 3 feet with no dimension to exceed 3'.
- vi. Occupants/tenants above the street level are prohibited from having projecting blade signage.
- C. Wall Signs
  - Maximum sign area shall be a maximum of 10 square feet. For small tenant spaces the ARC may limit sign size to less than 10 square feet.
  - ii. The sign shall be located on the tenant's portion of the building. Maximum sign height for multiple story buildings shall be 14 feet above the sidewalk to the top of the sign The maximum sign height for single story buildings is 18 feet above the sidewalks to the top of the sign. The measurement is from the top of the sign to the lowest point on the sidewalk directly below the sign.
  - iii. Applied lettering may be substituted for wall signs. Lettering must fit within the size criteria above.
- j. Outside lighting must be directed away from residential areas and public streets.
- No use of any retail commercial use shall normally occur between the hours of 1:00 a.m. and 5:00 a.m.
- 7. All business, service, repair, processing, storage, or merchandise displays shall be conducted wholly within an enclosed building except for the following:
  - a. Off-street parking and loading;
  - Temporary display and sales of merchandise, providing it is under cover of a projecting roof and does not interfere with pedestrian or automobile circulation;
  - c. Seating for food and beverage establishments; and
  - d. Food carts.
- 8. Prior to any future development of the site, a traffic impact analysis shall be provided. The traffic impact analysis shall include an analysis of the internal circulation system, the shared access points, and the traffic-carrying capacity of all adjacent streets and streets required to provide eventual access to Baker Creek Road. The traffic impact analysis shall include an analysis of the intersection of Baker Creek Road and Michelbook Lane and the intersection of Baker Creek Road and Michelbook Lane and the intersection of Baker Creek Road and Michelbook Lane and the intersections.
- 9. The minimum commercial development shall be five acres. Five acres of this site must retain ground floor commercial uses, allowing multiple family development to occur on the remainder of the site and as part of a mixed-use development. The five acres of commercial development will be calculated based upon all of the development requirements associated with the commercial development including any standards related to the mixed-use residential development.

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#### III. ATTACHMENTS:

- 1. PDA 2-19 Application and Attachments (on file with the Planning Department)
- 2. Agency Comments (on file with the Planning Department)
- 3. Testimony Received (on file with the Planning Department)
  - a. Public Testimony
    - I. Patty O'Leary, 2325 SW Homer Ross Loop, Emailed letter received December 4, 2019 (on file with the Planning Department)
    - ii. Markus Pfahler, 2515 West Wind Drive, Letter received December 5, 2019 (on file with the Planning Department)
    - ili. Patty O'Leary, 2325 SW Homer Ross Loop, Emailed letter received January 24, 2020 (on file with the Planning Department)
    - iv. Jeff and Lori Zumwalt, Premier Home Builders, Inc., Letter received January 24, 2020 (on file with the Planning Department)
    - Patty O'Leary, 2325 SW Homer Ross Loop, Emailed letter received January 26, 2020 (dated January 27, 2020) (on file with the Planning Department)
    - vi. Steve Dow, Black Hawk Homes, LLC, Emailed letter received January 28, 2020 (on file with the Planning Department)
    - vii. Vince Vinceri, Symbiotik Development, LLC, Emailed letter received January 28, 2020 (on file with the Planning Department)
    - viii. Markus Pfahler, 2515 West Wind Drive, Emailed letter received January 28, 2020 (on file with the Planning Department)
    - ix. Mike Colvin, Letter received January 28, 2020 (on file with the Planning Department)
    - x. Stafford Development Company (Applicant), Memorandum from Frank Charbonneau received January 28, 2020 (on file with the Planning Department)
    - Linda Lindsay, Letter received at public hearing on January 28, 2020 (on file with the Planning Department)
    - xii. Sandy Colvin, Traffic report data received January 29, 2020 (on file with the Planning Department)
    - xiii. Jim Cena, 15080 NW Blacktail Court, Email received January 30, 2020 (on file with the Planning Department)
    - xiv. Larry and Hersheil Steward, 14200 NW Orchard View Road, Email received January 30, 2020 (on file with the Planning Department)
    - xv. Caroline Moore, 205 NE 6<sup>th</sup> Street, Email received January 31, 2020 (on file with the Planning Department)
    - xvi. Nancy and Surinder Singh, 2200 SW West Wind Drive, Email received February 1, 2020 (on file with the Planning Department)
    - xvii. David Cutter, 15000 NW Blacktail Lane, Emailed letter received February 3, 2020 (on file with the Planning Department)
    - xviii. Lane Roemmick, Email received February 3, 2020 (on file with the Planning Department)
    - xix. Jim and Jean Semph, 2175 SW Homer Ross Loop, Email received February 3, 2020 (on file with the Planning Department)
    - xx. Vincent Taft and Allison Best, 2025 SW Fox Swale Lane, Email received February 3, 2020 (on file with the Planning Department)
    - xxi. Patrick Stinson, 2065 NW Willamette Drive, Emailed letter received February 3, 2020 (on file with the Planning Department)
    - xxii. Mike Colvin, Letter received February 3, 2020 (on file with the Planning Department)
    - xxiii. Gary and Suzanne Farmer, Email received February 3, 2020 (on file with the Planning Department)

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- xxiv. Patty O'Leary, 2325 SW Homer Ross Loop, Emailed letter received February 3, 2020 (on file with the Planning Department)
- xxv. Rick Weidner, 2075 SW Sailing Court, Email received February 3, 2020 (on file with the Planning Department)
- xxvi. Kari Rex, Email received February 4, 2020 (on file with the Planning Department)
- xxvii. Melba Smith, 2780 NW Pinot Noir Drive, Email received February 4, 2020 (on file with the Planning Department)
- xxviii. Markus Pfahler, 2515 West Wind Drive, Emailed letter received February 4, 2020 (on file with the Planning Department)
- xxix. Linda Lindsay, Email received February 4, 2020 (on file with the Planning Department)
- xxx. Scott Larsen, Email received February 4, 2020 (on file with the Planning Department)
- xxxi. Cathy Goekler, 2684 NW Pinot Noir Drive, Emailed letter received February 4, 2020 (on file with the Planning Department)
- xxxii. Stafford Development Company (Applicant), Emailed letter received February 4, 2020 (on file with the Planning Department)
- xxxiii. Mike Colvin, Email with rebuttal testimony received February 5, 2020 (on file with the Planning Department)
- xxxiv. Stafford Development Company (Applicant), Emailed letter with rebuttal testimony received February 11, 2020 (on file with the Planning Department)
- b. Staff Memorandums
  - i. Planning Department Staff, Memorandum describing revisions to conditions of approval, December 5, 2019 (on file with the Planning Department)
  - ii. Planning Department Staff, Memorandum describing additional testimony received prior to January 28, 2020 public hearing, January 27, 2020 (on file with the Planning Department)
- 4. CPA 1-19, ZC 1-19, PDA 2-19, PD 1-19, S 1-19, L 12-19 Staff Report, December 5, 2019 (on file with the Planning Department)
- 5. CPA 1-19, ZC 1-19, PDA 2-19, PD 1-19, S 1-19, L 12-19 Staff Report, January 14, 2020 (on file with the Planning Department)
- CPA 1-19, ZC 1-19, PDA 2-19, PD 1-19, S 1-19, L 12-19 Staff Report, January 28, 2020 (on file with the Planning Department)
- CPA 1-19, ZC 1-19, PDA 2-19, PD 1-19, S 1-19, L 12-19 Staff Report, March 10, 2020 (on file with the Planning Department)
- 8. CPA 1-19, ZC 1-19, PDA 2-19, PD 1-19, S 1-19, L 12-19 Staff Report, March 24, 2020 (on file with the Planning Department)

#### IV. COMMENTS:

#### Agency Comments

This matter was referred to the following public agencies for comment: McMinnville Fire Department, Police Department, Parks and Recreation Department, Engineering and Building Departments, City Manager, and City Attorney, McMinnville School District No. 40, McMinnville Water and Light, Yamhill County Public Works, Yamhill County Planning Department, Oregon Department of State Lands, Bonneville Power Administration, Recology Western Oregon, Frontier Communications, Comcast, Northwest Natural Gas. The matter was also referred to the Oregon Department of Land Conservation and Development. The following comments were received:

McMinnville Engineering Department

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The Engineering Department provided comments, but they were applicable to the Planned Development and Tentative Subdivision applications that were submitted for concurrent review with the Comprehensive Plan Map Amendment request. The Engineering Department comments are included in the Decision Documents for the Planned Development and Tentative Subdivision land use applications.

McMinnville Water and Light

Included as Attachment #2

Oregon Department of State Lands

Sounds like you screened previously for wetlands and waters, found none and went forward. I did a quick check and we didn't have any records about these sites in our database. We would have no comment on the changes proposed.

#### Public Comments

Notice of this request was mailed to property owners located within 300 feet of the subject site. Notice of the public hearing was also provided in the News Register on Tuesday, November 26, 2019. As of the date of the Planning Commission public hearing on December 5, 2019, one item of public testimony had been received by the Planning Department. One additional item of written testimony was submitted at the December 5, 2019 public hearing. Those items of testimony are described in Section III (Attachments) above.

#### V. FINDINGS OF FACT - PROCEDURAL FINDINGS

- 1. The applicant, Stafford Development Company, LLC, held a neighborhood meeting on November 1, 2018.
- The applicant submitted five land use applications (CPA 1-19, ZC 1-19, PD 1-19, S 1-19, L 12-19) on April 26, 2019.
- 3. Those application materials were deemed incomplete on May 30, 2019. One of the reasons for the applications being deemed incomplete is that they impacted the land regulated by Planned Development Overlay District Ordinance No. 4633, and the applicant had not addressed the Planned Development Amendment review process or criteria. The applicant submitted revised application materials on September 11, 2019, which included the Planned Development Amendment request.
- Based on the revised application submittal, the application was deemed complete on October 11, 2019. Based on that date, the 120 day land use decision time limit expires on February 8, 2020.
- 5. Notice of the application was referred to the following public agencies for comment in accordance with Section 17.72.120 of the Zoning Ordinance: McMinnville Fire Department, Police Department, Parks and Recreation Department, Engineering and Building Departments, City Manager, and City Attorney, McMinnville School District No. 40, McMinnville Water and Light, Yamhill County Public Works, Yamhill County Planning Department, Oregon Department of State Lands, Bonneville Power Administration, Recology Western Oregon, Frontier

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Communications, Comcast, Northwest Natural Gas. The matter was also referred to the Oregon Department of Land Conservation and Development.

Comments received from agencies are addressed in the Decision Document.

- Notice of the application and the December 5, 2019 Planning Commission public hearing was mailed to property owners within 300 feet of the subject property in accordance with Section 17.72.120 of the Zoning Ordinance on Thursday, November 7, 2019. Notice of the application was also provided to the Department of Land Conservation and Development on October 16, 2019.
- Notice of the application and the December 5, 2019 Planning Commission public hearing was published in the News Register on Tuesday, November 26, 2019, in accordance with Section 17.72.120 of the Zoning Ordinance.
- 8. No public testimony was submitted to the Planning Department prior to the Planning Commission public hearing.
- On December 5, 2019, the Planning Commission held a duly noticed public hearing to consider the request.

#### VI. FINDINGS OF FACT - GENERAL FINDINGS

- 1. Location: The property is described as Exhibit C in Instrument No. 201904865, Yamhill County Deed Records, and a portion of Exhibit C in Instrument No. 201904867. The property is also identified as a portion of Tax Lot 100, Section 18, T. 4 S., R. 4 W., W.M
- Size: Approximately 11.3 acres.
- 3. Comprehensive Plan Map Designation: Commercial
- 4. Zoning: EF-80 (Exclusive Farm Use)
- 5. Overlay Zones/Special Districts: Planned Development Overlay District (Ordinance No. 4633)
- 6. Current Use: Vacant
- 7. Inventoried Significant Resources:
  - a. Historic Resources: None
  - b. Other: None
- 8. Other Features: The site is generally flat, with a minor slope to the north. There are no significant or distinguishing natural features associated with this property.
- 9. Utilities:
  - a. Water: Water service is available to the subject site.
  - b. Electric: Power service is available to the subject site.
  - c. Sewer: Sanitary sewer service is available to the subject site.
  - d. Stormwater: Storm sewer service is available to the subject site.
  - e. Other Services: Other utility services are available to the subject site. Northwest Natural Gas and Comcast is available to serve the site.

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10. Transportation: The site is adjacent to NW Baker Creek Road, which is identified as a minor arterial in the McMinnville Transportation System Plan.

## VII. CONCLUSIONARY FINDINGS:

The Conclusionary Findings are the findings regarding consistency with the applicable criteria for the application. The applicable criteria for a Planned Development Amendment are specified in Section 17.74.070 of the Zoning Ordinance.

In addition, the goals, policies, and proposals in Volume II of the Comprehensive Plan are to be applied to all land use decisions as criteria for approval, denial, or modification of the proposed request. Goals and policies are mandated; all land use decisions must conform to the applicable goals and policies of Volume II. "Proposals" specified in Volume II are not mandated, but are to be undertaken in relation to all applicable land use requests.

#### Comprehensive Plan Volume II:

The following Goals, Policies, and Proposals from Volume II of the Comprehensive Plan provide criteria applicable to this request:

The implementation of most goals, policies, and proposals as they apply to this application are accomplished through the provisions, procedures, and standards in the city codes and master plans, which are sufficient to adequately address applicable goals, polices, and proposals as they apply to this application.

The following additional findings are made relating to specific Goals and Policies:

- GOAL IV 1: TO ENCOURAGE THE CONTINUED GROWTH AND DIVERSIFICATION OF McMINNVILLE'S ECONOMY IN ORDER TO ENHANCE THE GENERAL WELL-BEING OF THE COMMUNITY AND PROVIDE EMPLOYMENT OPPORTUNITIES FOR ITS CITIZENS.
- GOAL IV 2: TO ENCOURAGE THE CONTINUED GROWTH OF McMINNVILLE AS THE COMMERCIAL CENTER OF YAMHILL COUNTY IN ORDER TO PROVIDE EMPLOYMENT OPPORTUNITIES, GOODS, AND SERVICES FOR THE CITY AND COUNTY RESIDENTS.
- Policy 21.01 The City shall periodically update its economic opportunities analysis to ensure that it has within its urban growth boundary (UGB) a 20-year supply of lands designated for commercial and industrial uses. The City shall provide an adequate number of suitable, serviceable sites in appropriate locations within its UGB. If it should find that it does not have an adequate supply of lands designated for commercial or industrial use it shall take corrective actions which may include, but are not limited to, redesignation of lands for such purposes, or amending the UGB to include lands appropriate for industrial or commercial use. (Ord.4796, October 14, 2003)

APPLICANT'S RESPONSE: This policy is supported by the applications for a Comprehensive Plan Map and Proposed Zoning Map amendment, along with the proposed Planned Development Amendment to replace the conditions of approval associated with the planned development overlay approved by Ordinance No. 4633. This will allow larger commercial uses to be developed and maintained in preferred business districts in the City. With the removal of Conditions 1 and 2 of the ordinance, at least 2-acres of neighborhood commercial use and no more than 120 multi-family dwelling units can be developed on the proposed commercial area of the site. With the proposed planned development amendment for Ordinance 4633, the

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boundary of the current planned development overlay will be reduced to the size of the proposed C3 designated area, which is equal to 6.62 acres. (see Exhibit 3).

The applicant reviewed City documents and found that the City's last Economic Opportunity Analysis (EOA) was completed in 2013. The study concluded that that the Commercial land supply for the 2013-2033 planning period was deficient by 35.8 acres, while the Industrial land supply held a surplus. To adjust for the deficient Commercial land supply, the EOA recommends to re-designate excess industrial land for commercial use to make up for forecasted land needs. Since there are approximately 235.9 acres of Industrial land supply that can be converted to a Commercial designation, there is more than enough Industrial land to not only meet forecasted commercial land needs, but to also replace the proposed loss of commercial land on the subject site. Of the area removed from a commercial designation, about 2 acres is proposed right-ofway to support adjacent commercial and residential land use, so there is really only approximately 2.7 acres of functional land converted from commercial designation to residential.

As demonstrated by the attached Proposed Comprehensive Plan Map, the applicant is proposing to zone Commercial designated land at the intersection of NW Baker Creek Road and NW Hill Lane. The City has recently installed a roundabout at this location to serve as a new northwest gateway into McMinnville. This application does not include a specific development proposal for the C3 zoned land, however the intent is to facilitate future development of uses allowed in the C3 zone such as neighborhood commercial and multi-family housing. Therefore, the C3 zoned parcel is appropriately sized as proposed to support the development of commercial uses typical of this zone.

FINDING: SATISFIED WITH CONDITION OF APPROVAL #2 and #9. The amendment of the boundary of the Planned Development Overlay District is necessary to respond to the approval of the Comprehensive Plan Map Amendment and Zone Change on the subject site that were found to meet all applicable Comprehensive Plan goals, policies, and review criteria. The amendment of the boundary results in a reduction of the Planned Development Overlay District size to correspond with the 6.62 acre site that is designated as Commercial and zoned C-3 (General Commercial).

The suggested amendment of the existing conditions of approval could reduce the amount of the site being developed with commercial uses and services to only 2 acres of the site, with the remainder of the site being used as multifamily. To ensure that the site is still utilized for commercial use, a condition of approval is included to allow for multiple family dwelling units within the Planned Development Overlay District, but only if the multiple family units are integrated with commercial uses and that the minimum commercial acreage be increased to five acres. This integration of multiple family units and commercial uses shall either be within a mixed use building or in a development plan that integrates the uses between buildings in a manner found acceptable to the Planning Commission.

For the purposes of this Planned Development Overlay District, neighborhood commercial uses are defined as those that are permitted in the C-1 (Neighborhood Business) zone in Section 17.27.010 of the MMC. In addition, "Restaurants" shall be permitted as a neighborhood commercial use in this Planned Development Overlay District. The condition of approval allows for the applicant to request any other use to be considered permitted within the Planned Development Overlay District at the time of the submittal of detailed development plans for the site.

Policy 21.04 The City shall make infrastructure investments that support the economic development strategy a high priority, in order to attract high-wage employment.

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**APPLICANT'S RESPONSE:** The City has recently constructed a roundabout at the intersection of NW Hill Road and NW Baker Creek Road and also improved NW Hill Road North south of Baker Creek Road, adjacent to the site. The Commercial designated land is located adjacent to these roadways where recent City investments have provided the site with adequate access to public transportation and utility facilities. The City has also recently made improvements to the City's Sanitary Sewer system's capacity to facilitate additional development. The housing and commercial development at this site as proposed will capitalize on those City investments to support further economic development in the form of good housing for the local economy's workforce and appropriately scaled commercial area.

FINDING: SATISFIED. The City concurs with the applicant's findings.

Policy 21.05 Commercial uses and services which are not presently available to McMinnville residents will be encouraged to locate in the city. Such uses shall locate according to the goals and policies in the comprehensive plan.

APPLICANT'S RESPONSE: The proposed C3 zoned area of the site is in an area already designated for commercial on the City's comprehensive plan. By allowing uses listed in the C-3 zone, development of the commercial area will occur according the City's comprehensive plan goals and policies.

FINDING: SATISFIED WITH CONDITION OF APPROVAL #2 and #9. Multi-family is an allowed use in the C-3 zone. However, the City would still like to see neighborhood serving commercial in this area that is large enough to serve the northwest residential development of McMinnville, approximately 1000 homes. In order to ensure that the 6.62 acres still has a significant amount of commercial development, two conditions of approval are included that will allow multiple family dwelling units as requested by the applicant, but only if the multiple family units are integrated with commercial uses, and that the minimum amount of acreage for commercial development is five acres and not two acres as requested by the applicant. This integration of multiple family units and commercial uses will ensure the provision of commercial uses and services that are not presently available to residents surrounding the subject site.

GOAL IV 3: TO ENSURE COMMERCIAL DEVELOPMENT THAT MAXIMIZES EFFICIENCY OF LAND USE THROUGH UTILIZATION OF EXISTING COMMERCIALLY DESIGNATED LANDS, THROUGH APPROPRIATELY LOCATING FUTURE COMMERCIAL LANDS, AND DISCOURAGING STRIP DEVELOPMENT.

APPLICANT'S RESPONSE: The proposed commercial area will maximize efficiency of land, as it is utilizing an area for commercial uses that is existing commercial designated land. The site is also not a strip of land, but rather a node at the intersection of two minor arterial streets.

FINDING: SATISFIED WITH CONDITION OF APROVALS #2, #3 and #9. The proposed Planned Development Amendment would reduce the size of the Planned Development Overlay District. However, the amendment of the boundary of the Planned Development Overlay District is necessary to respond to the approval of the Comprehensive Plan Map Amendment and Zone Change on the subject site that were found to meet all applicable Comprehensive Plan goals, policies, and review criteria. The amendment of the boundary results in a reduction of the Planned Development Overlay District size to correspond with the 6.62 acre site that is designated as Commercial and zoned C-3 (General Commercial).

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The suggested amendment of the existing conditions of approval could reduce the amount of the site that could provide commercial uses and services to only 2 acres of the site, with the remainder of the site being used as multifamily. The integration of multifamily units could actually maximize the efficiency of the existing commercially designated land, if designed appropriately. To ensure that the development of the site maximizes the efficiency of the commercial land that is being reduced in size, two conditions of approval are included to allow for multiple family units are integrated with commercial uses and that the minimum amount of accepted for commercial development is five acres and not two acres as requested by the applicant. This integration of multiple family units and commercial uses shall either be within a mixed use building or in a development plan that integrates the uses between buildings in a manner found acceptable to the Planning Commission.

Additionally, per Comprehensive Plan Policy #27, "Neighborhood commercial uses will be allowed in residential areas. These commercial uses will consist only of neighborhood oriented businesses and will be located on collector and arterial streets. More intensive, large commercial uses will not be considered compatible with or be allowed in neighborhood commercial centers." As such, a condition of approval has also been provided that defines neighborhood commercial uses to ensure that this planned development amendment still achieves the city's vision of neighborhood serving commercial development in this northwest residential area, preserving the larger commercial land uses for C3 zones land along major commercial corridors. For the purposes of this Planned Development Overlay District, neighborhood commercial uses are defined as those that are permitted in the C-1 (Neighborhood Business) zone in Section 17.27.010 of the MMC. In addition, "Restaurants" shall be permitted as a neighborhood commercial use in this Planned Development Overlay District. The condition of approval allows for the applicant to request any other use to be considered permitted within the Planned Development Overlay District at the time of the submittal of detailed development plans for the site.

#### Policy 22.00 The maximum and most efficient use of existing commercially designated lands will be encouraged as will the revitalization and reuse of existing commercial properties.

**APPLICANT'S RESPONSE:** As mentioned above, the applicant is requesting a Planned Development Amendment to modify several conditions of approval associated with Ordinance No. 4633. The applicant is proposing to reduce the size of the existing C3-PD designation from 11.3 to 6.62 acres and increase the amount of Residential designated land with a concurrent Comprehensive Plan Map Amendment by the difference (see Exhibit 3). The City's 2013 EOA recommends to re-designate some of the 235.9 acres of excess industrial land to make up for forecasted commercial land needs. Much of the available excess industrial land is adjacent to the downtown core, therefore large-scale regional commercial uses can be efficiently sited in this location. By developing additional commercial uses near the downtown core, revitalization of unused industrial properties will occur. Conversely, with the reduction of C3-PD zoned area on the site, smaller-scaled commercial uses can be developed to serve the needs of Baker Creek North residents and other northwest neighborhoods in McMinnville.

FINDING: SATISFIED WITH CONDITION OF APPROVAL #2 and #3. The amendment of the existing conditions of approval could reduce the amount of the site that could provide commercial uses and services to only 2 acres of the site, with the remainder of the site being used as multifamily. The integration of multifamily units could actually maximize the efficiency of the existing commercially designated land, if designed appropriately. To ensure that the development of the site maximizes the efficiency of the commercial land that is being reduced in size, a condition of approval is included to allow for multiple family dwelling units within the

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Planned Development Overlay District, but only if the multiple family units are integrated with commercial uses. This integration of multiple family units and commercial uses shall either be within a mixed use building or in a development plan that integrates the uses between buildings in a manner found acceptable to the Planning Commission.

Additionally, per Comprehensive Plan Policy #27, "Neighborhood commercial uses will be allowed in residential areas. These commercial uses will consist only of neighborhood oriented businesses and will be located on collector and arterial streets. More intensive, large commercial uses will not be considered compatible with or be allowed in neighborhood commercial centers." As such, a condition of approval has also been provided that defines neighborhood commercial uses to ensure that this planned development amendment still achieves the city's vision of neighborhood serving commercial development in this northwest residential area, preserving the larger commercial land uses for C3 zones land along major commercial corridors. For the purposes of this Planned Development Overlay District, neighborhood sin Section 17.27.010 of the MMC. In addition, "Restaurants" shall be permitted as a neighborhood commercial use in this Planned Development Overlay District. The condition of approval allows for the applicant to request any other use to be considered permitted within the Planned Development Overlay District at the time of the submittal of detailed development plans for the site.

#### Policy 24.00 The cluster development of commercial uses shall be encouraged rather than autooriented strip development.

APPLICANT'S RESPONSE: The commercial area is a node and can be developed with appropriately scaled and clustered uses allowed by the C3 zone.

FINDING: SATISFIED WITH CONDITION OF APPROVAL #5. The Planned Development Amendment results in the reduced 6.62 acres of Commercial property still being oriented towards the intersection of NW Hill Road and NW Baker Creek Road. Based on the size of the Commercial property, it can be developed in such a way as to not result in strip development along either street corridor. To ensure that the development of the site is in the form of a cluster or node, a condition of approval is included to require that the site be developed with shared access points and shared internal circulation, and that the buildings be oriented towards the surrounding right-of-ways. To reduce auto-oriented building design, standards are included to require parking to be located behind or on the sides of buildings, limit the amount of off-street parking, encourage shared parking arrangements, include building façade features that are human scale and pedestrian oriented, and require pedestrian connections between the buildings and the surrounding sidewalks, trails, and right-of-ways.

The condition of approval specifies that these site design components shall be included in the development plans required by other existing conditions of approval to be provided for review and approval by the Planning Commission.

Policy 24.50 The location, type, and amount of commercial activity within the urban growth boundary shall be based on community needs as identified in the Economic Opportunities Analysis. (Ord.4796, October 14, 2003)

APPLICANT'S RESPONSE: The City of McMinnville completed their last Economic Opportunity Analysis (EOA) in 2013. As discussed above, the report indicates that there is a 35.8-acre deficit of Commercial designated land for the 20-year planning horizon. To address this need, the report recommends that the City re-designated some of the 235.9 acres of surplus Industrial

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land for commercial use. Since there is such a surplus of Industrial land that can be converted to a Commercial designation, the applicant's proposal to reduce the amount of Commercial land from 11.3 acres to 6.62 acres will not significantly diminish the City's ability to meet its commercial land needs.

The EOA provides specific recommendations to fulfill the City's economic development objectives. One key objective in the report is to reduce out-shopping from this trade area by providing a full range of commercial services in McMinnville. Another strategic objective is to promote the downtown as the cultural, administrative service, and retail center of McMinnville. The applicant's proposed reduction in Commercial designated land on the subject site to allow the development of smaller-scaled uses allowed by the C3 zone is consistent with these objectives. By reducing the amount of the Commercial designated land on the subject site, larger-scaled regional commercial uses will be encouraged to locate in the Downtown area, where revitalization efforts continue, and an oversupply of Industrial land is present.

FINDING: SATISFIED. While the proposal does reduce the size of the Planned Development Overlay District, it does still result in a 6.62 acre Commercial property, which is large enough to support commercial uses and services that would be available to residents in the northwest area of the city.

Policy 25.00 Commercial uses will be located in areas where conflicts with adjacent land uses can be minimized and where city services commensurate with the scale of development are or can be made available prior to development.

APPLICANT'S RESPONSE: There will be minimal impacts to adjacent land uses by the proposed C3 zoned parcel. It is appropriately located adjacent to a minor arterial on the south side and buffered from adjacent high density residential land by a full public street on all other sides. In addition, a power substation is sited to the east side of the commercial zoned land. The proposed commercial land location has readily available City utility services, including sanitary sewer services installed in 2018.

**FINDING: SATISFIED WITH CONDITIONS OF APPROVAL #2 - 9.** The existing Planned Development Overlay District is surrounded by land that is either developed or guided for residential use. The applicant is proposing to limit the use of the property to "neighborhood commercial uses" and multifamily units. While the intent of the "neighborhood commercial uses" may be to limit conflicts and impacts on adjacent residential land uses, "neighborhood commercial uses" are not defined in the McMinnville Municipal Code. Therefore, a condition of approval is included to define that, for the purposes of this Planned Development Overlay District, neighborhood commercial uses are defined as those that are permitted in the C-1 (Neighborhood Business) zone in Section 17.27.010 of the MMC. In addition, "Restaurant" shall be permitted as a neighborhood commercial use in this Planned Development Overlay District. The condition of approval allows for the applicant to request any other use to be considered permitted within the Planned Development Overlay District at the time of the submittal of detailed development plans for the site. Another condition of approval is included to prohibit stand-alone drive-through facilities to minimize conflicts with adjacent residential land uses from commercial uses that are automobile oriented.

The City also finds that the location and design of buildings that will contain the commercial uses in the Planned Development Overlay District can significantly reduce any potential conflict or impact on adjacent residential land uses. Therefore, a condition of approval is included to require that detailed development plans be provided for review and approval by the Planning Commission. Existing conditions of approval in Ordinance 4633 already required that

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development plans would be provided for review and approval by the Planning Commission. Existing conditions of approval in Ordinance 4633, as amended as described in other findings in this Decision Document, also include requirements that will result in the reduction of any potential conflict or impact on adjacent residential land uses, including requirements for landscaping a minimum of 14% of the site, limiting building height to 45 feet (with a requirement that building walls be stepped back if above 35 feet), including building siting and façade standards, limiting lighting and signage on the site, and restricting hours of operation for the commercial uses.

Policy 26.00 The size of, scale of, and market for commercial uses shall guide their locations. Largescale, regional shopping facilities, and heavy traffic-generating uses shall be located on arterials or in the central business district, and shall be located where sufficient land for internal traffic circulation systems is available (if warranted) and where adequate parking and service areas can be constructed.

APPLICANT'S RESPONSE: No specific commercial use is proposed at this time. Any commercial uses proposed in the future on the C3 zoned area of the site will be appropriately scaled. As proposed with the amended planned development overlay, future development will contain at least 2-acres of commercial use and no more than 120 multifamily dwelling units. Existing commercial designated land on the site is located on a minor arterial and not in the central business district. The existing commercial land is capable of developing 10 acres of commercial use, or 100,000 square feet of commercial development which generates "heavy traffic". That type of commercial should be located on arterials and in the central business district per this policy. The applicant's attached traffic analysis supports proposed development plans for the site. The proposed commercial land area of just over 6 acres will have less intense traffic demonstrate that the commercial use will have sufficient internal circulation, parking, and service areas.

FINDING: SATISFIED WITH CONDITIONS OF APPROVAL #2 - 9. The City concurs with the applicant's responses. However, the City adds that the existing Planned Development Overlay District is surrounded by land that is either developed or guided for residential use. To ensure that future commercial uses are appropriately scaled and integrated with the surrounding area, a condition of approval is included to define that, for the purposes of this Planned Development Overlay District, neighborhood commercial uses are defined as those that are permitted in the C-1 (Neighborhood Business) zone in Section 17.27.010 of the MMC. In addition, "Restaurant" shall be permitted as a neighborhood commercial use in this Planned Development Overlay District. The condition of approval allows for the applicant to request any other use to be considered permitted within the Planned Development Overlay District at the time of the submittal of detailed development plans for the site. In addition, another condition of approval is included to prohibit stand-alone drive-through facilities to minimize automobile oriented and heavy traffic-generating uses.

The City also finds that the location and design of buildings that will contain the commercial uses in the Planned Development Overlay District can significantly reduce any potential conflict or impact on adjacent residential land uses. Therefore, a condition of approval is included to require that detailed development plans be provided for review and approval by the Planning Commission. Existing conditions of approval in Ordinance 4633 already required that development plans would be provided for review and approval by the Planning Commission. Existing conditions of approval in Ordinance 4633, as amended as described in other findings in this Decision Document, also include requirements that will result in the reduction of any potential conflict or impact on adjacent residential land uses, including requirements for

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landscaping a minimum of 14% of the site, limiting building height to two stories (with a requirement that building walls be stepped back if above 35 feet), including building siting and façade standards, limiting lighting and signage on the site, and restricting hours of operation for the commercial uses.

Policy 27.00 Neighborhood commercial uses will be allowed in residential areas. These commercial uses will consist only of neighborhood oriented businesses and will be located on collector or arterial streets. More intensive, large commercial uses will not be considered compatible with or be allowed in neighborhood commercial centers.

**APPLICANT'S RESPONSE:** This commercial designated area is across the street from residential areas. No specific commercial use is proposed at this time. Any commercial uses proposed in the future on the proposed C3 zoned area will be appropriately scaled as allowed by the C3 zone. There are residential areas around the commercial parcel and neighborhood oriented commercial uses of no less than 2 acres are proposed with the amendment to the planned development overlay, which will make future commercial uses less intensive than envisioned by the current Ordinance 4633.

FINDING: SATISFIED WITH CONDITIONS OF APPROVAL #2, #3 and #4. The existing Planned Development Overlay District is surrounded by land that is either developed or guided for residential use. The applicant is proposing to limit the use of the property to "neighborhood commercial uses" and multifamily units. While the intent of the "neighborhood commercial uses" may be to limit conflicts and impacts on adjacent residential land uses, "neighborhood commercial uses" are not defined in the McMinnville Municipal Code. Therefore, a condition of approval is included to define that, for the purposes of this Planned Development Overlay District, neighborhood commercial uses are defined as those that are permitted in the C-1 (Neighborhood Business) zone in Section 17.27.010 of the MMC. In addition, "Restaurant" shall be permitted as a neighborhood commercial use in this Planned Development Overlay District. The condition of approval allows for the applicant to request any other use to be considered permitted within the Planned Development Overlay District at the time of the submittal of detailed development plans for the site.

Policy 29.00 New direct access to arterials by large-scale commercial developments shall be granted only after consideration is given to the land uses and traffic patterns in the area of development as well as at the specific site. Internal circulation roads, acceleration/deceleration lanes, common access collection points, signalization, and other traffic improvements shall be required wherever necessary, through the use of planned development overlays.

APPLICANT'S RESPONSE: No specific commercial use is proposed at this time. Consideration to land uses and traffic patterns will be given for any commercial uses proposed in the future on the proposed C3 zoned area, if access to arterials is sought. The proposed residential development plans internal circulation roads and access to the minor arterial Baker Creek Road at three points: 1) An extension of the north leg of Hill Road and Baker Creek Road roundabout in the form of a street proposed as Hill Lane, 2) An extension of Meadows Drive north from its current intersection with Baker Creek Road where new striping will be added for bike lanes, and 3) An extension of Shadden Drive north from its current intersection with Baker Creek Road where new striping will also be added for bike lanes. Both Meadows and Shadden drive will have additional pavement width on the west side of their sections to allow for a right turn lane.

FINDING: SATISFIED WITH CONDITIONS OF APPROVAL #5 & 8. The Planned Development Overlay District is located on an arterial street, and no specific commercial

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development plan has been provided by the applicant. In order ensure that the future commercial development of the site does not negatively impact traffic patterns in the area and included to require that a traffic impact analysis be provided prior to any future development of the site. The traffic impact analysis shall analyze proposed access points to the commercial site, the functionality of the internal circulation system, and the impacts of the traffic patterns shall include an analysis of the intersection of Baker Creek Road and Michelbook Lane and the intersections. These intersections shall be included in the future traffic impact analysis because they were referenced in testimony and because the intersection of Baker Creek Road and Michelbook Lane did not meet the volume-to-capacity standard of 0.90 adopted by the City of McMinnville Transportation System Plan in the applicant's traffic impact analysis at full build-out of the project.

In addition, a condition of approval is included to require that the property within the Planned Development Overlay District be developed with shared access points and a shared internal circulation system.

Policy 30.00 Access locations for commercial developments shall be placed so that excessive traffic will not be routed through residential neighborhoods and the traffic-carrying capacity of all adjacent streets will not be exceeded.

APPLICANT'S RESPONSE: The C3 zoned area is located adjacent to NW Baker Creek Road, a minor arterial street. Future access to the commercial uses will not focus traffic through residential neighborhoods or reduce the carrying capacity of the adjacent streets. The traffic analysis provided with this application showed that, in the worst case scenario, the capacity of adjacent streets is sufficient.

FINDING: SATISFIED WITH CONDITION OF APPROVAL #8. No specific commercial development plan has been provided by the applicant. The Planned Development Overlay District is surrounded by land that is either developed or guided for residential use. In order ensure that the future commercial development of the site is not designed to route excessive traffic through adjacent residential neighborhoods or exceed the traffic-carrying capacity of adjacent streets, a condition of approval is included to require that a traffic impact analysis be provided prior to any future development of the site. The traffic impact analysis shall include an analysis of the intersection of Baker Creek Road and Michelbook Lane and the intersection of Baker Creek Road and Highway 99W, but shall not be limited to only those intersections. These intersections shall be included in the future traffic impact analysis because they were referenced in testimony and because the intersection of Baker Creek Road and Michelbook Lane did not meet the volume-to-capacity standard of 0.90 adopted by the City of McMinnville Transportation System Plan in the applicant's traffic impact analysis at full build-out of the project.

Policy 31.00 Commercial developments shall be designed in a manner which minimizes bicycle/pedestrian conflicts and provides pedestrian connections to adjacent residential development through pathways, grid street systems, or other appropriate mechanisms.

APPLICANT'S RESPONSE: No specific commercial use is proposed at this time. A design to minimize bike and pedestrian conflicts and provide connections can be considered at the time of a future commercial development application. These travel modes are facilitated by the proposed semi-grid like street pattern of the adjacent residential developments and other pathways.

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**FINDING: SATISFIED WITH CONDITION OF APPROVAL #5.** No specific commercial development plan has been provided by the applicant. In order ensure that the future commercial development of the site is designed to minimize bicycle/pedestrian conflicts and provides pedestrian connections to adjacent residential development, a condition of approval is included to require that detailed development plans be provided for review and approval by the Planning Commission. The detailed development plans shall identify how the future commercial development minimizes bicycle/pedestrian conflicts and provides pedestrian connections to adjacent residential development of the future commercial development minimizes bicycle/pedestrian conflicts and provides pedestrian connections to adjacent residential development. The Planned Development Overlay District is also located adjacent to the future northern extension of the BPA trail system, which provides bicycle and pedestrian access to many residential areas in the northwest area of the city. The detailed development plans shall identify how the commercial development connects to the BPA trail system. Other site design requirements, referenced in findings for Policy 24.00 and 29.00, require that the commercial property within the Planned Development Overlay District be developed with shared access points and a shared internal circulation system, which will also reduce bicycle/pedestrian conflicts on the right-of-ways around the perimeter of the site.

Proposal 6.00 A planned development overlay should be placed on the large cluster commercial development areas and the entrances to the City to allow for review of site design, on-site and off-site circulation, parking, and landscaping. The areas to be overlaid by this designation shall be noted on the zoning map and/or comprehensive plan map.

APPLICANT'S RESPONSE: The submitted plans indicate that the applicant is not currently proposing to develop the C3 zoned portion of the site. Prior to development of the site, a commercial use development application will be submitted for review of the proposed site design, circulation, parking facilities, and landscaping features. The traffic study provided with this application demonstrates that in the worst case scenario, there is sufficient off-site capacity in the surrounding street network for future uses of the commercial site.

FINDING: SATISFIED. The proposed Planned Development Amendment retains the Planned Development Overlay District at the northeast corner of the intersection of NW Hill Road and NW Baker Creek Road, which is an existing entrance to the City. Other conditions of approval referenced in findings above and below will allow for future review of site design prior to any future commercial development.

- GOAL V 1: TO PROMOTE DEVELOPMENT OF AFFORDABLE, QUALITY HOUSING FOR ALL CITY RESIDENTS.
- Policy 58.00 City land development ordinances shall provide opportunities for development of a variety of housing types and densities.
- Policy 59.00 Opportunities for multiple-family and mobile home developments shall be provided in McMinnville to encourage lower-cost renter and owner-occupied housing. Such housing shall be located and developed according to the residential policies in this plan and the land development regulations of the City.

APPLICANT'S RESPONSE: In 2001, the City adopted the Residential Land Needs Analysis, which evaluated housing needs for the 2000-2020 planning period. The study determined that an additional 449 buildable acres of residential land needed to be added to the UGB to accommodate projected land needs, of which 63.9 acres would need to be zoned R4 to meet higher density housing needs. To address its deficient residential land supply, the City moved

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forward with an UGB amendment application. However, the UGB expansion effort was shelved in 2011 after LUBA remanded City Council's land use decision.

While the 2001 analysis provides some insight into McMinnville's on-going housing challenges, Policy 71.05 does not require use of a State acknowledged planning document when evaluating what is required to achieve a continuous 5-year supply of buildable land for all housing types. Since the City's deficient residential land supply has continued to be an issue for two decades, and housing costs have now soared in recent years, the City is currently updating its Housing developed in McMinnville to meet residential demands during the 2018-2041 planning horizon. McMinnville currently has a deficit of 217 gross acres of R4 land within the UGB. This acreage will accommodate the development of 891 dwelling units which are unable to be accommodated by the current R4 land supply.

While the current Housing Needs Analysis has not been acknowledged by the State, it still qualifies as a beneficial study and provides helpful information regarding McMinnville's current and future housing needs. The study received grant funding from DLCD, and a condition of the grant award, this State agency prepared a scope of work and qualified the consultant Econorthwest to prepare the report. DLCD staff currently serves as a member of the project's Technical Advisory Committee and has ensured that the study's methodology follows Oregon Administrative Rule standards.

It is due to rising housing costs, as well as McMinnville's persistent challenge to maintain an adequate residential land supply, that the City is currently updating its Buildable Lands Inventory and Housing Needs Analysis. These studies have identified how many acres of additional residential land must be added to the Urban Growth Boundary (UGB) to meet housing demands over the next 20-year planning period. The City has also identified new strategies to encourage the development of a greater variety of housing types including single-family detached homes, townhomes, mobile homes, condominiums, duplexes, apartments, and affordable housing options.

As demonstrated by the attached Preliminary Development Plans, the proposed project will facilitate the development of 280 small, medium, and large sized single-family lots within the Baker Creek North Planned Development area. The proposed planned development amendment to the overlay created by Ordinance 4633 will allow for the future development of up to 120 apartment units within the C3 zoned area as demand for commercial uses and housing determines. This will further help to address McMinnville's current housing needs. A future development application will be submitted for the development of the multi-family dwelling units on the C3 zoned portion of the site. As discussed throughout this narrative, the proposed map and planned development amendments are consistent with applicable residential policies and the land development regulations of the City.

FINDING: SATISFIED WITH CONDITION OF APPROVAL #2. The City concurs with the applicant's findings in regards to the fact that the suggested amendment to allow up to 120 multiple family dwelling units within the Planned Development Overlay District will provide an increased opportunity for the development of a variety of housing types, specifically multiple family housing. The condition of approval does require that the multiple family units be integrated with the commercial uses also allowed within the Planned Development Overlay District. This integration ensures that commercial uses are included on the site, as described above in findings for commercial Comprehensive Plan goals and policies.

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#### GOAL V 2: TO PROMOTE A RESIDENTIAL DEVELOPMENT PATTERN THAT IS LAND INTENSIVE AND ENERGY-EFFICIENT, THAT PROVIDES FOR AN URBAN LEVEL OF PUBLIC AND PRIVATE SERVICES, AND THAT ALLOWS UNIQUE AND INNOVATIVE DEVELOPMENT TECHNIQUES TO BE EMPLOYED IN RESIDENTIAL DESIGNS.

APPLICANT'S RESPONSE: In order to create a more intensive and energy efficient pattern of residential development, the applicant is requesting approval of a Zoning Map Amendment to zone 9.41 acres of existing R1 zoned land and 39.29 acres of currently unzoned land to an R4 classification. The attached Preliminary Development Plans demonstrate that all of the R4 zoned land will be included within the proposed Baker Creek North Planned Development.

The submitted plans illustrate that the planned development will provide an urban level of private and public services. The submitted planned development application includes a request to modify several City Code standards so that unique and innovative single-family detached housing can be developed on the subject site that is land intensive. The plans demonstrate that the proposed housing provides a more compact urban form, is more energy efficient, and provides more variety in housing types than are developed in the R4 zone with a standard subdivision.

The amendment to the planned development overlay ordinance to allow no more than 120 multifamily dwelling units on the commercial parcel will also help facilitate the development of more efficient housing in the area.

FINDING: SATISFIED WITH CONDITION OF APPROVAL #2. The City concurs with the applicant's findings, and adds that a condition of approval is included to allow for up to 120 multiple family dwelling units within the Planned Development Overlay District. The condition of approval does require that the multiple family units be integrated with the commercial uses also allowed within the Planned Development Overlay District. This integration ensures that commercial uses are included on the site, as described above in findings for commercial Comprehensive Plan goals and policies.

#### Policy 68.00 The City of McMinnville shall encourage a compact form of urban development by directing residential growth close to the city center and to those areas where urban services are already available before committing alternate areas to residential use.

APPLICANT'S RESPONSE: The site is adjacent to NW Baker Creek Road, an area where urban services are already available, and near NW Hill Road, where the City has recently made improvements to urban services to accommodate development in McMinnville.

FINDING: SATISFIED WITH CONDITION OF APPROVAL #2. The City concurs with the applicant's findings, and adds that a condition of approval is included to allow for up to 120 multiple family dwelling units within the Planned Development Overlay District. The condition of approval does require that the multiple family units be integrated with the commercial uses also allowed within the Planned Development Overlay District. This integration ensures that commercial uses are included on the site, as described above in findings for commercial Comprehensive Plan goals and policies. This integration will also encourage a compact form of urban development in an area where services are available to support that type of development.

Policy 69.00 The City of McMinnville shall explore the utilization of innovative land use regulatory ordinances which seek to integrate the functions of housing, commercial, and industrial developments into a compatible framework within the city.

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APPLICANT'S RESPONSE: This is a directive to the City and not an approval criterion. The planned development ordinance which is being used in this application appears to integrate the proposed housing and commercial uses as proposed in the amended planned development in a compatible framework.

FINDING: SATISFIED WITH CONDITION OF APPROVAL #2. The City concurs with the applicant's findings. The City adds that a condition of approval is included to allow for up to 120 multiple family dwelling units within the Planned Development Overlay District. The condition of approval does require that the multiple family units be integrated with the commercial uses also allowed within the Planned Development Overlay District. This integration ensures that commercial uses are included on the site, as described above in findings for commercial commercial uses and policies. This integration will also encourage the integration of housing and commercial uses into a compatible framework within the Planned Development Overlay District.

- GOAL X 1: TO PROVIDE OPPORTUNITIES FOR CITIZEN INVOLVEMENT IN THE LAND USE DECISION MAKING PROCESS ESTABLISHED BY THE CITY OF McMINNVILLE.
- GOAL X 2: TO MAKE EVERY EFFORT TO ENGAGE AND INCLUDE A BROAD CROSS SECTION OF THE COMMUNITY BY MAINTAINING AN ACTIVE AND OPEN CITIZEN INVOLVEMENT PROGRAM THAT IS ACCESSIBLE TO ALL MEMBERS OF THE COMMUNITY AND ENGAGES THE COMMUNITY DURING DEVELOPMENT AND IMPLEMENTATION OF LAND USE POLICIES AND CODES.
- Policy 188.00 The City of McMinnville shall continue to provide opportunities for citizen involvement in all phases of the planning process. The opportunities will allow for review and comment by community residents and will be supplemented by the availability of information on planning requests and the provision of feedback mechanisms to evaluate decisions and keep citizens informed.

APPLICANT'S RESPONSE: None.

**FINDING: SATISFIED.** The process for a Comprehensive Plan Map Amendment provides an opportunity for citizen involvement throughout the process through the neighborhood meeting provisions, the public notice, and the public hearing process. Notice of the application and the December 5, 2019 Planning Commission public hearing was mailed to property owners within 300 feet of the subject property and was published in the News Register on Tuesday, November 26, 2019 in accordance with Section 17.72.120 of the MMC on November 7, 2019. Notice of the application was also provided to the Department of Land Conservation and Development on October 16, 2019.

Throughout the process, there are opportunities for the public to review and obtain copies of the application materials and the completed staff report prior to the advertised public hearing(s). The application materials are posted on the City's website as soon as they are deemed complete, and copies of the staff report and Planning Commission meeting materials are posted on the City's website at least one week prior to the public hearing. All members of the public hearing process.

#### McMinnville Zoning Ordinance

The following Sections of the McMinnville Zoning Ordinance (Ord. No. 3380) provide criteria applicable to the request:

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## Chapter 17.03. General Provisions

<u>17.03.020 Purpose</u>. The purpose of this ordinance is to encourage appropriate and orderly physical development in the City through standards designed to protect residential, commercial, industrial, and civic areas from the intrusions of incompatible uses; to provide opportunities for establishments to concentrate for efficient operation in mutually beneficial relationship to each other and to shared services; to provide adequate open space, desired levels of population densities, workable relationships assurance of opportunities for effective utilization of the land resource; and to promote in other ways public health, safety, convenience, and general welfare.

#### APPLICANT'S RESPONSE: None.

FINDING: SATISFIED. The purpose of the Zoning Ordinance is met by the proposal as described in the Conclusionary Findings contained in this Decision Document.

#### Chapter 17.33 General Commercial Zone

Section 17.33.010 Permitted Uses. In a C-3 zone, the following uses and their accessory uses are permitted:

 All uses and conditional uses permitted in the C-1 and C-2 zones, except those listed in Section 17.33.020;

APPLICANT'S RESPONSE: Although no development proposal has been submitted for the C-3 zoned portion of the site, the applicant intends to develop neighborhood commercial uses on a portion of this parcel in the future. As required, only uses which are permitted will be developed on the parcel.

**FINDING:** SATISFIED WITH CONDITIONS OF APPROVAL #2 and #3. The existing Planned Development Overlay District is surrounded by land that is either developed or guided for residential use. The applicant is proposing to limit the use of the property to "neighborhood commercial uses" and multifamily units. While the intent of the "neighborhood commercial uses" may be to limit conflicts and impacts on adjacent residential land uses, "neighborhood commercial uses" approval is included to define that, for the purposes of this Planned Development Overlay District, neighborhood commercial uses are defined as those that are permitted in the C-1 (Neighborhood Business) zone in Section 17.27.010 of the MMC. In addition, "Restaurant" shall be permitted uses in Section 17.27.010 of the MMC and "Restaurants" shall be allowed as commercial uses within the Planned Development Overlay District. However, the condition of approval allows for the applicant to request any other use to be considered permitted within the Planned Development Overlay District. However, the condition of approval allows for the applicant to request any other use to be considered permitted within the Planned Development Overlay District at the time of the submittal of detailed development plans for the site.

Section 17.33.010 Permitted Uses. In a C-3 zone, the following uses and their accessory uses are permitted:

Multiple-family dwelling subject to the provisions of the R-4 zone;

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APPLICANT'S RESPONSE: Again, no development proposal has been submitted for the C-3 zoned portion of the site. The submitted Lot Type Plan illustrates that only the R-4 zoned portion of the site is included within the boundary of the Baker Creek North Planned Development (see Exhibit 3). The applicant intends in the future to develop some apartment units on a portion of the C-3 zoned area of the site, however this will occur with the submittal of a future land use application. Approval of the request to amend the planned development established by Ordinance No. 4633 will facilitate this future uses which are consistent with the requirements of this code.

FINDING: SATISFIED WITH CONDITION #2. A condition of approval is included to allow for up to 120 multiple family dwelling units within the Planned Development Overlay District. The condition of approval does require that the multiple family units be integrated with the commercial uses also allowed within the Planned Development Overlay District. This integration ensures that commercial uses are included on the site, as described above in findings for commercial Comprehensive Plan goals and policies.

<u>17.74.070. Planned Development Amendment – Review Criteria</u>. An amendment to an existing planned development may be either major or minor. Minor changes to an adopted site plan may be approved by the Planning Director. Major changes to an adopted site plan shall be processed in accordance with Section 17.72.120, and include the following:

- An increase in the amount of land within the subject site;
- An increase in density including the number of housing units;
- A reduction in the amount of open space; or
- Changes to the vehicular system which results in a significant change to the location of streets, shared driveways, parking areas and access.

#### APPLICANT'S RESPONSE: None.

**FINDING: SATISFIED.** While none of the listed changes are specifically applicable, the Planning Director has determined that the proposed Planned Development Amendment, which reduces the size of the Planned Development Overlay District and amends existing conditions of approval, is considered to be a Major amendment and is therefore subject to Section 17.72.120, as addressed herein. The applicant has provided a Planned Development Amendment request to be reviewed by the Planning Commission in accordance with Section 17.72.120.

<u>17.74.070. Planned Development Amendment – Review Criteria</u>. [...] An amendment to an existing planned development may be authorized, provided that the proposal satisfies all relevant requirements of this ordinance, and also provided that the applicant demonstrates the following:

# **17.74.070(A).** There are special physical conditions or objectives of a development which the proposal will satisfy to warrant a departure from the standard regulation requirements;

APPLICANT'S RESPONSE: This application does not propose to depart from standard regulation requirements of commercial and residential development within the commercial lot, thus this application demonstrates this item is addressed.

APPLICANT'S RESPONSE TO SECTION 17.51.030(C)(1): As mentioned previously, the applicant is requesting to modify several Conditions of Approval associated with Ordinance 4633, which is an existing Planned Development Overlay that applies to 12.34 acres of the subject site. The proposed planned development amendment requests the removal of Condition 1, which is carried over from Ordinance 4605, Section 2(a-g) when Ordinance 4633 was

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enacted. When Ordinance 4633 was adopted, the City had envisioned a UGB expansion in the NW quadrant. Since the boundary amendment wasn't realized, a large regional commercial area was no longer needed on this area of town. However, certain assumptions were made about the scale and intensity of a future commercial use on the site when Condition 1 was approved in 1996. It was also unanticipated at the time that similar development review provisions and design standards would later be incorporated into the McMinnville Zoning Ordinance (MZO). The following section of the Applicant's Statement address why the provisions of Condition 1 are no longer necessary, duplicative with current C-3 standards, and inconsistent with intended neighborhood uses on the site:

Condition 1 of Ordinance 4633, Referencing Ordinance 4506 - Section 2(a-g)

Section 2(a) - Under 17.58.100 of the MZO, the existing development code already requires landscape plans to be reviewed by the Landscape Review Committee for commercial, industrial, parking lots, and multi-family developments. Also, with the proposed street plan, the entire lot would be surrounded by public streets and a power substation, so the hedge screening is not applicable. As such, this section is not needed.

Section 2(b) - Under Section 17.72.090, detailed elevations, layouts, landscaping, parking, lighting plans are required to be submitted to the Planning Director for review. Therefore, this portion of the condition is inconsistent with current City code standards.

Section 2(c) - The applicant is considering neighborhood commercial uses for the C-3 zoned portion of the site. Since a convenience market could be established with the commercial development, prohibiting retail commercial activity from 12:30 a.m. to 6 a.m. would create an issue for neighborhood residents.

Section 2(d) - The C-3 zone permits the development of structures up to 80-ft. high, while the condition only allows 35 feet high buildings. The applicant envisions the development of buildings up to 50-ft. high, with neighborhood commercial uses on the ground floor and multi-family units on the upper floors. Therefore, this section is inconsistent with current code standards and will prevents the parcel from being efficiently developed.

Section 2(e) - Per Section 17.56.050, exterior lighting plans are currently required for commercial uses and must be directed away from property lines. Therefore, this element of the condition is not required.

Section 2(f) - The City adopted its current sign regulations in 2008, with subsequent revisions during the past 10 years. The current sign code fully addresses this portion of Condition 1; therefore, it is no longer needed.

Section 2(g) - Under Section 17.33.040 outside storage must be enclosed by a sightobscuring fence. Any additional outdoor use restrictions could be determined and applied as conditions of approval when a future design review application is submitted for the neighborhood commercial development.

In addition to Condition 1, the applicant is also requesting to eliminate Condition 2 from the Planned Development Overlay that was enacted by Ordinance 4633. Condition 2 prohibits residential uses within the area of the site that is currently designated as Commercial on the Comprehensive Plan Map. As discussed above, there is currently a 700 acre shortage of residential zoned land when addressing housing needs in McMinnville during the 2021-2041 planning period. With the proposed Comprehensive Plan Map and Zoning Map Amendments,

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6.62 acres of 12.34 acres currently regulated by Ordinance 4633 will be zoned C-3, while the remaining 5.72 acres will be zoned R-4. The applicant is intending to submit a future land use application for the C-3 zoned parcel to permit the development of a mixed-use development with neighborhood commercial and multi-family units. The apartments will help address the need for 1,537 additional multi-family units in the community and will provide economic support for the planned neighborhood commercial use.

FINDING: SATISFIED WITH CONDITIONS OF APPROVAL #1 - 9. The proposed Planned Development Amendment would reduce the size of the Planned Development Overlay District. However, the amendment of the boundary of the Planned Development Overlay District is necessary to respond to the approval of the Comprehensive Plan Map Amendment and Zone Change on the subject site that were found to meet all applicable Comprehensive Plan goals, policies, and review criteria. The amendment of the boundary results in a reduction of the Planned Development Overlay District size to correspond with the 6.62 acre site that is designated as Commercial and zoned C-3 (General Commercial), as identified in the Comprehensive Plan Map Amendment and Zone Change that were submitted for concurrent review with the Planned Development Amendment. There are special objectives of the proposed development that warrant the amendment of the Planned Development Overlay District to reduce its size. In particular, the Comprehensive Plan Map Amendment and Zone Change result in a portion of the existing Planned Development Overlay District property being designated as Residential on the Comprehensive Plan Map and being zoned R-4 (Multiple Family Residential). The existing Planned Development Overlay is a Commercial Planned Development. As the portion of the site north of the 6.62 acre Commercial designation is now designated and zoned for residential use, the removal of the site from the Commercial Planned Development is warranted and necessary.

In regards to the existing conditions of approval, those existing conditions of approval are found to be the standard regulation requirements for the existing Planned Development Overlay District because they were adopted by Ordinance 4633 and currently regulate the development of the property. Therefore, amendments to those existing conditions of approval, as suggested by the applicant, may be approved only if there are special physical conditions or objectives of a development that warrant a departure from the standard regulation requirements. The City finds that some amendment of the conditions of approval are warranted given the special objectives of the development and changes in circumstances from the time that the existing Planned Development Overlay District was adopted in 1996. Those amendments and changes are described below. The conditions of approval were also reorganized to capture other conditions of approval, as described above, and to better describe the requirements for the development and future use of the site. In addition, the new condition of approval states that the applicant may propose alternative design components when detailed development plans are submitted for review to allow for the Planning Commission to have some flexibility in the future review of detailed development plans. The condition states that the Planning Commission may review and approve these alternative design components if they are found to be consistent with the intent of the required site design components listed in the conditions of approval.

The existing conditions of approval, and the City's findings for whether they are still applicable, are as follows:

Section 2(a) - That landscape plans be submitted to and approved by the McMinnville Landscape Review Committee. A minimum of 14 percent of the site must be landscaped with emphasis placed at the street frontage. An arborvitae hedge or some similar type of planted visual screen shall be required along the property lines where adjacent to residentially zoned lands.

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The applicant stated that landscaping is already required by Section 17.58.100 of the MMC. However, the reference to that section of the code is for street tree planting requirements. It is accurate that Section 17.57.030 requires landscaping in the C-3 zone. Also, Section 17.57.070(A) requires a minimum of 7% landscaping for commercial development and 25% landscaping for multiple family development. However, the existing Planned Development overlay District condition of approval requires a minimum of 14% landscaping of the site, which exceeds the minimum requirement for commercial development in the MMC. This identifies that there was an intention at the time of the adoption of Ordinance 4633 that more of the site would be landscaped than what would be required by the underlying zoning.

Also, if multiple family units are developed on the site, the MMC requires 25% of the portion of the site that is used as multiple family to be landscaped. However, there is no clear standard in the MMC for the amount of landscaping required for mixed-use buildings that contain both commercial and residential uses. Therefore, the existing condition of approval remains and requires a minimum of 14 percent of the site to be landscaped. However, language is added to a condition of approval to require that usable open space be provided within the Planned Development Overlay District if multiple family dwelling units are developed on the site to provide open space for residents. The condition specifies that a minimum of 10 percent of the site must be designated as usable open space. The usable open space may be combined with the community gathering space required for the commercial uses, as described in the same condition of approval.

The City does concur that an arborvitae hedge or visual screen may not be an appropriate planting along the property lines adjacent to residential zones, based on the intended development of the surrounding area. Therefore, the condition of approval is amended to remove that language, but keep the language that requires an emphasis on landscaping placed at the street frontage. Also, the condition of approval is amended to state that all adjacent public right-of-ways will be improved with street tree planting as required by Chapter 17.58 of the MMC.

Section 2(b) - Detailed plans showing elevations, site layout, signing, landscaping, parking, and lighting must be submitted to and approved by the Planning Commission before actual development may take place. The provisions of Chapter 17.51 of the McMinnville Zoning Ordinance may be used to place conditions on any development and to determine whether or not specific uses are permissible.

The applicant has stated that Section 17.72.090 of the MMC requires detailed elevations, layouts, landscaping, parking, lighting plans to be submitted to the Planning Director for review. However, that is only accurate if certain development plans are proposed, such as a development that meets the applicability requirements of the Large Format Commercial Development Standards in Chapter 17.56.030 of the MMC. In order to ensure that detailed development plans are submitted for review and approval by the Planning Commission, this condition of approval remains. The condition of approval has been amended to reflect other required conditions of approval based on commercial Comprehensive Plan policies, as described above. Also, Section 17.51.010(B) states that "...the property owner of a particular parcel may apply for a planned development designation to overlay an existing zone without submitting any development plans; however, no development of any kind may occur until a final plan has been submitted and approved." Therefore, the condition of approval requiring the submittal of detailed development plans is consistent with the MMC.

Section 2(c) - No use of any retail commercial use shall normally occur between the hours of 12:30 a.m. and 6:00 a.m.

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The applicant has stated that prohibiting retail commercial activity from 12:30 a.m. to 6 a.m. would create an issue for neighborhood residents. However, the City finds that the limitation of the hours of the proposed neighborhood commercial uses would assist in mitigating any potential negative impacts of the future commercial uses on the surrounding areas that are either developed or guided for residential use. Therefore, the condition of approval remains but has been amended to 1:00 a.m. to 5:00 a.m..

## Section 2(d) - No building shall exceed the height of 35 feet.

The applicant has stated that the building height of 35 feet would be restrictive to the development of mixed-use buildings with neighborhood commercial uses on the ground floor and multiple family dwelling units on the upper floors. The City concurs with the applicant, and also notes that other conditions of approval described above in this Decision Document require the integration of multiple family dwelling units with commercial uses through the development of mixed-use buildings or in a development plan that integrates the uses between buildings in a manner found acceptable to the Planning Commission. Therefore, the condition of approval related to building height is amended to limit the height of buildings to two stories. The condition of approval of approval specifies that if buildings are proposed to exceed 35 feet, that they are designed with a step back in the building wall to reduce the visual impact of the height of the building.

# Section 2(e) - That if outside lighting is to be provided, it must be directed away from residential areas and public streets.

The applicant has stated that lighting plans are required for commercial uses. However, that is only accurate if certain development plans are proposed, such as a development that meets the applicability requirements of the Large Format Commercial Development Standards in Chapter 17.56.030 of the MMC. Therefore, in order to ensure that lighting is controlled and not causing negative impacts on surrounding residential areas, this condition of approval remains.

Section 2(f) - That signs located within the planned development site be subject to the following limitations:

1) All signs must be flush against the building and not protrude more than 12 inches from the building face, except that up to two free standing monument-type signs not more than six feet in height and which meet the requirements of (2) and (3) below are allowed;

2) All signs, if illuminated, must be indirectly illuminated and nonflashing;

3) No individual sign exceeding thirty-six (36) square feet in size shall be allowed.

The City finds that the general sign regulations in Chapter 17.62 of the MMC would allow for much more signage in a C-3 zone than what the existing condition of approval allows. In order to minimize visual impacts on surrounding residential areas, the City has updated this condition of approval to reflect a neighborhood commercial development.

Section 2(g) - All business, service, repair, processing, storage, or merchandise displays shall be conducted wholly within an enclosed building except for the following:

1) Off-street parking and loading

2) Temporary display and sales of merchandise, providing it is under cover of a projecting roof and does not interfere with pedestrian or automobile circulation.

In order to minimize visual impacts on surrounding residential areas, this condition of approval remains. The City finds that this condition of approval is more conducive for the neighborhood

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commercial uses proposed by the applicant, and has added food and beverage outdoor seating and food carts to the exemptions to encourage outside gathering spaces and activities.

In regards to the allowance of multiple family dwelling units on the site, the City concurs with the applicant's findings that there is a shortage of land for residential use in the City of McMinnville and a need for additional multiple family development to support future population growth. The City also notes that per the findings in the zone change request associated with this project (ZC 1-19) that this is an ideal location for multiple family development. However, the City has also planned for at least five acres of commercial development in this area since Ordinance 4506 was adopted on December 10, 1991. The need for neighborhood serving commercial development in this area has carried forward into subsequent Ordinances, including Ordinance 4633 and the 2013 Economic Opportunities Analysis. Recognizing the need to maintain space for commercial development to accommodate additional multiple family development, the City will require that five acres of this site retain ground floor commercial uses, allowing multiple family development. The five acres of commercial development will be calculated based upon all of the development requirements associated with the commercial development including any standards related to the mixed-use residential development.

The City finds that conditions within the City of McMinnville have changed significantly since the time the Planned Development Overlay District was originally adopted in 1996. Since that time, the City has completed studies and analyses of the availability of land for the development of residential uses. The most recently acknowledged Residential Buildable Lands Inventory, which was prepared in 2001, identified a need for additional land for housing uses. That inventory, which was titled the McMinnville Buildable Land Needs Analysis and Growth Management Plan, identified a need for additional land for housing and residential uses of approximately 537 buildable acres, of which only 217 buildable acres have been added to the city's urban growth boundary leaving the city with approximately 320 acres of residential land deficit. The City has also completed more recent updates to the Residential Buildable Lands Inventory, which was reference by the applicant. While that analysis has not yet been acknowledged, it also identifies a need for additional land for the development of residential uses. The proposed amendment to allow multiple family dwelling units on the subject site would not increase the amount of land designated specifically for higher density residential use, but it would increase the potential for the development of higher density residential uses on a property with an underlying zone that already permits multiple family residential use (C-3 General Commercial zone).

# 17.74.070(B). Resulting development will not be inconsistent with the Comprehensive Plan objectives of the area;

APPLICANT'S RESPONSE: The Comprehensive Plan Map is proposed to be amended concurrently and consistent with the planned development area proposed in this Planned Development Amendment application. This narrative addresses how the Comprehensive Plan Map and Zoning Map amendments and the commercial and residential uses within the proposed planned development amendment area are consistent with the Comprehensive Plan objectives by providing neighborhood commercial and needed residential housing.

APPLICANT'S RESPONSE TO SECTION 17.51.030(C)(2): The applicant is requesting concurrent approval of the proposed amendments to Ordinance No. 4633, an amendment to the Comprehensive Plan Map to change a portion of the Commercial designated land to Residential, and a zone change to designate portions of the area regulated by the ordinance as C-3 and R-4. The applicant is also requesting approval of a zone change to designate the remainder of the Baker Creek North Planned Development area R-4. As discussed in the above narrative,

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the proposed land use actions and resulting development are consistent with applicable Comprehensive Plan goals, policies, and objectives of the area.

FINDING: SATISFIED. The City concurs with the applicant's findings, and also refers to the findings provided for the applicable Comprehensive Plan goals and policies in Section VII (Conclusionary Findings) above.

# 17.74.070(C). The development shall be designed so as to provide for adequate access to and efficient provision of services to adjoining parcels;

APPLICANT'S RESPONSE: The area of the planned development amendment is surrounded by existing and proposed streets. Thus, access and services will be available to adjoining parcels from and through those streets. Upon future development of the planned development amendment site with the commercial C3-PD overlay, public right-of-way along Baker Creek Road will be improved and dedicated to the City and a public utility easement along street frontages will be granted. Documents to affect the dedication and granting of right-of-way and easements will be recorded in the local County records.

FINDING: SATISFIED WITH CONDITION #5 & #8. The City concurs with the applicant's findings, and adds that a condition of approval is included to allow for the review and approval of the access and internal circulation of the commercial development site. A condition of approval is also included to require a traffic impact analysis that will analyze proposed access points to the commercial site, the functionality of the internal circulation system, and the impacts of the traffic patterns created by the commercial development on the surrounding streets. The traffic impact analysis will also ensure that the future commercial development of the site is not designed to route excessive traffic through adjacent residential neighborhoods or exceed the traffic-carrying capacity of adjacent streets. The condition of approval requires that the traffic impact analysis be provided prior to any future development of the site.

17.74.070(D). The plan can be completed within a reasonable period of time;

APPLICANT'S RESPONSE: The plan to amend the planned development can be completed in a reasonable amount of time. The amendment will be done as soon as the City passes ordinances to affect the change.

FINDING: SATISFIED. The City concurs with the applicant's findings.

# 17.74.070(E). The streets are adequate to support the anticipated traffic, and the development will not overload the streets outside the planned area;

APPLICANT'S RESPONSE: The site of the planned development amendment is adjacent to a minor arterial with capacity planned in the City's Transportation Plan adequate to serve the area with over ten acres of commercial use. The applicant's traffic analysis shows this. The proposed use is 6.62 acres with no less than 2 acres of neighborhood commercial and no more than 120 multi-family dwelling units. The intensity of the proposed uses in the application are less than the intensity of the commercial use planned for in the City's plans under the current planned development scenario. Therefore, development of the site as the amendment proposes will not overload the streets, rather the impact will be lighter than planned for by the City.

FINDING: SATISFIED WITH CONDITION #5 & #8. The City concurs with the applicant's findings, and adds that a condition of approval is included to allow for the review and approval of the access and internal circulation of the commercial development site. A condition of

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approval is also included to require a traffic impact analysis that will analyze proposed access points to the commercial site, the functionality of the internal circulation system, and the impacts of the traffic patterns created by the commercial development on the surrounding streets. The traffic impact analysis will also ensure that the future commercial development of the site is not designed to route excessive traffic through adjacent residential neighborhoods or exceed the traffic-carrying capacity of adjacent streets. The traffic impact analysis shall include an analysis of the intersection of Baker Creek Road and Michelbook Lane and the intersection of Baker Creek Road and Highway 99W, but shall not be limited to only those intersections. These intersections shall be included in the future traffic impact analysis because they were referenced in testimony and because the intersection of Baker Creek Road and Michelbook Lane did not System Plan in the applicant's traffic impact analysis at full build-out of the project. The condition of approval requires that the traffic impact analysis be provided prior to any future development of the site.

# 17.74.070(F). Proposed utility and drainage facilities are adequate for the population densities and type of development proposed;

APPLICANT'S RESPONSE: The area amended by the planned development has street frontage, sanitary sewer service and other utilities available as shown on the plans that are adequate for development of the site. No development of the site is proposed at this time.

**FINDING: SATISFIED.** The City concurs with the applicant's findings, and would add that the City provided opportunity for review and comment by city departments, other public and private agencies and utilities, and McMinnville Water and Light to ensure the coordinated provision of utilities and services to the subject site based on the proposed land use request. Based on comments received, adequate levels of sanitary sewer collection, storm sewer and drainage facilities, municipal water distribution systems and supply, and energy distribution facilities, either presently serve or can be made available to serve the site. No comments were provided that were in opposition or identified any issues with providing utilities and services to the subject site for the intended use. At the time of development of the site, final development plans will be required to provide a detailed storm drainage plan, a sanitary sewer collection plan (if necessary for the use), and the provision of water and power services. Any right-of-way improvements required for the subject site will be required at the time of development as well.

17.74.070(G). The noise, air, and water pollutants caused by the development do not have an adverse effect upon surrounding areas, public utilities, or the city as a whole.

APPLICANT'S RESPONSE: No development of the site is proposed at this time. However, neighborhood commercial and multi-family impacts are those anticipated for typical urban development. Noise, air, and water pollutants from the site will no impact surrounding properties. Surrounding properties are buffered from the site by public streets.

FINDING: SATISFIED. The City concurs with the applicant's findings.

CD

# ATTACHMENT 5 Traffic Impact Analysis

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EXPIRES: 06/30/2025

## Baker Creek North Commercial Development

Transportation Impact Analysis

## McMinnville, Oregon

Date: July 21, 2023

Prepared for: River City Companies

Prepared by: Todd Mobley, PE Ken Kim, PE

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### **Executive Summary**

- The proposed development includes 144 units of multifamily low-rise apartments and 30,258 square feet of retail area located north of NW Baker Creek Road, east of NW Hill Road, and west of NW Meadows Drive on tax lot R441800100. Access to the site will include two connections to a new road network constructed with the approved development on the property to the north of the site. The site will also have a connection to NW Baker Creek Road.
- The proposed development is expected to generate 127 trips during the morning peak hour, 131 trips during the evening peak hour, and 2,618 trips during an average weekday.
- Based on the most recent five years of available crash data, no significant trends or crash patterns were identified at the study intersections that were indicative of safety concerns. Accordingly, no safety mitigation is recommended per the crash data analysis.
- 4. Based on the sight distance analysis, adequate intersection sight distances to the east and west of the site access study intersection are available along NW Baker Creek Road. No sight distance related mitigation is necessary at the site access intersection.
- Based on the results of the traffic signal assessment for the intersection of NW Baker Creek Road at NW Michelbook Lane, and in comparison to the Traffic Signal Assessment conducted in 2021, traffic signal warrants will be met approximately one year sooner (2027 or 2028) than predicted in the 2021 analysis.
- Based on the results of the operations analysis, all study intersections are currently operating acceptably per City of McMinnville standards and are projected to continue operating acceptably through the 2026 buildout year. No operational mitigation is necessary or recommended at these intersections as part of the proposed development.
- Based on the intersection queuing analysis, all applicable turning movements at the study intersections have adequate storage space to accommodate projected 95<sup>th</sup> percentile queues at each intersection. Accordingly, no intersection queuing related mitigation is necessary or recommended as part of the proposed development.

Baker Creek North Commercial Development Transportation Impact Analysis



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# **Project Description**

### Introduction

The project site is located on Tax Lot R441800100 at NW Hill Road and NW Baker Creek Road in McMinnville, Oregon. The site is currently undeveloped. The project consists of the development of 144-unit multifamily lowrise apartments and 30,258 square feet of retail area.

This Transportation Impact Analysis (TIA) report examines the impacts of the proposed development on the transportation system in the vicinity of the project site. The purpose of this report is to review the safety and efficiency of the transportation facilities that will be impacted by the proposed development.

Based on the City's comments, the study area includes intersections that are under the jurisdiction of the City of McMinnville:

- 1. NW Baker Creek Road at the Site Access
- 2. NW Baker Creek Road at NW Meadows Drive
- 3. NW Baker Creek Road at NW Michelbook Lane; and
- 4. NW Baker Creek Road at N Baker Street

Additionally, the City requested a traffic signal assessment at the intersection of NW Baker Creek Road at NW Michelbook Lane to determine if traffic signal warrants will be met sooner with the proposed development in place than what was anticipated in the 2021 Traffic Signal Assessment<sup>1</sup>.

All supporting data and calculations are included in the appendices to this report.

### Location Description

The proposed development is located north of NW Baker Creek Road, east of NW Hill Road, and west of NW Meadows Drive on tax lot R441800100. A vicinity map is shown in Figure 1 with the subject site outlined in yellow. As shown in the site plan, access to the site will include two connections to a new road network constructed with the approved development on the property to the north of the site. The site will also have a connection to NW Baker Creek Road.



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<sup>&</sup>lt;sup>1</sup> Kittelson & Associates, NW Baker Creek Road/NW Michelbook Lane Traffic Signal Assessment, Nov 2021.



Figure 1: Vicinity Map (image from Google Earth)

#### Vicinity Streets

The study area includes roadways under state, county, and city jurisdiction that are expected to be impacted by the proposed development. Table 1 describes each of the vicinity roadways.

#### Table 1: Vicinity Roadway Descriptions

Street Name	Functional Classification	Travel Lanes	Speed (mph)	Curbs & Sidewalks	On-Street Parking	Bicycle Facilities
NW Baker Creek Road	Minor Arterial	3	35	Both	Partially Permitted	Both
NW Hill Road	Minor Arterial	3	35	Partial	Prohibited	Partial
NW Meadows Drive	Minor Collector	2	25	Both Sides	Permitted	None
NW Michelbook Lane	Minor Collector	2	25	Both Sides	Partially Permitted	None
N Baker Street	Minor Arterial	2	30 - 35	Both Sides	Partially Permitted	None

#### Study Intersections

Based on coordination with agency staff, three existing and one proposed intersections were identified for analysis. A summarized description of the study intersections is provided in Table 2.

Baker Creek North Commercial Development Transportation Impact Analysis



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#### Table 2: Study Intersection Descriptions

	Intersection	Geometry	Traffic Control	Phasing/Stopped Approaches
1	NW Baker Creek Road at the Site Access	Three Legs	Stop-Controlled	SB Stop
2	NW Baker Creek Road at NW Meadows Drive	Four Legs	Stop-Controlled	NB/SB Stop
3	NW Baker Creek Road at NW Michelbook Lane	Three Legs	Stop-Controlled	NB Stop
4	NW Baker Creek Road at N Baker Street	Four Legs	Signalized	Permitted EB/WB/NB/SB Lefts

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

### Transit

Yamhill County Transit typically provides fixed route service along OR 99W, SW 2<sup>nd</sup> Street, NE Evans Street and through some of the nearby neighborhoods. The closest stops to the proposed development are located at the intersection of SW 2<sup>nd</sup> Street & NW Hill Road, approximately 1.3 miles south of the site, and at NE Baker Creek Road & NE Evans Street, nearly 1.6 miles east of the site. The summarized description of the transit line is shown in Table 3.

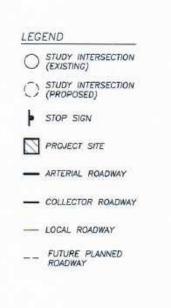
#### Table 3: Transit Line Description

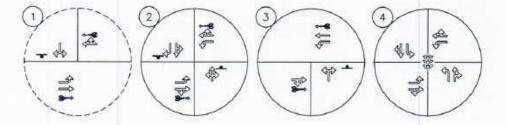
Transit Line (TriMet)	Service Area	Day of Week	Service Times	Typical Headways (Minutes)	Nearest Stops	
		M – F	8:09 AM - 05:09 PM	60	NE Baker Creek	
Route 3	North, Northeast, and Downtown	Saturday	No Service	-	Road & NE Evans	
		Sunday	INO SERVICE	12	Street	
		M - F	7:34 AM - 05:34 PM	60		
Route 4	West and Linfield University	Saturday	No Service	-	SW 2 <sup>nd</sup> Street & NW Hill Road	
		Sunday	INO SERVICE			

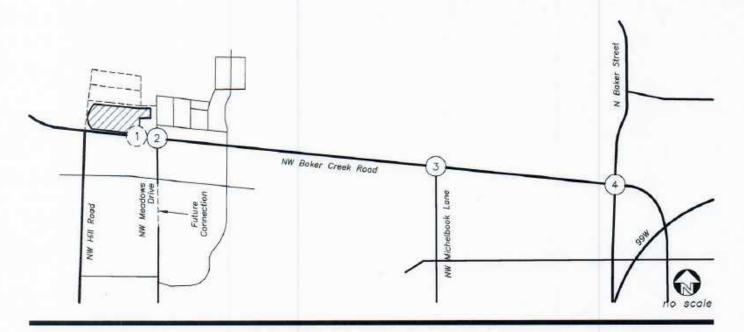
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VICINITY Lane Configuration & Traffic Control Figure 2 Baker Creek North 7/21/2023

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## Site Trips

### Trip Generation

To estimate the number of trips that will be generated by the proposed development, data for land use code 220 (*Multifamily Housing (Low-Rise*)) was used to estimate the trip generation of the apartments based on the number of units. Data for land use code 822 (*Strip Retail Plaza (<40k*)) were used to estimate the proposed trip generation based on the gross floor area of retail.

#### Internal Capture

Due to the mixed-use nature of the development, there will be some amount of internal trip capture. Internal capture is directly related to its mix of on-site land uses. When combined within a single mixed-use development, these land uses tend to interact and thus attract a portion of each other's trip generation. Internal capture reduces the number of new trips and does not add additional vehicles to surrounding transportation system including the site access intersections.

Internal capture was determined by referencing data from the *Trip Generation Handbook*<sup>2</sup>. Internal trip capture at the proposed development was estimated using the recommended procedure in section 6.5 of *Trip Generation Handbook* as implemented in NCHRP 684 spreadsheet tool. The detailed calculation is attached.

#### Pass-By and Diverted Trips

The proposed retail is expected to attract pass-by and diverted trips to the site. Pass-by trips are trips that leave the adjacent roadway to patronize a land use and then continue in their original direction of travel. Like pass-by trips, diverted trips are trips that divert from a nearby roadway not adjacent to the site to patronize a land use before continuing to their original destination. Pass-by trips do not add additional vehicles to the surrounding transportation system; however, they do add additional turning movements at site access intersections. Diverted trips may add turning movements at both site access and other nearby intersections.

Pass-by trip generation was determined by referencing data from the *Trip Generation Manual*<sup>3</sup>. Since the passby rates for land use code 822 (*Strip Retail Plaza* (<40k)) is not provided, the pass-by rate 40 percent for land use code 821 (*Shopping Plaza* (40 - 150k)) was used for evening peak hour trips. No pass-by rate for morning peak hour and daily trips was applied.

#### **Trip Generation Estimates**

The initial trip generation calculations show that the proposed development is expected to generate 127 trips during the morning peak hour, 131 trips during the evening peak hour, and 2,618 trips during an average weekday. The trip generation calculations are summarized in Table 4. Detailed trip generation calculations are included in Appendix A.

Baker Creek North Commercial Development Transportation Impact Analysis



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<sup>&</sup>lt;sup>2</sup> Institute of Transportation Engineers (ITE), Trip Generation Handbook, 3<sup>ro</sup> Edition, 2014.

<sup>&</sup>lt;sup>3</sup> Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition, 2021.

#### Table 4: Trip Generation Summary

Land Use	ITE	Size/Rate	Morning Peak Hour			Evening Peak Hour			Weekday
	Code		In	Out	Total	lñ	Out	Total	Total
Multifamily Housing (Low-Rise)	220	144 units	14	44	58	46	27	73	970
Strip Retail Plaza (<40k)	822	30,258 SF	43	28	71	100	99	199	1,648
Internal – Multifamily	Housing	(Low-Rise)	7	1	2	22	10	32	- 4
Internal – Strip Ret	ail Plaza	(<40k)	0	0	0	9	20	29	
Pass-By Trips (AM: 0%, PM: 40%, ADT: 0%)		0	0	0	40	40	80	-	
TOTAL New	Site Trips	5	56	71	127	75	56	131	2,618

### Trip Distribution

The trip distribution for the site was estimated based on the residential trip distribution used for the Baker Creek North Subdivision Traffic Analysis Report prepared in July 2019<sup>4</sup>. The Baker Creek North Subdivision site lies immediately north and east of the proposed development and has access to the same roadway network. Some minor modifications related to the future connection of NW Meadow Drive between NW 23<sup>rd</sup> Street and NW Cottonwood Drive are proposed but the broader distribution is anticipated to be the same, which includes:

- Approximately 25 percent of site trips will travel to/from the south along NW Hill Road
- Approximately 25 percent of site trips will travel to/from the south along NW Michelbook Lane
- Approximately 20 percent of site trips will travel to/from the east along State Highway 99W
- Approximately 10 percent of site trips will travel to//from the north along N Baker Street
- Approximately 10 percent of site trips will travel to//from the south along N Baker Street
- Approximately 5 percent of site trips will travel to//from the south along NE Meadows Drive
- Approximately 5 percent of site trips will travel to//from the south along NE Evans Street

### Trip Assignment

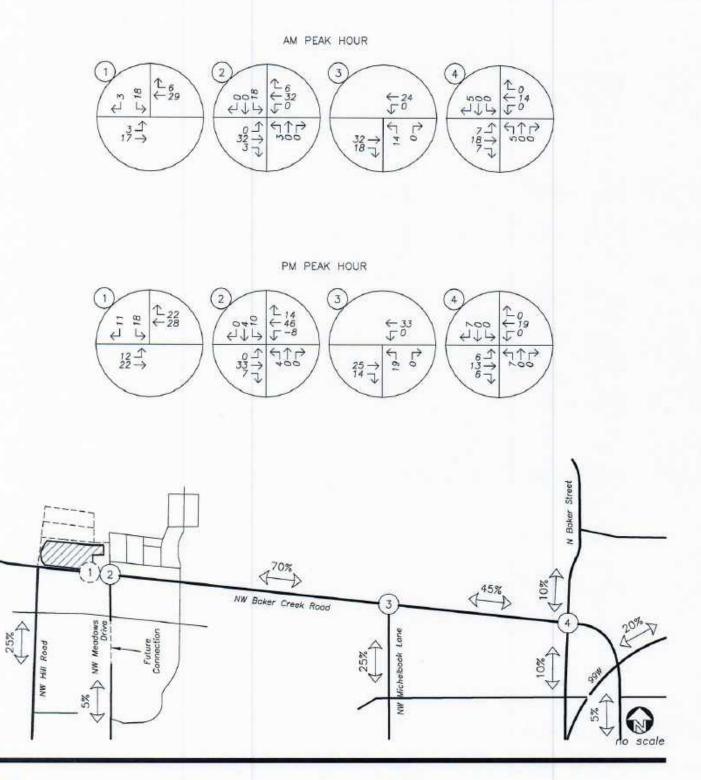
The trip distribution and assignment for the total site trips generated during the morning and evening peak hours are shown in Figure 3. Residential, retail primary, and retail pass-by trip assignment for each peak hour are shown in Figures A, B, and C in the appendix, respectively.



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<sup>&</sup>lt;sup>4</sup> Charbonneau Engineering, LLC, Traffic Analysis Report for Baker Creek North Subdivision, McMinnville, Oregon, July 2019.

↓××≈ ↓→	PERCEN	T OF PRO	JECT TRIP
7	OTAL NEW	SITE TRIP	PS
	IN	DUT	TUTAL
AM	56	71	127
DU	75	8.E	1.31





### SITE TRIP DISTRIBUTION & ASSIGNMENT

Proposed Development Plan - Total External Site Trips AM & PM Peak Hours

Figure 3 Baker Creek North 7/21/2023

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# **Traffic Volumes**

### **Existing Conditions**

Traffic counts were conducted on Thursday, June 15, 2023, from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM at the following intersections:

- 1. NW Baker Creek Road at NW Meadows Drive
- 2. NW Baker Creek Road at NW Michelbook Lane; and
- 3. NW Baker Creek Road at N Baker Street

The traffic volumes traveling to/from the west of the intersection of NW Baker Creek Road at NW Meadows Drive were used to estimate major-street volumes at the proposed site access location. Data was used from each intersection's respective morning and evening peak hours.

Figure 4 shows the adjusted year 2023 existing traffic volumes at the study intersections during the morning and evening peak hours.

### **Background Conditions**

To provide an analysis of the impact of the proposed development on the nearby transportation facilities, an estimate of future traffic volumes is required. To account for general background growth through the year 2026, an annual 2.5 percent growth rate was applied to the year 2023 existing conditions baseline volumes for three years. In addition to the general growth, traffic from the following developments was added to the network volumes:

- Oak Ridge Meadows
- Baker Creek West (100% Completed)
- Baker Creek East (93% Completed)
- Baker Creek North (55% Completed)
- Elysian Subdivision

Figure 5 presents the year 2026 background volumes for the morning and evening peak hours.

### **Buildout** Conditions

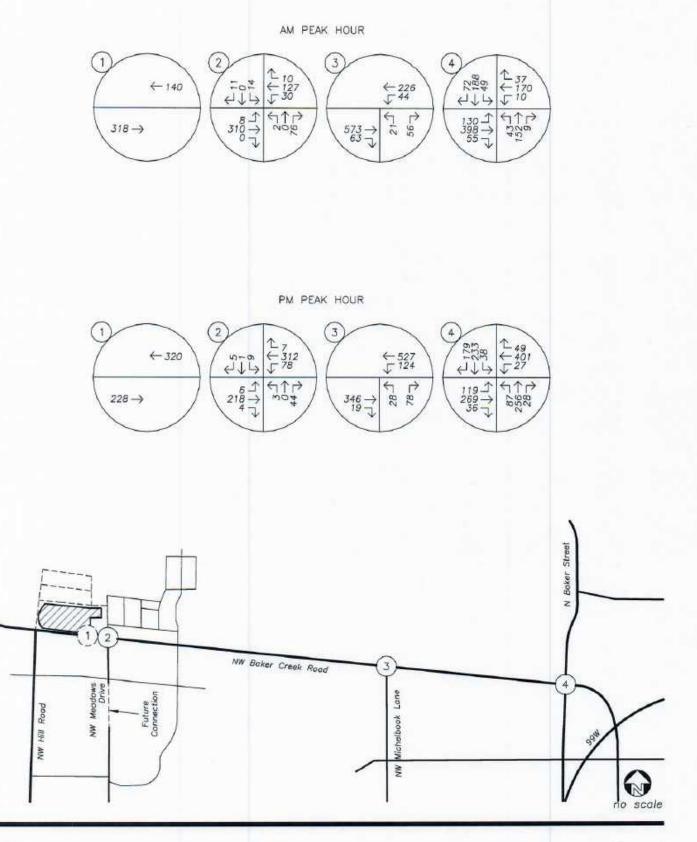
Peak hour trips calculated to be generated by the proposed development, as described earlier within the *Site Trips* section, were added to the background volumes to estimate the buildout volumes.

Figure 6 presents the year 2026 buildout volumes for the morning and evening peak hours.

Baker Creek North Commercial Development Transportation Impact Analysis



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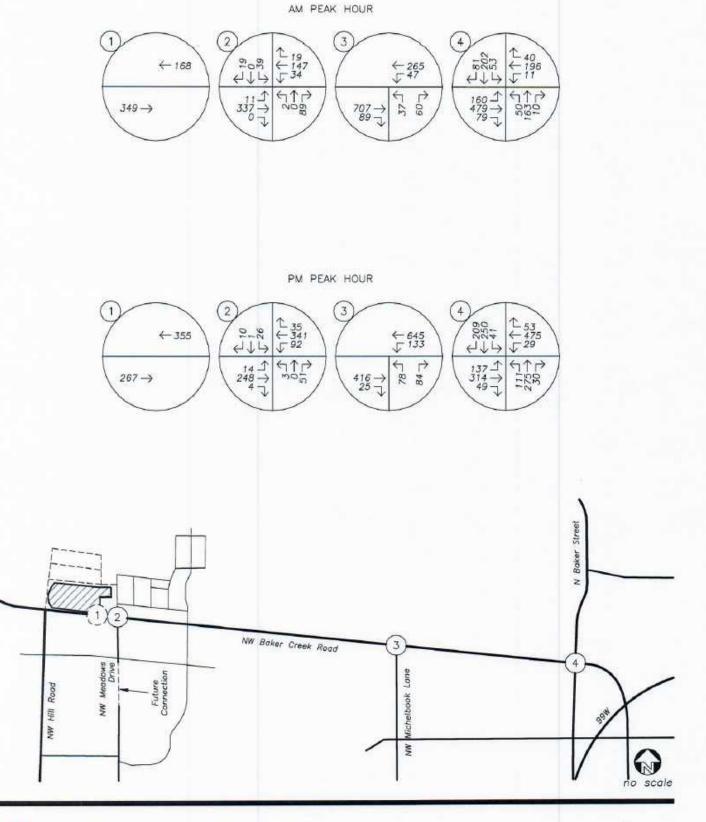




#### TRAFFIC VOLUMES

Year 2023 Existing Conditions AM & PM Peak Hours Figure 4 Baker Creek North 7/21/2023

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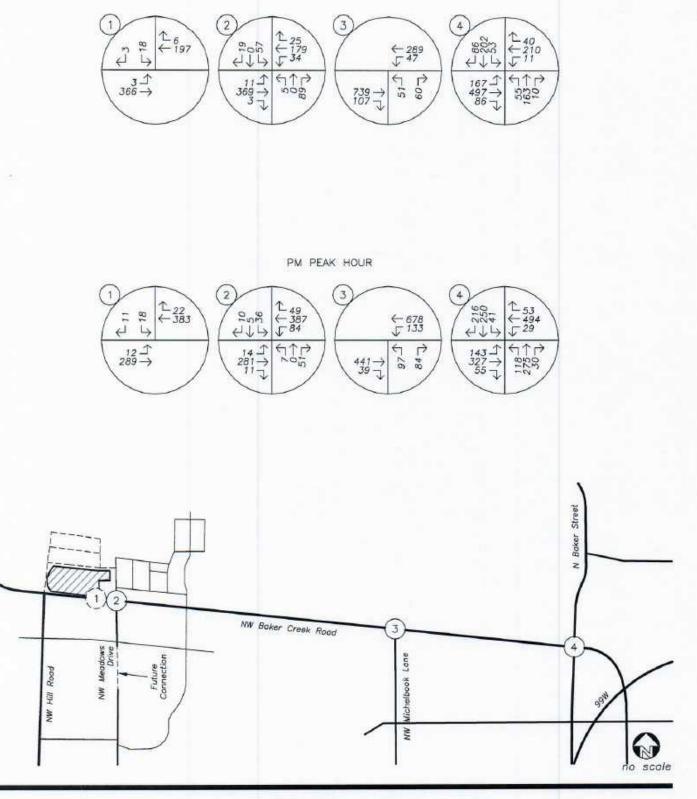


TRAFFIC VOLUMES

2026 Background Conditions AM & PM Peak Hours Figure 5 Baker Creek North 7/21/2023

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TRAFFIC VOLUMES

2026 Buildout Conditions AM & PM Peak Hours Figure 6 Baker Creek North 7/21/2023

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# Safety Analysis

### Crash History Review

Using data obtained from ODOT's Crash Data System, a review of approximately five years of the most recent available crash history (January 2017 through December 2021) was performed at the study intersections. The crash data was evaluated based on the number of crashes, the type of collisions, and the severity of the collisions. Crash severity is based on injuries sustained by people involved in the collision, and includes five categories:

- PDO Property Damage Only
- Injury C Possible Injury
- Injury B Suspected Minor Injury
- Injury A Suspected Serious Injury
- Fatality

Crash rates provide the ability to compare safety risks at different intersections by accounting for both the number of crashes that have occurred during the study period and the number of vehicles that typically travel through the intersection. Crash rates were calculated using the common assumption that traffic counted during the evening peak hour represents approximately 10 percent of the AADT at the intersection.

Table 5 provides a summary of crash types while Table 6 summarizes crash severities and rates for each of the study intersections. Detailed crash data is provided in Appendix C.

		Crash Type							
	Intersection	Turn	Rear End	Angle	Side swipe	Fixed Object	Ped	Bike	Total Crashes
1	Baker Road & Meadows Drive	0	0	0	0	0	0	0	0
2	Baker Creek Road & Michelbook Lane	2	5	0	0	0	0	0	7
3	Baker Creek Road & Baker Street	8	4	4	0	0	0	0	16

#### Table 5: Collision Type Summary

#### Table 6: Crash Severity and Rate Summary

				Severity	Total	ADT	Crash		
	Intersection	PDO	C	В	А	Fatal	Crashes	ADT	Rate
1	Baker Road & Meadows Drive	0	0	0	0	0	0	6,870	0
2	Baker Creek Road & Michelbook Lane	4	3	0	0	0	7	11,230	0.342
3	Baker Creek Road & Baker Street	4	10	2	0	0	16	17,220	0.509

Baker Creek North Commercial Development Transportation Impact Analysis July 21, 2023 Page 15 of 21 Based on the most recent five years of available crash data, no significant trends or crash patterns were identified at the study intersections that were indicative of safety concerns. Accordingly, no safety mitigation is recommended per the crash data analysis. Crash reports for the study intersection are included in appendix.

### Sight Distance Evaluation

A sight distance analysis was performed for the intersection of NW Baker Creek Road at the site access. To evaluate the sight distance available at these intersections, intersection sight distance was measured and recommended in accordance with the current AASHTO manual.<sup>5</sup> According to AASHTO, the driver's eye is assumed to be 14.5 feet from the near edge of the nearest travel lane of the intersecting street and at a height of 3.5 feet above the minor-street approach pavement. The vehicle driver's eye-height along the major-street approach is assumed to be 3.5 feet above the cross-street pavement.

Based on the posted speed of 35 mph along NW Baker Creek Road, the minimum recommended intersection sight distances along Hardcastle Avenue include the following:

- 390 feet to the west for left-turn vehicles.
- 335 feet to the east for right-turn vehicles.
- 250 feet for the stopping sight distance

At the site access intersection along NW Baker Creek Road, sight distance to the east was measured to be in excess of 1,000 feet. Sight distance to the west was measured to be in excess of 600 feet. Based on these measurements, adequate intersection sight distances to the east and west of the site access study intersection are available along NW Baker Creek Road. No other sight distance related mitigation is necessary at the site access intersection.

### Warrant Analysis

#### Left-Turn Lane Warrants

A left-turn refuge is primarily a safety consideration for the major-street approach, removing left-turning vehicles from the through traffic stream. Warrants were based on the methodology outlined in the National Cooperative Highway Research Program (NCHRP) Report Number 457<sup>6</sup>. This methodology evaluates the need for a left-turn lane based on the number of left-turning vehicles, the number of travel lanes, the number of advancing and opposing vehicles, and the roadway travel speed. Detailed information on the warrant analysis is included in Appendix C.

Left-turn lanes (Two-Way-Left-Turn-Lane) are already presented along NW Baker Creek Road at the applicable study intersections.

Baker Creek North Commercial Development Transportation Impact Analysis



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<sup>&</sup>lt;sup>5</sup> American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets, 7th Edition, 2018.

<sup>&</sup>lt;sup>6</sup> Bonneson, James A. and Michael D. Fontaine, NCHRP Report 457: An Engineering Study Guide for Evaluating Intersection Improvements, Transportation Research Board, 2001.

#### Traffic Signal Assessment

According to the Transportation System Plan in May 2010<sup>7</sup>, the City of McMinnville has identified future traffic signal control at the intersection of NW Baker Creek Road at NW Michelbook Lane. Based on the NW Baker Creek Road/NW Michelbook Lane Traffic Signal Assessment Technical Memorandum in November, 2021<sup>8</sup>, the signal assessment was analyzed in developing 20-year forecast traffic volumes without the commercial portion of the Baker Creek North Development which represents the proposed project for this TIA. Per the City's request, this TIA determined if traffic signal warrants will be met sooner with the proposed development in place than what was anticipated in the 2021 Traffic Signal Assessment.

To provide an analysis of the impact of the proposed commercial development for the traffic signal warrants at the study intersection, the traffic volumes to/from the proposed commercial development added to the baseline volumes provided in the 2021 Traffic Signal Assessment. Since the buildout year of the proposed development is 2026, years after 2026 were included in the analysis.

The warrant analysis results comparison is summarized in Table 7 for the morning and evening peak hours. The detailed calculations are attached in Appendix C.

Voor		k North Commercial raffic Signal Assessment)	With Baker Creek North Commercial Development		
Year	2,5 % Growth Rate (Scenario 1)	5.6 % Growth Rate (Scenario 2)	2.5 % Growth Rate (Scenario 1)	5.6 % Growth Rate (Scenario 2)	
2026		Warrants 2 and 3	Warrant 2 and 3	Warrants 1,2, and 3	
2027	Warrant 2	Warrants 1,2, and 3	Warrants 1,2, and 3	Warrants 1,2, and 3	
2028	Warrants 1,2, and 3	Warrants 1,2, and 3	Warrants 1,2, and 3	Warrants 1,2, and 3	

#### Table 7: Warrant Analysis Results Comparison

As shown in Table 7, in comparison to the analysis conducted in 2021 Traffic Signal Assessment, traffic signal warrants are met one year prior to the identified year of 2028 for scenario 1 and year of 2027 for scenario 2.

<sup>†</sup> City of McMinnville, Transportation System Plan, May 2010.

<sup>8</sup> Kittelson & Associates, NW Baker Creek Road/NW Michelbook Lane Traffic Signal Assessment, Nov 2021.

Baker Creek North Commercial Development Transportation Impact Analysis



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## **Operational Analysis**

### Intersection Capacity Analysis

A capacity and delay analysis were conducted for each of the study intersections per the signalized and unsignalized intersection analysis methodologies in the *Highway Capacity Manual* (HCM)<sup>9</sup>. Intersections are generally evaluated based on the average control delay experienced by vehicles and are assigned a grade according to their operation. The level of service (LOS) of an intersection can range from LOS A, which indicates very little, or no delay experienced by vehicles, to LOS F, which indicates a high degree of congestion and delay. The volume-to-capacity (v/c) ratio is a measure that compares the traffic volumes (demand) against the available capacity of an intersection.

The analysis was performed using Synchro (version 11) software. The overall signalized v/c ratios were calculated following the methodologies in Chapter 16 of the ODOT APM for the critical intersection v/c ratio. This methodology was performed for all signalized intersections.

#### Mobility Standards

All impacted streets within the study area are under City of McMinnville jurisdiction.

According to the McMinnville Transportation System Plan (TSP), the Mobility Standard for all local(City) intersections and streets shall be a volume/capacity (v/c) ratio of 0.90.

#### Delay & Capacity Analysis

The LOS, delay, and v/c results of the capacity analysis are shown in Table 8 for the morning and evening peak hours. The detailed calculations are attached in Appendix D.

Intersection & Condition	Mobility	A	M Peak H	our	PM Peak Hour		
intersection & condition	Standard	V/C	LOS	Delay (s)	V/C	LOS	Delay (s)
	1. NW Ba	ker Creek	Road at	the Site Acce	155		3 miles
2026 Buildout Condition	0.90	0.05	В	12	0.07	В	13
AND REAL PROPERTY.	2. NW Bake	r Creek Re	oad at NV	V Meadows I	Drive		15 - 10
2023 Existing Condition		0.15	В	15	0.08	С	16
2026 Background Condition	0.90	0.18	С	17	0.11	С	19
2026 Buildout Condition		0.23	С	17	0.17	С	21
a 11 11 13	. NW Baker	Creek Ro	ad at NW	/ Michelbook	Lane	and the	LANSE.
2023 Existing Condition		0.22	С	16	0.22	В	14
2026 Background Condition	0.90	0.36	С	22	0.48	С	24
2026 Buildout Condition		0.44	D	26	0.59	D	31

#### Table 8: Capacity Analysis Summary

<sup>9</sup> Transportation Research Board, Highway Capacity Manual 6th Edition, 2016.

Baker Creek North Commercial Development Transportation Impact Analysis 6

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#### Table 8: Capacity Analysis Summary

Intersection & Condition	Mobility Standard	Al	M Peak H	our	PM Peak Hour		
		V/C	LOS	Delay (s)	V/C	LOS	Delay (s)
	4. NW Ba	iker Creek	Road at	N Baker Stre	et	Ser Hall	
2023 Existing Condition		0.53	В	14	0.54	В	16
2026 Background Condition	0.90	0.62	В	16	0.62	В	18
2026 Buildout Condition		0.65	В	16	0.63	В	18

Notes: Locations that do not meet standards are BOLDED.

Based on the results of the operations analysis, all study intersections are currently operating acceptably per City of McMinnville standards and are projected to continue operating acceptably through the 2026 buildout year. No operational mitigation is necessary or recommended at these intersections as part of the proposed development.

### Queuing Analysis

An analysis of projected queuing was conducted for the study intersections. The 95<sup>th</sup> percentile queue lengths were estimated based on the same Synchro/SimTraffic simulations used for the delay calculations. The 95<sup>th</sup> percentile queue is a statistical measurement which indicates there is a 5 percent chance that the queue may exceed this length during the analysis period; however, given this is a probability, the 95<sup>th</sup> percentile queue length may theoretically never be met or observed in the field.

The 95<sup>th</sup> percentile queue lengths reported in the simulation are presented in Table 9 for the morning and evening peak hours. All queues more than 5 feet longer than a multiple of 25 were rounded up to the nearest 25 feet, equivalent to an average vehicle length. Those that were 5 feet or less than a multiple of 25 were rounded down since 5 feet is equivalent to the space between queued vehicles. Detailed queuing analysis reports are included in Appendix D.

Baker Creek North Commercial Development Transportation Impact Analysis



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Photoson in the second second second	Available	2026 Backgro	und Queue (ft)	2026 Buildout Queue (ft		
Intersection/Movement	Storage (ft)	Morning	Evening	Morning	Evening	
	1. NW Ba	ker Creek Road	at the Site Acce	55		
EB Left	150			25	25	
WB Through-Right	340	-	1 - 1 - 4 - 1	0	0	
SB Left-Right	50			50	50	
	2. NW Bake	r Creek Road at	NW Meadows I	Drive	I Star Law	
EB Left	150	25	25	25	25	
EB Through-Right	900	25	25	25	0	
WB Left	150	25	50	25	50	
WB Through-Right	900	25	0	25	0	
NB Left-Through-Right	125	75	50	75	50	
SB Left-Through	145	50	75	50	75	
SB Right	50	50	50	50	50	
	3. NW Baker	Creek Road at	NW Michelbook	Lane	A STATE	
EB Through-Right	180	25	0	25	25	
WB Left	80	50	75	50	75	
WB Through	160	0	25	25	25	
NB Left-Right	650	100	125	125	175	
	4. NW Ba	ker Creek Road	at N Baker Stre	et		
EB Left	200	150	200	150	200	
EB Through-Right	860	275	300	250	350	
WB Left	150	50	100	25	75	
WB Through-Right	615	125	275	125	275	
NB Left	250	75	175	75	225	
NB Through-Right	480	125	225	150	325	
SB Left	225	100	75	75	100	
SB Through-Right	285	175	225	175	250	

#### Table 9: 95th Percentile Queueing Analysis Summary

Based on the intersection queuing analysis, all applicable turning movements at the study intersections have adequate storage space to accommodate projected 95<sup>th</sup> percentile queues at each intersection. Accordingly, no intersection queuing related mitigation is necessary or recommended as part of the proposed development.



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### Conclusions

Key findings of this study include:

- Based on the most recent five years of available crash data, no significant trends or crash patterns were
  identified at the study intersections that were indicative of safety concerns. Accordingly, no safety mitigation
  is recommended per the crash data analysis.
- Based on the sight distance analysis, adequate intersection sight distances to the east and west of the site
  access study intersection are available along NW Baker Creek Road. No other sight distance related
  mitigation is necessary at the site access intersection.
- Based on the results of the traffic signal assessment for the intersection of NW Baker Creek Road at NW Michelbook Lane, in comparison to the analysis conducted in 2021 Traffic Signal Assessment, traffic signal warrants are met one year prior to the identified year of 2028 for scenario 1 and year of 2027 for scenario 2.
- Based on the results of the operations analysis, all study intersections are currently operating acceptably per City of McMinnville standards and are projected to continue operating acceptably through the 2026 buildout year. No operational mitigation is necessary or recommended at these intersections as part of the proposed development.
- Based on the intersection queuing analysis, all applicable turning movements at the study intersections have adequate storage space to accommodate projected 95th percentile queues at each intersection. Accordingly, no intersection queuing related mitigation is necessary or recommended as part of the proposed development.



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# Appendix A – Site Information

Site Plan

Trip Generation Calculations

Internal Trip Calculation

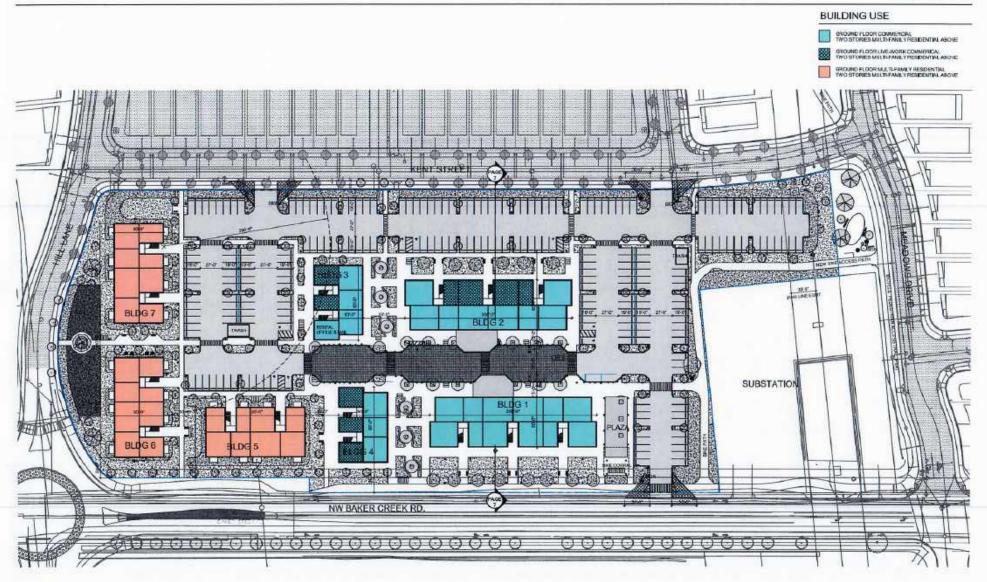
Primary & Pass-by Trip Assignments

Baker Creek North Commercial Development. Transportation Impact Analysis



7/21/2023

### The Vision



C2K Architecture, Inc.

Baker Creek North / McMinnville, OF pg. 2



### TRIP GENERATION CALCULATIONS Source: Trip Generation Manual, 11th Edition

Land Use: Multifamily Housing (Low-Rise) Land Use Code: 220 Land Use Subcategory: Not Close to Rail Transit Setting/Location General Urban/Suburban Variable: Dwelling Units Trip Type: Vehicle Formula Type: Rate Variable Quantity: 144

#### AM PEAK HOUR

#### PM PEAK HOUR

Trip Rate: 0.51

Trip Rate: 0.4

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	14	44	58

	Enter	Exit	Total
Directional Split	63%	37%	
Trip Ends	46	27	73

SATURDAY

#### WEEKDAY

Trip Rate: 6.74

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	485	485	970

# Trip Rate: 4.55

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	328	328	656

Caution: Small Sample Size



TRIP GENERATION CALCULATIONS Source: Trip Generation Manual, 11th Edition

Land Use: Strip Retail Plaza (<40k) Land Use Code: 822 Land Use Subcategory: All Sites Setting/Location General Urban/Suburban Variable: 1000 SF GFA Trip Type: Vehicle Formula Type: Rate Variable Quantity: 30.258

#### AM PEAK HOUR

#### PM PEAK HOUR

Trip Rate: 2.36

	Enter	Exit	Total
Directional Split	60%	40%	_
Trip Ends	43	28	71

#### WEEKDAY

Trip Rate: 54.45

	Enter	Exît	Total
Directional Split	50%	50%	
Trip Ends	824	824	1,648

### Trip Rate: 6.59

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	100	99	199

#### SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

	NCHRP 8-51 Internal Trip Ca	pture Estimation Tool	
Project Name:	Baker Creek North	Organization:	River City Companies
Project Location:	NW Baker Creek Rd & NW Hill Rd	Performed By:	LM
Scenario Description:	Buildout	Date:	3/24/2023
Analysis Year:	2025	Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	and the second second second

Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
Lanu Ose	ITE LUCs1	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822	30	ksf	71	43	28
Restaurant			ksf	0		1
Cinema/Entertainment				0		1
Residential	220	144	unit	58	14	44
Hotel				0		
All Other Land Uses <sup>2</sup>						
Total	Tell Internal hit	Contraction of the	CONTRACTOR OF STREET, S	129	57	72

Land Use		Entering Tr	ps	Exiting Trips		
Land Usa	Veh. Occ. % Transit % Non-Mote		% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office			and the second			
Retail	1.17	0%	0%	1.16	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.13	0%	3%	1.09	0%	2%
Hotel						
All Other Land Uses <sup>2</sup>			the second s			

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
Ongin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		11	States and the second	The second s	The second second	The second s
Retail	1	A PLAN HALL		The summer of the second s	300 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
Restaurant	ALC: NOT THE OWNER		the second	the second statement of	ALTER AND	
Cinema/Entertainment					and a start	Contraction of the second
Residential		MILNESS.				
Hotel	2010/00/000			Maxie Strengtheres		

				p Origin-Destination Matrix* Destination (To)		
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0	110	0	0	0	0
Restaurant	0	0	Contraction of the	0	0	0
Cinema/Entertainment	0	0	0	And the second sec	0	0
Residential	0	0	0	0	Contraction of the second	0
Hotel	0	0	0	0	0	A STREET PROPERTY

Table 5-A: Computations Summary				Table 6-A: Internal Trip Capture Percentages by Land Use		
	Total	Entering	Exiting	Land Use	Entering Trips	Exiting Trips
All Person-Trips	146	66	80	Office	N/A	N/A
Internal Capture Percentage	0%	0%	0%	Retail	0%	0%
				Restaurant	N/A	N/A
External Vehicle-Trips <sup>3</sup>	127	56	71	Cinema/Entertainment	N/A	N/A
External Transit-Trips <sup>4</sup>	0	0	0	Residential	0%	0%
External Non-Motorized Trips <sup>4</sup>	2	1	1	Hotel	N/A	N/A

Project Name:	Baker Creek North	
Analysis Period:	AM Street Peak Hour	

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips			
Lanu Use	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh, Occ.	Vehicle-Trips	Person-Trips*	
Office	1.00	0	0	1.00	0	0	
Retail	1.17	43	50	1.16	28	32	
Restaurant	1.00	0	0	1.00	0	0	
Cinema/Entertainment	1.00	0	0	1.00	0	0	
Residential	1.13	14	16	1.09	44	48	
Hotel	1.00	0	0	1.00	0	0	

Origin (From)	Destination (To)								
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel			
Office	394	0	0	0	0	0			
Retail	9	log land the	4	0	4	0			
Restaurant	0	0		0	0	0			
Cinema/Entertainment	0	0	0	THE Y THE	0	0			
Residential	1	0	10	0	A State of the state of the state	0			
Hotel	0	0	0	0	0	The state			

Origin (From)	Destination (To)							
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel		
Office	2 martin Contraction	16	0	0	0	0		
Retail	6	in the second	0	0	0	0		
Restaurant	0	4		0	1	0		
Cinema/Entertainment	0	0	0		0	0		
Residential	0	9	0	0	Mary Colombia Calif.	0		
Hotel	0	2	0	0	0			

		Person-Trip Estim	and the second se	rips Summary (Entering Trips) External Trips by Mode*		
Destination Land Use	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	0	50	50	43	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	16	16	13	0	1
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Origin Land Use	F	Person-Trip Estimation	ates	External Trips by Mode*			
ongin cana ose	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>	
Office	0	0	0	0	0	0	
Retail	0	32	32	28	0	0	
Restaurant	0	0	0	0	0	0	
Cinema/Entertainment	0	0	0	0	0	0	
Residential	0	48	48	43	0	1	
Hotel	0	0	0	0	0	0	
All Other Land Uses <sup>5</sup>	0	0	0	0	0	0	

Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

<sup>2</sup>Person-Trips

<sup>3</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator \*Indicates computation that has been rounded to the nearest whole number.

	NCHRP 8-51 Internal Trip Ca	pture Estimation Tool	
Project Name:	Baker Creek North	Organization:	River City Companies
Project Location:	NW Baker Creek Rd & NW Hill Rd	Performed By:	LM
Scenario Description:	Buildout	Date:	3/24/2023
Analysis Year:	2025	Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs1	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822	30	ksf	199	100	99
Restaurant			ksf	0	1	1
Cinema/Entertainment				0		
Residential	220	144	unit	73	46	27
Hotel				0		
All Other Land Uses <sup>2</sup>						
Total	STATISTICS.		TATION (TT) INC.	272	146	126

Ford (Mar)		Entering Tr	ips	Exiting Trips		
Land Use	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.21	0%	0%	1.18	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.15	0%	3%	1.21	0%	4%
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)									
Origin (From)	Destination (To)								
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel			
Office	water to a los			Recollection Law against		A DESCRIPTION OF THE OWNER			
Retail		the second s			400	and the lot			
Restaurant		The Desired State	H C MILL PLEM	the parent state of the					
Cinema/Entertainment		AND WOTING	Carl Planning Street	NER ALCONCIDENT		LIN IL COMPANY			
Residential		400							
Hotel	ALC: NOT THE		The Public Land			1 Martinetter			

	10	Table 4-P: I	nternal Person-Tri	p Origin-Destination Matrix*		
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0	Carl Property and and	0	0	24	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0	Tall and the second sec	0	0
Residential	0	11	0	0	Call	0
Hotel	0	0	0	0	0	A REAL PROPERTY AND

Table 5-P: Computations Summary				Table 6-P: Internal Trip Capture Percentages by Land Use		
	Total	Entering	Exiting	Land Use	Entering Trips	Exiting Trips
All Person-Trips	324	174	150	Office	N/A	N/A
Internal Capture Percentage	22%	20%	23%	Retail	9%	21%
				Restaurant	N/A	N/A
External Vehicle-Trips <sup>3</sup>	211	115	96	Cinema/Entertainment	N/A	N/A
External Transit-Trips <sup>4</sup>	0	0	0	Residential	45%	33%
External Non-Motorized Trips <sup>4</sup>	2	1	1	Hotel	N/A	N/A

<sup>1</sup> Land Use Codes (LUCs) from Trip Generation Informational Report, published by the Institute of Transportation Engineers.	
<sup>2</sup> Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator	
Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P	
Person-Trips	
Indicates computation that has been rounded to the nearest whole number.	
Estimation Tool Developed by the Texas Transportation Institute	

Project Name:	Baker Creek North
Analysis Period:	PM Street Peak Hour

Land Use Ve	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh, Occ.	Vehicle-Trips	Person-Trips*	Veh, Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.21	100	121	1.18	99	117
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.15	46	53	1.21	27	33
Hotel	1.00	0	0	1.00	0	0

	Table 8-P (	O): Internal Per	son-Trip Origin-De	estination Matrix (Computed a	t Origin)		
Origin (From)	Destination (To)						
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel	
Office	the second second	0	0	0	0	0	
Retail	2		34	5	30	6	
Restaurant	0	0	The second second	0	0	0	
Cinema/Entertainment	0	0	0		0	0	
Residential	1	13	7	0		1	
Hotel	0	0	0	0	0	Bills will a standing	

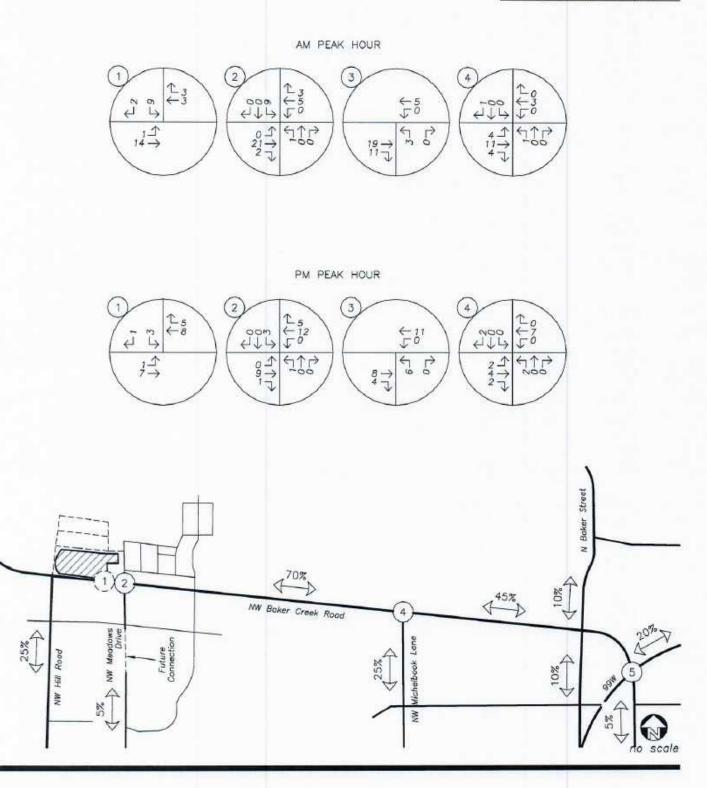
Origin (From)	Destination (To)						
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel	
Office		10	0	0	2	0	
Retail	0		0	0	24	0	
Restaurant	0	61		0	8	0	
Cinema/Entertainment	0	5	0	Total manager	2	0	
Residential	0	11	0	0	and the state of the state of the	0	
Hotel	0	2	0	0	0	the second second	

Destination Land Line	P	erson-Trip Estimate	15	External Trips by Mode*		
Destination Land Use	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	11	110	121	91	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	24	29	53	24	0	1
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Origin Land Use	Pi	erson-Trip Estimate	15	External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	24	93	117	79	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	15	22	33	17	0	1
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P	
Person-Trips	
Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator	
Indicates computation that has been rounded to the pearest whole number.	

t∰>	PERCEN	T OF PRO	IECT TRIP
R	ESIDENTIA	L SITE TRI	PS
	IN	OUT	TOTAL
AM	13	43	56
PM	24	17	41





### SITE TRIP DISTRIBUTION & ASSIGNMENT

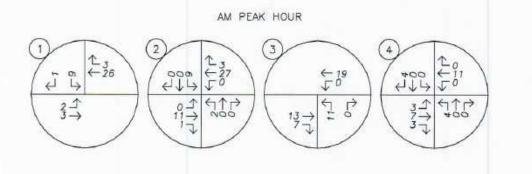
Proposed Development Plan - Residential Site Trips AM & PM Peak Hours Figure A

Baker Creek North 7/21/2023

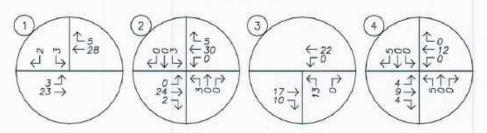
AMENDED on 10.11.2023 208 of 386

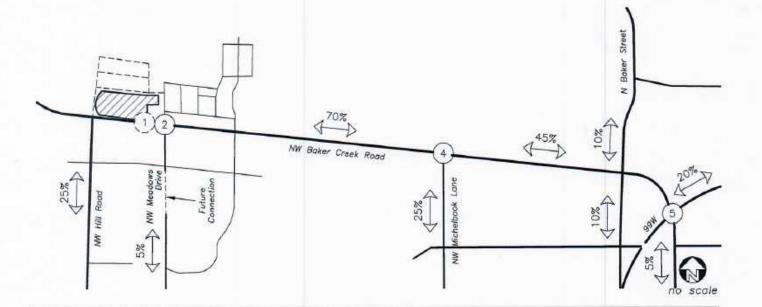
XX%	PERCENT	T OF PRO	JECT TRIPS
	RETAIL	PRIMARY	()
	IN	DUT	TOTAL

	IN	DUT	TOTAL
AM	43	28	71
PM	51	39	90



PM PEAK HOUR







### SITE TRIP DISTRIBUTION & ASSIGNMENT

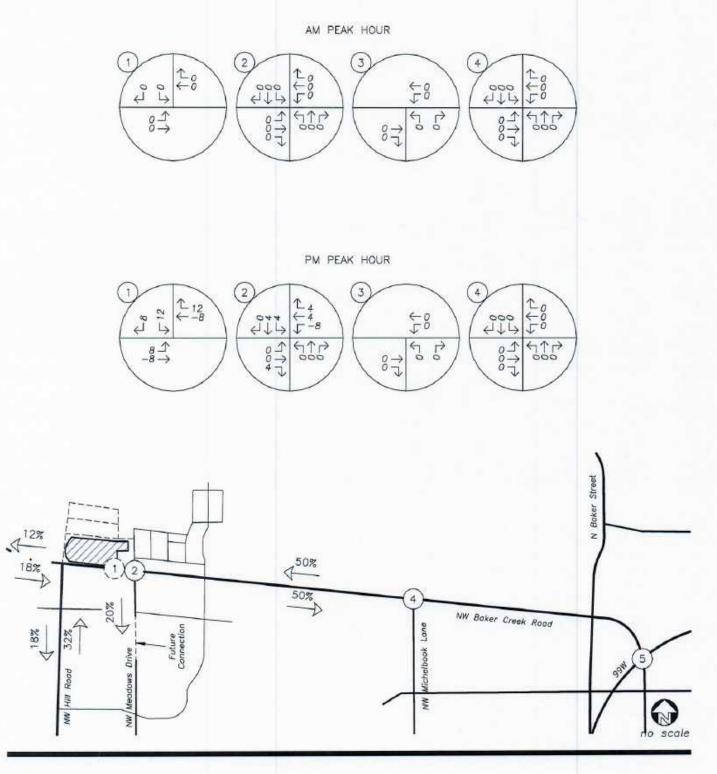
Proposed Development Plan - Retail Primary AM & PM Peak Hours Figure B

Baker Creek North 7/21/2023

AMENDED on 10.11.2023 209 of 386

< <sup>××</sup> ××∞	PERCENT OF PROJECT TRIPS
	DETAIL DACE DY

	RETAIL	PASS-BY	-
	IN	DUT	TOTAL
AM	0	0	0
PM	40	40	80





### SITE TRIP DISTRIBUTION & ASSIGNMENT

Proposed Development Plan - Retail Pass-By AM & PM Peak Hours Figure C Baker Creek North 7/21/2023

AMENDED on 10.11.2023 210 of 386

# Appendix B – Volumes

Traffic Counts

In-Process Data

Baker Creek North Commercial Development Transportation Impact Analysis



7/21/2023

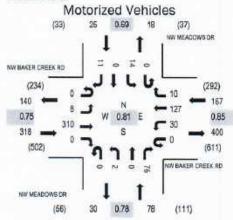


Location: 1 NW MEADOWS DR & NW BAKER CREEK RD AM Date: Thursday, June 15, 2023

Peak Hour: 07:30 AM - 08:30 AM

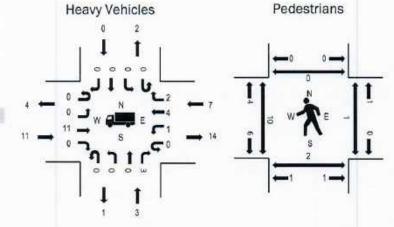
Peak 15-Minutes: 07:55 AM - 08:10 AM

#### Peak Hour



Note: Total study counts contained in parentheses.

-	HV%	PHF
EB	3.5%	0.75
WB	4.2%	0.85
NB	3.8%	0.78
SB	0.0%	0.69
All	3.6%	0.81



#### Traffic Counts - Motorized Vehicles

Interval	NW		CREEK	RD	NV	a subscription of	CREEK	RD	N		DOWS DI	R	N		DOWS DI bound	R		Rollin
Start Time	U-Turn	Left	Thru	Right	U-Tum	Left	Thru	Right	U-Tum	Left	Thru	Right	U-Tum	Left	Thru	Right	Total	Hou
7:00 AM	0	0	11	1	0	1	7	0	0	0	0	3	0	0	0	1	24	45
7:05 AM	0	0	14	0	0	2	9	2	0	0	0	0	0	0	0	1	28	48
7:10 AM	0	2	15	0	0	1	4	1	0	0	0	2	0	1	0	0	26	5
7:15 AM	0	O	13	0	0	3	3	1	0	0	0	8	0	1	0	0	29	5
7:20 AM	0	0	18	0	0	2	10	0	0	0	0	5	0	0	0	1	36	5
7:25 AM	0	0	20	0	0	1	4	2	0	0	0	4	0	1	0	0	32	5
7:30 AM	0	1	16	0	0	2	4	2	0	1	0	3	0	2	0	2	33	58
7:35 AM	0	0	23	0	0	2	9	1	0	0	0	4	٥	2	0	0	41	5
7:40 AM	0	0	16	0	0	0	9	0	0	0	0	8	0	1	0	1	35	5
7:45 AM	0	0	34	0	0	4	11	0	0	0	0	7	Ū	1	0	1	58	5
7:50 AM	0	1	29	0	0	2	10	0	0	0	0	8	.0	0	0	া	51	5
7:55 AM	0	2	31	0	0	3	14	2	0	0	0	8	0	2	0	1	63	5
8:00 AM	0	0	37	Ő	0	3	6	1	0	1	0	8	0	*	0	0	57	4
8:05 AM	0	0	36	0	0.	5	11	1	0,	0	0	4	0	2	0	3	62	
8:10 AM	0	0	25	0	0	1	17	0	0	0	0	8	0	0	0	0	51	
8:15 AM	0	1	27	0	0	3	12	1	0	0	0	7	0	1	0	1	53	
8:20 AM	0	2	13	0	0	2	11	1	0	0	0	7	0	1	0	1	38	
8:25 AM	0	1	23	0	0	3	13	1	0	0	0	4	0	1	0	0	46	
8:30 AM	0	1	9	0	0	1	11	0	0	0	0	2	0	0	0	0	24	
8:35 AM	0	0	15	1	0	2	5	2	0	0	0	2	0	0	0	0	27	
8:40 AM	0	0	11	0	0	4	7	1	0	0	0	1	0	0	0	0	24	
8:45 AM	0	3	20	0	0	2	14	2	0	0	0	3	0	0	0	0	44	
8:50 AM	0	0	17	1	0	1	7	2	0	0	0	2	0	0	0	1	31	
8:55 AM	0	0	12	0	0	3	8	0	0	0	0	1	0	0	0	1	25	_
Count Total	0	14	485	3	0	53	216	23	0	2	0	109	0	17	0	16	938	-
Peak Hour	0	8	310	0	0	30	127	10	0	2	0	76	0	14	0	11	588	3

## Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

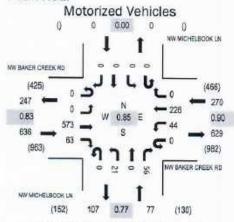
Interval		Hea	avy Vehicle	es		Interval		Bicycle	es on Road	tway		Interval	Ped	lestrians/	Bicycles or	n Crosswa	lik
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
7:00 AM	0	0	1	0	1	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	1	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	1	0	1	0	2	7:10 AM	0	0	0	0	0	7:10 AM	0	1	0	0	1
7:15 AM	1	0	1	0	2	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	1	0	0	1	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	1	0	0	1
7:30 AM	1	0	1	0	2	7:30 AM	0	0	0	٥	0	7:30 AM	2	0	0	0	2
7:35 AM	0	0	1	0	1	7:35 AM	0	0	0	0	0	7:35 AM	0	2	0	0	2
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	1	1	0	0	2
7:45 AM	1	0	0	0	1	7:45 AM	0	0	0	0	0	7:45 AM	2	0	0	0	2
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	0	1	0	1
7:55 AM	S. 11	1	1	0	3	7:55 AM	0	10.13	Ŭ.	0	*	7:55 AM	0	0	0	0	0
8:00 AM	3	1	1	0	5	8:00 AM	0	(0)	0	0	D	8:00 AM	0	1	0	0	1
8:05 AM	3	0	1	0	4	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	1	0	1	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	1	0	1	0	2	8:15 AM	0	0	0	0	0	8:15 AM	2	0	0	0	2
8:20 AM	1	1	0	0	2	8:20 AM	0	0	0	0	0	8:20 AM	3	0	0	0	3
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	1	0	1	0	2	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	9	1
8:40 AM	0	0	1	0	्य	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	2	0	2	8:45 AM	0	0	0	0	0	8:45 AM	0	1	0	0	1
8:50 AM	0	0	0	0	0	8:50 AM	0	0	1	0	1	8:50 AM	0	0	0	1	1
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	1	1	0	0	2
Count Total	14	4	15	0	33	Count Total	0	1	1	0	2	Count Total	11	8	1	2	22
Peak Hour	11	3	7	0	21	Peak Hour	0	1	0	0	1	Peak Hour	10	4	1	0	15



Location: 2 NW MICHELBOOK LN & NW BAKER CREEK RD AM Date: Thursday, June 15, 2023 Peak Hour: 07:35 AM - 08:35 AM

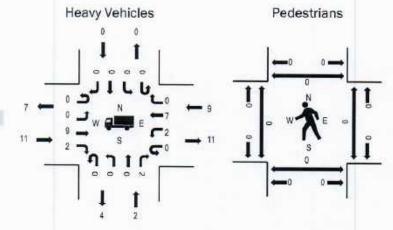
Peak 15-Minutes: 07:50 AM - 08:05 AM

#### Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.7%	0.83
WB	3.3%	0.90
NB	2.6%	0.77
SB	0.0%	0.00
All	2.2%	0.85



#### Traffic Counts - Motorized Vehicles

Interval			CREEK	RD	NV		CREEK	RD	NV	Contraction of the second	BOOK	LN	NW MICHELBOOK LN Southbound					Rolling
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Tum	Left	Thru	Right	Total	Hou
7:00 AM	0	0	21	0	0	0	13	0	0	0	0	3	0	0	0	0	37	74
7:05 AM	0	0	22	2	0	0	13	0	0	0	0	2	0	0	0	0	39	79
7:10 AM	0	0	22	2	0	2	5	0	0	0	σ	1	0	0	0	0	32	86
7:15 AM	0	0	33	2	0	1	9	0	0	2	0	5	0	0	0	0	52	90
7:20 AM	0	0	35	3	0	4	12	0	0	1	0	3	0	0	0	0	58	94
7:25 AM	0	0	37	1	0	3	9	0	0	0	0	3	0	0	0	0	53	97
7:30 AM	0	0	30	2	0	4	17	0	0	0	0	3	0	0	0	0	56	98
7:35 AM	0	0	42	2	0	7	12	0	0	0	0	1	0	0	0	0	64	98
7:40 AM	0	0	37	6	0	3	14	0	0	2	0	4	0	0	0	0	66	97
7:45 AM	0	0	56	5	0	9	14	0	0	1	0	2	0	0	0	0	67	94
7:50 AM	0	0	55	117	0	T	21	0	0	2	5 <b>0</b> 3	5	D	0	0	0	108	92
7:55 AM	0	0	45	12	0	2	25	0	0	4	0	4	0	0	0	0	92	86
8:00 AM	0	0	52	4	0	3	19	0	0	4	0	8	0	0	0	0	90	81
8:05 AM	0	0	69	3	0	4	20	0	0	3	0	3	0	0	0	0	102	
8:10 AM	0	0	51	2	0	2	17	0	0	1	0	8	0	0	0	0	81	
8:15 AM	0	0	51	4	0	1	18	0	0	1	0	9	0	0	0	0	84	
8:20 AM	0	0	46	3	0	1	27	0	0	3	0	7	0	0	0	0	87	
8:25 AM	0	0	39	2	0	ŧ.	20	0	0	0	0	2	0	0	0	0	64	
8:30 AM	0	0	29	3	0	4	19	0	0	Ū	0	3	0	0	0	0	58	
8:35 AM	0	0	14	0	0	4	26	0	0	1	0	7	0	0	0	0	52	
8:40 AM	0	0	21	1	0	1	14	0	0	0	0	3	0	0	0	0	40	
8:45 AM	0	0	29	1	0	2	20	0	0	3	0	7	0	0	0	0	62	
8:50 AM	0	0	29	2	0	4	13	0	0	2	0	6	0	0	0	0	56	
8:55 AM	0	0	16	2	0	2	18	0	0	0	0	(1)	0	0	0	0	39	
Count Total	0	٥	882	81	0	71	395	0	0	30	0	100	0	0	0	0	1,559	
Peak Hour	0	0	573	63	0	44	226	0	0	21	0	56	0	0	0	0	983	

# Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

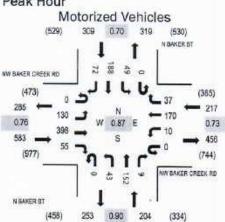
Interval		Hea	avy Vehicle	55		Interval		Bicycle	es on Road	dway		Interval	Ped	lestrians/	Bicycles or	Crosswa	alle
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
7:00 AM	0	0	1	0	1	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	3	0	3	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	D	0	0
7:15 AM	2	0	1	0	3	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	1	0	0	0	1	7:20 AM	0	1	0	0	1	7:20 AM	0	0	D	0	0
7:25 AM	1	0	0	0	1	7:25 AM	0	0	0	0	0	7:25 AM	0	1	0	0	1
7:30 AM	1	0	3	0	4	7:30 AM	0	0	0	0	0	7:30 AM	0	1	0	0	1
7:35 AM	0	0	0	0	0	7:35 AM	1	0	1	0	2	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	1	0	0	1
7:50 AM	0.	0	21. 1	0	1	7:50 AM	0	0	Ũ	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	1	0	1	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	4	0	0	0	4	8:00 AM	Ó	D	0	0	0	8:00 AM	0	0	ő	0	0
8:05 AM	3	0	4	0	7	8:05 AM	1	0	0	0	1	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0	8:10 AM	0	0	1	0	1	8:10 AM	0	0	0	0	0
8:15 AM	2	2	1	0	5	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	2	0	0	0	2	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	2	0	2	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	3	0	3	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	1	0	0	0	1	8:40 AM	0	0	1	0	1	8:40 AM	0	0	0	0	0
8:45 AM	0	1	2	0	3	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	1	0	0	0	1	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	Q	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	18	3	22	0	43	Count Total	2	1	3	0	6	Count Total	0	3	0	0	3
Peak Hour	11	2	9	0	22	Peak Hour	2	0	2	0	4	Peak Hour	0	4	0	0	1

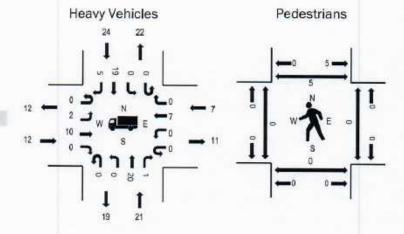


www.alltrafficdata.net

Location: 3 N BAKER ST & NW BAKER CREEK RD AM Date: Thursday, June 15, 2023 Peak Hour: 07:40 AM - 08:40 AM Peak 15-Minutes: 08:05 AM - 08:20 AM

Peak Hour





Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.1%	0.76
WB	3.2%	0.73
NB	10.3%	0.90
SB	7.8%	0.70
AII	4.9%	0.87

#### Traffic Counts - Motorized Vehicles

Interval	13.17.	East	CREEK	anne -		West	CREEK				ibound				ER ST Ibound			Rollin
Start Time	U-Tum	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Tum	Left	Thru	Right	Total	Hou
7:00 AM	0	7	16	6	0	0	7	1	0	1	10	0	0	1	12	5	66	1,00
7:05 AM	0	3	17	4	0	0	7	2	0	ा ्	11	1	0	1	11	4	62	1,04
7:10 AM	0	2	26	5	0	0	6	1	0	0	7	1	0	1	9	2	60	1,10
7:15 AM	0	8	19	3	0	1	7	4	0	0	10	1	0	1	7	2	63	1,17
7:20 AM	0	4	27	5	0	0	11	2	0	0	З	O	0	1	6	5	64	1,23
7:25 AM	0	7	24	8	0	2	11	1	0	1	10	1	0	2	16	5	88	1,28
7:30 AM	0	7	20	3	0	0	12	0	0	2	8	1	0	1	8	8	70	1,29
7:35 AM	0	9	34	3	0	0	6	6	0	1	9	1	0	1	9	8	87	1,30
7:40 AM	0	11	17	4	0	2	13	2	0	- 1	17	2	0	3	25	9	106	1,31
7:45 AM	0	13	41	4	0	0	14	2	0	4	17	1	0	5	21	4	126	1,28
7:50 AM	0	10	26	1	0	0	8	5	0	2	14	σ	0	6	26	13	111	1,23
7:55 AM	0	9	27	5	0	0	13	1	0	4	12	2	0	6	14	4	97	1,21
8:00 AM	0	14	39	2	0	0	10	3	0	4	14	1	0	4	12	9	112	1,20
8:05 AM	0	8	39	8	0	3	15	3	0	3	15	0	0	9	17	5	125	-
8:10 AM	0	11	46	4	0	0	11	3	6	2	18	1	0	3	15	8	122	
8:15 AM	0	18	50	5	0	Ū	12	3	0	6	12	1	D	4	14	4	129	
8:20 AM	0	15	38	9	0	0	17	2	0	6	12	0	0	4	5	5	113	
8:25 AM	0	7	35	3	0	2	16	2	0	3	9	0	0	2	13	3	95	
8:30 AM	0	5	20	6	0	1	19	2	0	6	7	1	0	1	11	4	83	
8:35 AM	0	9	20	4	0	2	22	9	0	2	5	0	0	2	15	4	94	
8:40 AM	0	7	17	5	0	2	13	3	0	2	10	1	0	0	17	1	78	
8:45 AM	0	7	22	3	0	1	15	0	0	2	8	1	0	3	12	4	78	
8:50 AM	0	8	25	5	0	1	7	2	0	3	5	0	0	4	25	7	92	
8:55 AM	0	10	17	1	0	0	13	4	0	3	15	0	0	0	15	6	84	
Count Total	0	209	662	106	0	17	285	63	0	59	258	17	0	65	335	129	2,205	
Peak Hour	0	130	398	55	0	10	170	37	0	43	152	9	0	49	188	72	1,313	

Interval		Hea	avy Vehicle	es		Interval		Bicycle	es on Road	dway		Interval	Peo	lestrians/	Bicycles or	Crosswa	dle:
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
7:00 AM	0	0	1	3	4	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	(
7:05 AM	0	0	2	3	5	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	(
7:10 AM	1	1	1	1	4	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	1	2	0	2	5	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	ő
7:20 AM	0	1	0	1	2	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	G
7:25 AM	1	1	0	0	2	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	2	2	4	7:30 AM	0	0	0	0	D	7:30 AM	0	1	0	0	1
7:35 AM	0	1	0	0	1	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	1	0	0	3	4	7:40 AM	1	0	0	0	1	7:40 AM	0	1	0	0	1
7:45 AM	0	3	1	4	8	7:45 AM	0	0	0	0	0	7:45 AM	0	1	0	1	2
7:50 AM	0	3	0	3	6	7:50 AM	0	0	0	0	0	7:50 AM	0	0	ő	0	0
7:55 AM	0	1	0	0	1	7:55 AM	0	0	D	0	0	7:55 AM	0	0	0	2	2
8:00 AM	1	4	0	0	5	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	4	20	3	3	12	8:05 AM	0	0	0	0	0	8:05 AM	0		0	0	1
8:10 AM	1	2	0	34	4	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	10	1
8:15 AM	2	2	0	2	6	8:15 AM	0	Ð	1	0		8:15 AM	0	0	0	0	0
8:20 AM	3	1	0	1	5	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	2	0	2	4	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	1	2	3	6	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	1	1
8:35 AM	0	0	1	2	3	8:35 AM	0	0	0	0	0	8:35 AM	D	0	0	4	1
8:40 AM	2	1	1	1	5	8:40 AM	0	0	1	1	2	8:40 AM	0	0	0	0	0
8:45 AM	0	1	0	1	2	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	3	3	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	1	з	0	2	6	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	18	32	14	43	107	Count Total	1	0	2	1	4	Count Total	0	4	0	6	10
Peak Hour	12	21	7	24	64	Peak Hour	1	0	1	0	2	Peak Hour	0	3	0	6	9

# Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

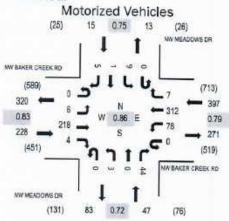


Location: 1 NW MEADOWS DR & NW BAKER CREEK RD PM Date: Thursday, June 15, 2023 Peak Hour: 04:45 PM - 05:45 PM

1 Gak Hour. 04.45 FWI - 05.45 FW

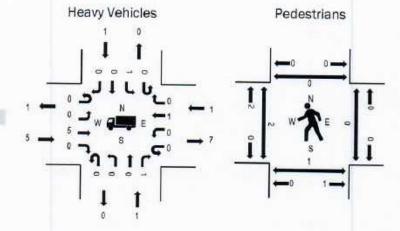
Peak 15-Minutes: 05:10 PM - 05:25 PM

Peak Hour



Note: Total study counts contained in parentheses.

_	HV%	PHF
EB	2.2%	0.83
WB	0.3%	0.79
NB	2.1%	0.72
SB	6.7%	0.75
All	1.2%	0.86



#### Traffic Counts - Motorized Vehicles

Interval		East	R CREEK				R CREEK	RD	N		DOWS D	R	N		DOWS D	R		Rollin
Start Time	U-Turn	Left	Thru	Right	U-Tum	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hou
4:00 PM	0	0	17	0	0	3	20	0	0	0	0	2	0	0	1	0	43	59
4:05 PM	0	1	24	0	0	1	29	0	0	0	0	6	0	0	1	0	62	60
4:10 PM	0	D	11	0	0	2	24	1	0	0	0	1	0	0	0	0	39	6
4:15 PM	0	0	18	0	0	7	18	0	0	0	0	1	0	2	0	0	46	6
4:20 PM	0	1	19	0	0	4	24	0	0	0	0	0	0	1	0	0	49	6
4:25 PM	0	0	28	1	0	1	21	1	0	0	0	3	0	0	0	0	55	66
4:30 PM	0	0	18	0	0	2	26	0	0	0	0	0	0	2	0	0	48	6
4:35 PM	0	3	18	1	0	7	19	0	0	0	0	1	0	1	0	0	50	6
4:40 PM	0	1	12	0	0	3	28	0	0	0	0	2	0	0	0	0	46	6
4:45 PM	0	1	18	0	0	5	27	0	0	1	0	2	0	2	0	0	56	68
4:50 PM	0	0	17	0	0	2	26	0	0	0	0	3	0	1	0	0	49	6
4:55 PM	0	0	18	0	0	8	22	0	0	0	0	3	0	2	0	0	53	6
5:00 PM	0	0	18	0	0	4	26	1	0	0	0	4	0	1	0	0	54	66
5:05 PM	0	0	19	0	0	8	22	1	0	0	0	7	0	0	0	1	58	
5:10 PM	0	1	16	1	0	11	34	0	0	0	0	t	0	0	0	0	64	16.70
5:15 PM	0	1	17	0	0	8	30	*	0	0	0	6	0	1	0	240	85	
5:20 PM	0	O	19	2	0	9	30	3	0	0	0	6	0	1	0	0	70	
5:25 PM	0	1	22	1	0	1	23	0	0.	1	0	5	0	0	0	1	55	
5:30 PM	0	1	14	0	0	10	21	1	0	1	0	4	0	0	0	1	53	
5:35 PM	0	1	18	0	0	5	24	0	0	0	0	0	0	1	0	1	50	
5:40 PM	0	0	22	0	0	7	27	0	0	0	0	3	0	0	1	0	60	
5:45 PM	0	2	12	0	0	8	23	2	0	0	0	7	0	1	0	0	55	
5:50 PM	0	0	16	0	0	2	18	0	0	0	0	4	0	o	0	1	41	
5:55 PM	0	٥	20	0	0	4	17	1	0	1	0	1	D	0	0	0	44	
Count Total	0	14	431	6	0	122	579	12	0	4	0	72	0	16	3	6	1,265	
Peak Hour	0	6	218	4	0	78	312	7	0	3	0	44	0	9	1	5	687	

Interval		Hea	avy Vehicle	es		Interval		Bicycle	es on Road	tway		Interval	Per	destrians/l	Bicycles or	Crosswa	ik
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	1	D	0	1
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	1	0	1	4:15 PM	1	0	0	0	1
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	1	o	O	1	4:25 PM	0	0	0	0	0
4:30 PM	0	0	2	0	2	4:30 PM	0	0	0	0	0	4:30 PM	1	2	0	0	3
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	O	0	4:35 PM	1	0	0	0	1
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	1	0	1	0	2	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	2	0	0	0	2	4:55 PM	0	0	0	D	0	4:55 PM	1	1	0	0	2
5:00 PM	2	0	0	1	3	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	G	1	0	- 35	5:10 PM	0	0	0	0	0
5:15 PM	0	0	6	0	0	5:15 PM	0	103	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0		0	0	1	5:20 PM	Ó	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	1	0	0	0	1
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	1	0	0	0	1
5:50 PM	1	0	1	0	2	5:50 PM	0	0	0	0	0	5:50 PM	D	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	6		4	1	12	Count Total	0	1	2	0	3	Count Total	6	4	0	0	10
Peak Hour	5	1	1	1	8	Peak Hour	0	0	1	0	1	Peak Hour	2	1	0	0	3

# Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

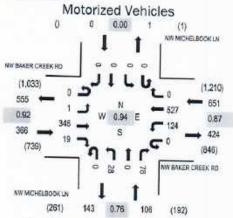


Location: 2 NW MICHELBOOK LN & NW BAKER CREEK RD PM Date: Thursday, June 15, 2023

Peak Hour: 04:45 PM - 05:45 PM

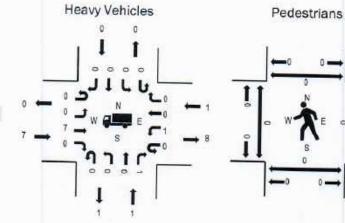
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.9%	0.92
WB	0.2%	0.87
NB	0.9%	0.76
SB	0.0%	0.00
All	0.8%	0.94



Traffic Counts - Motorized Vehicles

Interval Start Time		East	R CREEK	044952	_	West	R CREEK	RD	N		LBOOK	LN	NV		LBOOK	LN		Rolling
	U-Tuth	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Tum	Left	Thru	Right	Total	Hour
4:00 PM	0	0.	29	0	0	11	41	0	0	3	0	5	0	0	0	0	89	1,031
4:05 PM	0	0	36	4	0	8	39	0	0	0	D	14	0	0	0	0	101	1,037
4:10 PM	0	0	18	1	0	9	42	0	0	1	0	6	0	0	0	0	77	1,029
4:15 PM	0	0	23	0	0	8	30	0	0	2	0	1	0	0	0	Ő	64	1.04
4:20 PM	0	0	34	3	0	7	37	0	0	2	0	2	0	0	ō	0	85	0.5556
4:25 PM	0	0	36	0	0	8	42	0	0	2	0	5	o	ő	0	0		1,081
4:30 PM	0	0	33	4	0	8	31	0	0	3	Ő	6	õ	0	0	0	93	1,100
4:35 PM	0	0	31	0	0	8	34	0	- 0	1	o	5	0	0		161	85	1,104
4:40 PM	0	0	23	3	0	5	48	0	0	1	0	6	0	0	0	0	79	1,110
4:45 PM	0	0	29	1	0	7	41	0	0	3	0	7	0	0	- 72		86	1,118
4:50 PM	0	0	33	0	0	13	32	0	0	5	0	6	0	1	0	0	88	1,123
4:55 PM	0	0	21	2	0	11	47	0	0	ž	0	10	2	0	0	0	89	1,118
5:00 PM	0	0	34	2	0	8	43	0	0	1	- C.	10	0	0	0	0	95	1,118
5:05 PM	0	D	23	2	0	11	49	0	0	3	0	7	0	0	0	0	95	1,110
5:10 PM	0	0	22	4	Ő	8	51	0	2		0	5	0	0	0	0	93	
5:15 PM	0	0	25	3	0	14	51	0	0	2	0	8	0	0	0	0	95	110
5:20 PM	0	0	30	2	0	9			D	1	0	4	8	9	0	0	98	
5:25 PM	0	0	36	2	ö		54	0	0		9	8	0	0	0.	0.	104	
5:30 PM	0	4	30	-	-	10	40	0	0	2	0	X	۵.	0	0	0	97	
5:35 PM	0	0	32	0	0	11	42	0	0	3	0	3	0	0	0	0	91	
5:40 PM	0			1	0	10	38	0	0	1	0	6	0	0	0	0	87	
5:45 PM		0	31	0	0	12	39	0	0	2	0	7	0	0	0	0	91	
5:50 PM	0	0	27	2	0	7	40	0	0	1	0	6	0	0	0	0	83	
	0	0	35	2	0	12	32	0	0	1	0	7	0	0	0	0	89	
5:55 PM	0	0	28	1	0	7	45	0	0	0	0	6	0	0	0	0	87	
Count Total	0	1	699	39	0	222	988	0	0	45	0	147	0	0	0	0	2,141	
Peak Hour	0	1	346	19	0	124	527	0	0	28	0	78	0	0	0	0	1,123	

# Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

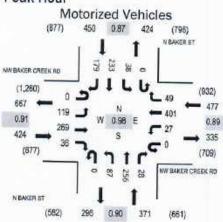
Interval	_	Hei	avy Vehicl	BS		Interval		Biruch	es on Road	dureu		later of	17.11. L	1098 22	$h \in \mathbb{R}^{n}$		
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Interval Start Time	P	edestrians/E			
4:00 PM	0	0	1	0	1	4:00 PM	1	0	0	the later of the l	Total	Second Constraints	EB	NB	WB	SB	Total
4:05 PM	0	1	1	0	2	4:05 PM		0	0	0	1	4:00 PM	0	0	0	0	0
4:10 PM	0	0	1	0	4	4:10 PM	0	0	U	0	0		0	0	0	0	0
4:15 PM	1	0	ō	0	4	4:15 PM	U	0	0	0	0	4:10 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM		1	Û	0	2	4:15 PM	0	0	0	0	0
4:25 PM	0	0	2	0	2	4:20 PM	0	0	1	0	1	4:20 PM	0	0	0	0	0
4:30 PM	0	ñ		0	4	승규가 많은 것이 없어.	U	0	0	0	0	4:25 PM	0	0	0	0	0
4:35 PM	0	0	ò	0		4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:40 PM	ñ	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:45 PM	1	0	0		0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:50 PM		0		0	1	4:45 PM	0	0	1	0	1	4:45 PM	0	0	0	0	0
4:55 PM	0		0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	D	0	0
22240 0 1000	3	0	0	0	3	5:00 PM	0	0	1	Ű.	1	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	O	5:05 PM	0	0	0	0	0
5:10 PM	0	1	1	0	2	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	a	0	5:15 PM	0	0	4	0	1	5:15 PM	Ø	0	0	0	0
5:20 PM	2	a	0	0	1	5:20 PM	0	a	0	D	0	5:20 PM	0			2	
5:25 PM	.0	0	0	D	0	5:25 PM	0	00	. 1	0	÷.	5:25 PM				- 12	
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	1	0	0	0	1	5:35 PM	0	0	0	0	0	5:35 PM	Ő	0			0
5:40 PM	1	0	0	0	1	5:40 PM	0	0	0	Ó	Ő	5:40 PM	0		0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM		0	0	0	0
5:50 PM	2	0	1	0	3	5:50 PM	0	0	0	0			0	0	0	0	0
6:55 PM	1	0	0	0	1	5:55 PM	õ	0	0	0	0	5:50 PM	0	0	0	0	0
Count Total	11	2	8	0	21 (	Count Total	2	1	5	0	0	5:55 PM Count Total	0	0	0	0	0
Peak Hour	7	1	1	0	10.00	Peak Hour	0	0	4	0		Peak Hour	0	0	0	0	0



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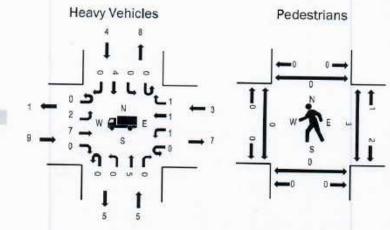
Location: 3 N BAKER ST & NW BAKER CREEK RD PM Date: Thursday, June 15, 2023 Peak Hour: 04:35 PM - 05:35 PM Peak 15-Minutes: 04:40 PM - 04:55 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.1%	0.91
WB	0.6%	0.89
NB	1.3%	0.90
SB	0.9%	0.87
All	1.2%	0.98

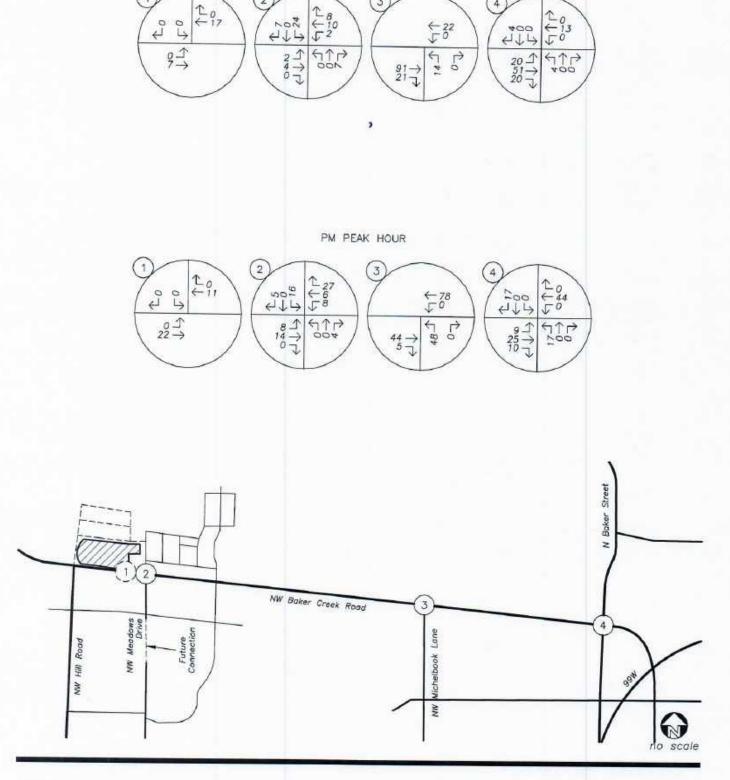


Traffic Counts - Motorized Vehicles

Interval Start Time	27.67	East	R CREEK		-	West	R CREEK				ER ST			N BAK South	ER ST			Rollin
SCOT STATE	U-Tum	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Tum	Left	Thru	Right	Total	Hour
4:00 PM	0	16	22	2	0	3	28	0	0	8	17	3	0	4	14	15	132	1,65
4:05 PM	0	12	24	4	0	1	31	2	0	7	17	1	0	4	23	15	141	1,66
4:10 PM	0	10	21	2	0	1	34	1	0	6	16	1	0	3	14	10	119	1,68
4:15 PM	0	6	18	2	0	1	35	3	0	4	16	5	0	4	20	11	125	1,69
4:20 PM	0	9	21	5	0	1	32	8	0	2	18	4	0	4	35	9	148	1,70
4:25 PM	0	8	26	2	0	0	34	2	0	2	17	2	D	5	24	14	136	1,70
4:30 PM	0	10	33	4	0	0	33	6	0	4	14	2	0	6	18	8	138	1,71
4:35 PM	0	8	25	5	0	2	29	3	0	8	23	2	0	4	28	9	146	1,72
4:40 PM	0	11	19	3	0	4	22	3	0	8	23	2	0	3	24	18	140	1.71
4:45 PM	0	13	18	1	0	2	27	5	0	4	25	3	0	3	25	15	141	1,70
4:50 PM	0	9	25	4	0	3	33	5	0	10	23	4	a	8	24	15	160	1,70
4:55 PM	0	6	24	0	0	2	33	6	0	10	20	4	0	2	13	12	132	1,68
5:00 PM	0	10	31	3	0	1	34	4	0	7	19	1	0	2	20	8	140	1,68
5:05 PM	0	9	22	3	0	2	46	6	0	8	26	3	0	4	10	16	155	1,00
5:10 PM	0	11	19	2	0	0	42	2	0	3	18	3	0	3	17	17	137	
5:15 PM	0	10	19	2	0	2	40	0	0	10	20	1	0	2	13	15	134	
5:20 PM	0	12	20	1	0	4	34	4	Ő	8	19	2	0	3	21	20	134	
5:25 PM	0	13	26	6	0	3	28	5	ő	4	17	2	0		27	14	122	
5:30 PM	0	7	21	6	0	2	33	6	0	7	23	1	0	3	14		146	
5:35 PM	0	13	18	8	0	õ	37	5	0	3	16	3	0	1		20	143	
5:40 PM	0	9	22	3	0	1	32	4	0	8	22	4	0		19	11	134	
5:45 PM	0	12	19	4	0	3	30	7	0	2	22	4	0	5	11	10	131	
5:50 PM	0	7	40	3	0	0	37	6	0	2		2	1.28	3	24	13	141	
5:55 PM	ō	8	27	3	ō	0	34	3	0	2	12 18	3	0	4	14 17	12 13	140	
Count Total	0	239	560	78	0	38	798	96	0	142	461	58	0	91	466	320	3,347	
Peak Hour	0	119	269	36	0	27	401	49	0	87	256	28	0	38	233	179	1,722	

# Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval		Hea	avy Vehicle	es.		Interval		Bicach	es on Roa				ressond and				
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Interval Start Time			Bicycles or	the state beaution in the set of	1/10/0
4:00 PM	1	2	0	0	3	4:00 PM	0	0	0	1.		Tage work in stitute	EB	NB	WB	SB	Total
4:05 PM	1	1	1	0	3	4:05 PM		0	0	0	0	1000	0	0	0	2	2
4:10 PM	0	1	0	0	1	4:10 PM		0	0	0	1	4:05 PM	0	0	0	0	0
4:15 PM	0	1	ő	1	2		0	0	U	3	3	4:10 PM	0	0	0	0	0
4:20 PM	4	0	0	0	6		1	0	1	0	2	4:15 PM	0	0	0	0	0
4:25 PM	0	0	2	3	1	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:30 PM	0		2	- 255	D	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:35 PM	4	100	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
State State State	1	1	0	1	3		0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	1	0	0	4	2	4:40 PM	0	0	0	0	0	4:40 PM	0	0	10	0	0
4:45 PM	0	- 11	0	0	1	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	4	0	0	0	1	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	6	
4:55 PM	0	1	0	1	2	4:55 PM	0	0	0	0	0	4:55 PM	0	0	4	0	
5:00 PM	3	0	1	0	4	5:00 PM	0	0	0	0	0	5:00 PM	0	ő		0	
5:05 PM	0	1	0	0	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0		0	
5:10 PM	0	0	1	0	1	5:10 PM	0	٥	0	0	0	5:10 PM	0	0	1	0	1
5:15 PM	1	1	0	0	2	5:15 PM	0	0	0	0	Ő	5:15 PM	0	0	0	0	0
5:20 PM	0	D	0	1	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	2	0	1	0	3	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	Ū.	0	0	0	0	5:30 PM	U	0	0	0	0
5:35 PM	1	0	0	1	2	5:35 PM	0	0	0	0	D	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	3		0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0		0	5:40 PM	0	0	1	0	1
5:50 PM	1	0	0	2	3	5:50 PM	0		0	0	0	5:45 PM	0	0	0	0	0
5:55 PM	2	0	0	õ	2	5:55 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
Count Total	16	11	6	11		Count Total	0	0	0	0	0	5:55 PM	0	0	1	0	1
Peak Hour	1000	-		11.000	1010	and a second s	2	0	1	3	6 (	Count Total	0	0	5	2	7
- cak hour	9	5	3	4	21	Peak Hour	0	0	0	0	0	Peak Hour	0	0	3	0	3



AM PEAK HOUR

3

4

2

1



### **TRAFFIC VOLUMES**

In-Process Development Trips AM & PM Peak Hours

### Figure D

Baker Creek North 7/21/2023

AMENDED on 10.11.2023 224 of 386

# Appendix C - Safety

Crash History Data

Signal Warrant Analysis

Baker Creek North Commercial Development Transportation Impact Analysis



7/21/2023

CDS380 07/87/2823

#### ORIGON.. ENPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH AMAYLYATS AND REPORTING UNIT

DEMAN NOR-STRIM CRASH LIGTING

CITY OF MOMINAVILLE, YAMBILL COURTY

BARKE CHEEK ED and MICHELBOOK IM, City of McHinnville, Yanhill County, 01/01/2017 to 12/31/2021 1 - 5 of 7 Crash records shown.

RA P			CLASS	CITY STREET		187-7228					DPCL USE									
A X TREE			9810	FIRST STREET	RD CRAH	DEDTAB)	INT-REL	01110	WITHE	CRASH	THER OTY	NEPPE				÷.				
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		58			06	0		н	DAY	INJ	PSINGE CAR		20 (2022)	363.032°	100				000	0.0
		45 13 37,23	>123 17 >7.02										01 5878	NOVE	-18		R-T 8×75	026	000	07,29
											02 ROBE FRVTE	570P								
											FERGE CAR.	15 -8	OX DRVE	TNT	11	1	0-9	000	912	90
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130 14 19			17	MAKER CREEK RD-	TRAES.	3~580	п	<u>30</u> 5	CLR	S-1STOP	D1 NONE 9	STRONT								07,29
		NE	9	MICHELBOOK LH	B		STOP STUR	N	DRY	REAR	31/A	3 -N							000	00
		7h 45 13 31,92			96	0		<u>*</u>	UAY	8:00 V	FINGE CAR		01 DRVR	10011	00		16.K.	000	0.00	00
											0.2 TKRE 9	STOP								
											11/3	5 -14							012	0.0
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牌 :		FR.	0	MECHELBOOK 141	8		STOP STUR	N	neer	REAR	11/A	Д -N							068	
		136			De	5		N.	CAY	100	PERSE CAR		1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	walker's	ALC: NO					60
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urt	1	th.	0	MICHELBOOK IN	CB		UNENCHN		DRY											02
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													Seconds -	1000	-e - s	08		10/01/028	000	32

Discissive: The information contained in this report is controlled from individual driver and police crash report submitted to the Oregon Department of Transportation as required in ORS #11,720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to continues. However, because automitted of crash report from as required in ORS #11,720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to continues. However, because automitted of crash report from as required in ORS #11,720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to continues. However, because automitted of crash report from as damage only crushes being eligible for inclusion in the Statewide Crash Data File.

CDS380 07/03/2023

#### OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION MATA SECTIOE - CRASH AMAYEVELS AND EXPORTING UNIT

DRBAN NON-STATEM CRASH LISTING

CETY OF MONISNVILLE, FAMILIE, COURTY

#### EARER CRIEF RD and MICHELBOOK LM, City of MoMinnville, Tashill County, 01/01/2017 to 12/31/2021 6- 4

of 7 Crash records shows.

ERI	5 D H 7 3 J S	W DATE	CLASS.	CITY STREET		INT-TYPE					1000									
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10		TH	100	MICHELBOOK LH.	×.	(9098)	URTENONIN													23
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87310											-rawin Gan		BI DRAF	18.72	26	7 KB	-¥ <23	CIOR	003	0.0
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à.		\$10.	150	BARER CREEK RD		{8008851	tions -	14	DRY										040,0E1	-27
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Discipitines: The information contained in this report is complied from intrividual crises and police crists numbers submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crists Analysis and Reporting Unit is committed to providing the highest quality oracle and as to construction, because submitted of crain report forms is the responsibility of the individual driver, the Crists Analysis and Reporting Unit is committed to providing the highest quality oracle as the oracle state and evaluation of crain report forms is demage only crashes being eligible for inclusion in the Statework Crists Data File.

Pages 3

CDS380 07/07/2023

#### DEBGON., DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASE MEATING AND REPORTED UNIT UNEAU NON-SYSTEM CHASE LISTING

CITY OF MCMINWVILLE, YAMMILL COUNTY

BARER CREME RD and BAKER ST, City of McHinnville, Tanhill County, 01/01/2017 to 12/31/2021

1-3 of 16 Crash records shows.

ŧ	PSJS		CLASS	CITT STREET		INT-TUPE					SPCL USE								
	EAULT		DIST	FIRST STREET	HD CHAR	(HEDTAB)	THEF-BELL	OFFHID	INTER-	CRABH	TSLR 07Y	Naus			- 2	5			
	R.E.O.H.H.		278096	SECOND STREET	DIRECT.	LUGS	TRAP-	WWDBT -	STRF	COLL	ORMER.	FROM	(allowed)	Control 1					
ocr.	DCIVE	E LAT	4000	LHS	2.00770	(#LANES)	CONTL	DHVWY	LIGHT	<b>GVRTE</b>	Ve TYPE	70				E LICHD P			
15	0 U I I	01/16/2019	16	BAKER CREEK RD	THTER	CROSS	E	70	CLB	G-1STOP	0.1 110111 .0		P# TYPE	SVALL	E	X REI LI	C ERBON	ACT LVART	CAUSE
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		TA				- C	The process	-11	13/A	READ	11/A	11 -4						000	0.0
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		8.8.			00	0		н	DAY	600	PENGE CAR	S MANNA	2000						00
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Discipliner: The information contained in fits report is completed from individual driver and policie crash reports submitted in the Dregon Department of Transportation as required in ORS 311.720. The Grash Analysis and Reporting that is committed to providing that highest quelity mash date to sustainers. However, because submitted of crash report is completed in ORS 311.720. The Grash Analysis and Reporting that is committed to providing that highest quelity mash, date to sustainers. However, because submitted of crash report is a single crash are accurate. Mole: Legislative changes to DMV's vehicle crash reporting resulted and can assurances be medie that all datats pertaining to a single crash are accurate. Mole: Legislative changes to DMV's vehicle crash reporting resulted of Crash report is there property and report in the Dragon Distribution of the Dragon Department of Transportition as required in ORS 311.720. The Grash Analysis and Reporting that highest quelity crash date to sustainers. However, because submitted of crash report forms a data pertaining to a single crash are accurate. Mole: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/2004, may result in lever property and the property of the crash respective changes to DMV's vehicle crash reporting requirement, effective 01/2004, may result in lever property and the property of the crash respective changes to DMV's vehicle crash report of the crash result of the property of the crash respective changes to DMV's vehicle crash respective changes to DMV's vehicle crash report of the crash respective changes to DMV's vehicle crash respective changes to

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CD5380 07/07/2023

#### ORDEGON. ESUARCHMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECULOR - CRASE ANALYINES AND REPORTING UNLT

ORDAN NON-SYSTEM CHASH LISTING

#### BANKER CREEK MD and BANKER ST, City of McMinzville, Tashill County. 01/01/2017 to 12/31/2021

6- B of 16 Stash records shown-

a D M

CITY OF MOMINNVILLE, YAMEILL COUNTY

SKR	PBJB	DATE	CLASS.	CITT STREET		187-1728					2010										
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ш		4			D.L	9		122				10,000								000	69
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											FENGE CAR	A.C	01 DRVR	INCOME.	00	tion 18	R.		000	000	08
00504	HNNHNH	06/11/2021	16	EXCHANGE CONSTRUCT ON	Tranks.			_	_	_			COLORNAL.	The second	1255	08			499	000	0.0
TTY				BAKER CREEK BD	INCER				CUR	0-1 L-TUNK	0 BRONE 0	STRONT									08,02
			9	BAKER ST	CN		TRF SIGNAL	N	DRY	2030	PRVTE	E -W								000	00
18		10P			02	0		8	DLIT	INZ	PENGE CAR		0.1 mouth								0.0
11 -		45 13 29.64						1655	0.000	X3375	rentin was		01 DRVR	10.36	46 1		-1 <25		000	000	0.0
			50.5													OR	1.2				

Disclative: The information contained in this report is compliad from individual chines and police crisch records submitted in the Dragon Dispartment of Transportation as required in ORS \$11,720. The Crisch Analysis and Reporting Unit is committed to providing the highest quality crisch dials for customare. However, because submitted of crisch analysis and Reporting Unit is committed to providing the highest quality crisch dials for customare. However, because submitted of crisch analysis and Reporting Unit is committed to providing the highest quality crisch dials for customare. However, because submitted of crisch analysis and Reporting Unit is committed to providing the highest quality crisch dials for customare. However, because submitted of crisch analysis and Reporting Unit is committed to providing the highest quality crisch dials for customare. However, because submitted of crisch analysis and Reporting Unit is committed to providing the highest quality crisch dials for an assumption of the field dials performance in ORS \$11,720. The Crisch Analysis and Reporting Unit is committed to providing the highest quality crisch dials for an assumption of the field deliatis performance in ORS \$11,720. The Crisch Analysis and Reporting Unit is committed to providing the highest quality crisch dials for an assumption of the field deliatis performance in ORS \$11,720. The Crisch Analysis and Reporting Unit is committed to providing the highest quality crisch dials for an assumption of the field deliatis performance in the effective of IDIT/2004, and results for an assumption of the field deliation of the field deliatis performance in the effective of IDIT/2004, and results for an assumption of the field deliatis performance in the effective of IDIT/2004, and results for an assumption of the field deliatis performance in the effective of IDIT/2004. The field deliatis performance is the effective of IDIT/2004 deliatis performance in the effective of IDIT/2004. The field deliatis performance is the effective of IDIT/20

Pages 3

#### CDS380

07/07/2023

#### CREASE. CEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANALYINGS AND REPORTING UNIT URBAN NOR-STOTEM CLASH LISTING

CITY OF MONINAVILLE, YAMHILL COUNTY

BAKER CREEK RD and BARER ST, City of McMinnvills, Yanhill County, 01/01/2017 to 12/31/2021

8-13 of 16 Crash records shown.

ND DOT	5 D E P B J S N DATE E A U I C O DAY E 1 C H H R TIME D C S V L S LAT	CLASS DIS7 PROK LONG	CITY STREET FIRST STREET SECOND STREET LKS	ND CRASS DIPECT LOCTH	THT-TYPE (HEDIAR) LEOS (#LADES)	ENT-AUL. VRAS-	HAD BY	WINN SURF LIGHT	CHASH COLL SVRTY	5PCL USE TRUM QTY 98066 V# 7776 03 ROME 0	HOVE PROM TO TURN-1		1162 SVED		# LICKS	NED EDDOR	ACT EVENT	CAUSE
00266	Y II N II N II 04/56/2021	16	2000 - 2000 - 20							PRVTE PSINGR CAR	W -10	01 DRVR	DONE	21	N OR-7 OR-25	994.0	000 000 85	00 09,02
TITY			BARER CHEEK MD	THTES	CROBS		N	CLA	0-1 5-TO	0 SHONE 10 M	TUNN-L							02
	PH.	Ð	BAREE 07	CH		TRI SICHAL	- M.S.	DBY:	WURN-	FRATE	W04						000	0.0
6 17	#P 45 13 29.6	-123 11 50.5		02	0		8	0714	THU:	PSINGH CAR		O1 DRVB	NONE	35 1	OB-T OR<25	004, 0	000	0.2
										0 380562 0	STROHT							
										PROTE CAR	E -W	01 DRVR	10120	23 1	CR-Y CR-25	000	000 000	00 00
11957	10 ff N W N N 12/22/2021	16	PARES CREEK BD	THTES	CROSS	11	- 19	C1.D	0-1 1-2030	N OI MCONS C	STRENT			_	98540			02.05
117	NE	0	BAKER ST.	CII		THE STORAL	3	MUT	tru Bist	PRVTY	K -W						000	and a
	12P 45 13 29.64			67	0			DAY	1163	PSHIR CAR		OI DRVD	10.70	45 F	0R-1 0R-25	000	000	00 00
		2002								62 MONE C FRITE PSNGE CAR	TURN-L W -N	01 LEVR	NONE	87. 7		828,00	000 4 000	00 02,05
0539	N N N N N N 06/21/2021	1€	BAREN CREEK RD	THERE	CHESS	81	34	CLIR	AMGL-DTH	D1 HONE 0	N7260H7							27.04
ane.	MG	0	BAKER ST	CH		THE STONAL	74	DRY	MAGE.	PRV2E	11 -3						000	00
	1# 45 13 29.64	-123 11 99.9		91	°		51	DAY	1012	PSNGS CAR		01 DRVM	1890	16 M	08-52 08-X	000	000	00
0562	H H N H N N n6/25/2021	16	BARER CREEK RD	INTER	CROSS					02 HONE 6 PRVTE PSNGR CAR	B -W	01 DRVR	HONE	22 F	08-7 08-25	015,02	000 000	00 27,04
177		0	WARER ST			н	*	CLR		DI MONE I	atright							04
2220	58		#0A55 23	CN		TRF SIGNAL	N	DRY	ANGL	PRVTE	\$ -¥						000	0.0
	45 13 29,64	-123 11 50.5		04	0		N	DAVIN	194.9	DINHI TOW		01 DRAW	TONK	58 M	00-T CR>25	000	000	00
01.90	N R N N N 03/12/2021									02 HOUR 0 PRVIE FONGR CAR	STROAT W -S	01 DRVR	INJH	70 M	OR+T CR<25	020	000 000	0.0 0.4
		10	BASER CREEK ND	INTER	CROSS	u.	м	CLR	0-1 1-TOOM	DI NONE 0	STREET.							40,2*
ITY		0	BARER ST	CBI		S-GRN-SIG	м.	CRY	1990	PRVIE	E -W						000	0.0
	5P 45 13 29.64	-123 11 50.5		93	9		N	0038	183	PSNGR CAR		OI DOWN	IN.7C	88 P	CIR-Y CIE<25	016,000		40,27

Decisioner: The Information contained in this report is completed from individual driver and policy creatif reports submitted to the Oregon Department of Transportation as required in ONS #11.728. The Creatil Analysis and Reporting Unit is committed to providing the highest quality creatif data to customers. However, because submitted to the Oregon Department of Transportation as required in ONS #11.728. The Creatil Analysis and Reporting Unit is committed to providing the highest quality creatif data to customers. However, because submitted to restrict report forms to any set of the Oregon Department of Transportation as required in ONS #11.728. The Creatil Analysis and Reporting Unit is committed to providing the highest quality creatif data to customers. However, because submitted of creatif reports to any set of the Oregon Department of Transportation as required in ONS #11.728. The Creatil Analysis and Reporting Unit is committed to providing the highest quality creatif data to customers. However, because submitted of creatif reports to any set of the Oregon Department of Transportation as required in ONS #11.728. The Creatil Analysis and Reporting Unit is committed to providing the highest quality creatif data to customers. However, because submitted of creatif reports to any set of the Oregon Department of Transportation as required in ONS #11.728. The Creatil Analysis and Reporting Unit is committed to providing the highest quality creatif data to customers. However, because submitted for cent as a course of that all containers be made Unit all containers be made

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#### CDS380

07/03/2023

CITY OF MONINAVILLS, YAMSILL COUNTY

#### ORDIGHT. DEPARTMENT OF TRANSPORTATION - TRANSFORTATION DEVEloPMENT SIVISION TRANSPORTATION DAYS SECTION - CRASH ANALYSIS AND REPORTING UNIT

URBAD BON-SYSTEM CRASH LISTING

#### BAKER CREEK RD and BAKER 27, City of McMinnville, Yamhill County, 01/01/2017 to 12/31/2021

14= 16 of 16 Crash records shown.

SIGNA	8		IS N DATE	CLAS5	CITY STREET		UNT-TYPE					SPCL USE									
			C O BAY	THE	FIRST STREET	FB CHAR	(10410344)	INT-REL	OFTRO	WTHE	CRADE	THE OT	HOWE			4	2				
			II N TIME	PINCHS	BECCHU STREET	DIRECT	LEGS	TRAF-	ENDET	SURP	COLL	OWNER	110000	Pierc	100	6	a second	PEN ERAN			
UNLOC 7	D 1	C 5 V	L K LAT	1099	LRS	LOCIN	(#1,AMES)	COPTL	DRVWY	LIGHT	SVRTY	TE TINE	70	P# TYPE			E LICH				
										1000		DZ HONE C	TURN-L	14 1111	BANTT	- L.	K HES	1/30	ERBOR	ACT EVENT	CAGSE
												PRAIR	W -34							003	6.0
00892	1475				and the second second						_	PERGE CAR		01 0878	RONE	67 1	GB-Y GR<25		998	809 809	60
			N N 09/16/2021	16	NAMES CREEK BD	THINK	CROSS	18	N .	CLR	0+1 (-T)	KR 01 NONE E	STRORT								00.44
CITY			3214	0	DAKER ST	CH		TRE SIGNAL	1.00	DRY	TURN	PROTEC	8 -H								02,08
31			212			02	1.00						0.04							000	00
(4)			45 13 29.6	-135 11 50.5		104	D		N	DAT	18.7	PSNOR CAR		UI DRVM	THIC	20 H	CR-T CR<25		000	000	00
												02 HOME 0 PRVTE	TURN-L							739	
												DESCR CAR		01 DEVE	291.78	91 H	CIB-Y		028,004	000	00
01099	-	1 11 11		201						_		6229970-Fills			0.000	1.50 11	CR-25		050+004	000	02.34
press		1 10 10	31/06/2019	16	BARER CHEEK BE	STREAT		n	34.	C1.8	S-1.570P	OL WORKS	STRONT			-					07,27
erry			.NIC	200	DARKE ST		(NORK)	TEF SIGNAL	3 <b>0</b> 1	DUT	NGAN	HIVER	w -8								
16.5			1.08			05														000	6.0
H H			45 13 29,91	53.91		05	(02)			0AY	EIG	PSNGR. CAR		01 DXVH	NONE	29 M	OR-Y OR<25		026,043	038	07,27
												D2 DONE PRVTE P5NGB CAR	STOP W -M	91 DRVN	INIC	46 M	08-7		000	012	66 08

Declament: The information contained in this report is completed from individual chiefer and police crash reports submitted to the Gregon Department of Transportation as required in OHS 611,720. The Grash Analysis and Reporting Unit's committed to providing the highest quality cresh data to customers, however, because submitted of reash report forms in data and policy of the individual data in the grash data to customers, however, because submitted for cash report forms in data and policy of the individual data and reporting the highest quality cresh data to customers, however, because submitted for cash report forms in data and policy of the individual data and policy of the i

Page: 7

08<25

	_	_	INTERSECTION INFORMA	TION	
City: Population: Intersection Location: (Rural/Urban)	McMinnvi 35000	lfe	Condition:	2025 w/ Cor	mmercial & 2.5% Growth Rate
(Nural/Orban)	Urban				
Major Street Name:	NW Baker	Creek Road	Minor Street Name:	NW Michelb	nok lane
Number of Moving			Number of Moving	in michelie	ook Laite
Lanes for Each Approach			Lanes for Each Approach:	1	
Speed:	35 mph		Speed:	25 mph	
Street			Street	-	
Width:	35 ft		Width:	32 ft	
Direction:	EB	WB	Direction:	NB	
				IND	
Hour			Hour		
1	568	773	1	120	
2	538	732	2	107	
3	530	721	3	92	
4	507	691	4	91	
5	500	681	5	82	
6	500	681	6	80	
7	477	650	7	78	
8	469	639	8	71	
9	455	619	9	67	
10	424	577	10	65	
11	409	556	11	64	
12	402	546	12	64	
13	386	526	13	62	
14	334	454	14	52	
15	265	361	15	50	
16	250	340	16	36	
17	174	237	17	36	
18	144	195	18	24	
19	76	103	19	16	
20	53	72	20	10	
21	45	62	20	6	
22	30	41	22	5	
23	15	21	23	5	
24	15	21	24	4	
4-hour Total	7,566	10,300	24-hour Total	1,290	0

#### Warrants Evaluted:

Warrant 1, 8-Hour Vehicular Volume - Evaluated for Conditions A & B

Warrant 2 , 4-Hour Vehicular Volume - Evaluated

Warrant 3, Peak Hour - Evaluated for Conditions A-2, A-3 (A-1 needs to be evaluated separately), and Condition B

Warrant 4, Pedestrian Volume - Not Analyzed

Warrant 5, School Crossing - Not Analyzed

Warrant 6, Coordinated Signal System - Not Analyzed

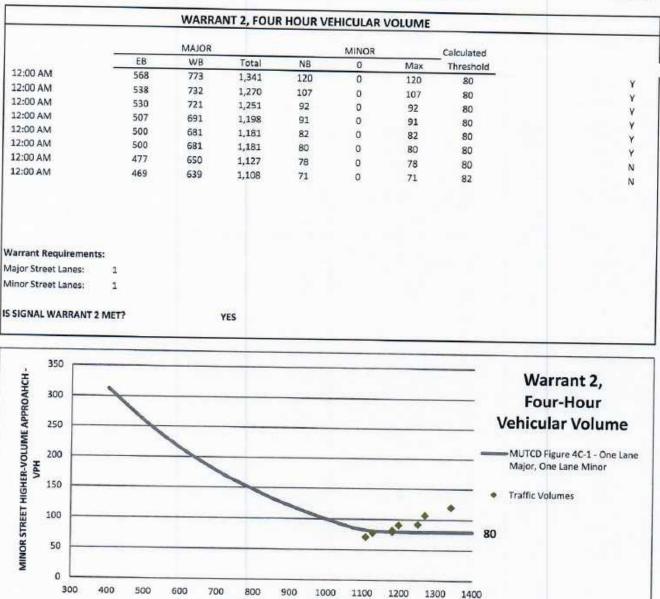
Warrant 7, Accident Experience - Not Analyzed

Warrant 8, Roadway Network - Not Analyzed

Warrant 9, Intersection Near a Grade Crossing - Not Analyzed

Page 1 of 4

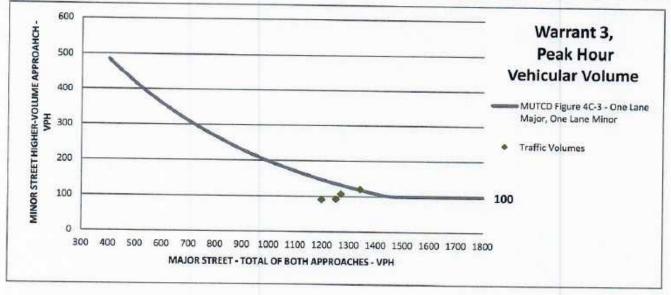
			WARRANT	1, 8-HOUR	VEHICUL	AR VOLUM	E			
		MAJOR			MINOR					
	EB	WB	Total	NB	0	Max	A	B	A or B	80% A&B
12:00 AM	568	773	1,341	120	0	120	N	Ϋ́	Y	0011
12:00 AM	538	732	1,270	107	0	107	N	Ý	Y	N
12:00 AM	530	721	1,251	92	0	92	N	Ŷ	Ý	N
12:00 AM	507	691	1,198	91	0	91	N	Ŷ	Ý	NN
12:00 AM	500	681	1,181	82	0	82	N	Ŷ	Ŷ	N
12:00 AM	500	681	1,181	80	0	80	N	Ý	Ŷ	
12:00 AM	477	650	1,127	78	0	78	N	Ý	Ý	N
12:00 AM	469	639	1,108	71	0	71	N	N		N
12:00 AM	455	619	1,074	67	0	67	N		N	N
12:00 AM	424	577	1,001	65	0	65	N	N	N	N
12:00 AM	409	556	965	64	0	64	N	N	N	N
12:00 AM	402	545	948	64	0	64	N	N	N	N
							199	N	N	N
Warrant Requirements										
Major Street Lanes:	1									
Minor Street Lanes:	1									
CONDITION A - Minimu	m Vehicular Vo	lume								
Minimum Volume on Co	mbined Major:	Street Appro	aches:	500						
Minimum Volume on Hi	gher Minor Stre	et Approach		150						
CONDITION B - Interrup	tion of Continu	ous Traffic								
Minimum Volume on Co	mbined Major !	Street Approx	sches:	750						
Vlinimum Volume on Hij	gher Minor Stre	et Approach		75						
S CONDITION A OF SIG	VAL WARRANT	1 MET?		NO						
S CONDITION B OF SIGN				NO						
S COMBINATION OF A		- MLTT		0.0070						
5 80% OF CONDITION A		N R MET		NO						
and a something A	And CONDING	DIVIET		NO						
lote: Signal Warrant 1 is	mat if shit o									



MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH

SIGNALWARRANTS2009 by Hour:W 2026 (2.5%):jed

		WARRA	NT 3, PEAN	K HOUR VE	HICULAR	VOLUME			_
		MAJOR			MINOR		Calculated		
	EB	WB	Total	NB	0	Max	Threshold (B)	A-283	<u>B</u>
12:00 AM	568	773	1,341	120	0	120	118	Y	¥ Y
12:00 AM	538	732	1,270	107	0	107	132	Ŷ	N
12:00 AM	530	721	1,251	92	0	92	136	N	N
12:00 AM	507	691	1,198	91	0	91	147	N	N
Warrant Requirement	ts:								
Major Street Lanes:	1								
Winor Street Lanes:	1								
annot be evaluated b	ated on unlumer	-lann Cand							
Cannot be evaluated be exceeds: 4 vehicle-hou	ased on volumes irs for a one-lane	approach or	ition met if tra 5 vehicle-hour	affic on one n rs for a two-la	ninor-street a	approach (o 1.	ne direction only	) controlled by ST	TOP sign equals
Cannot be evaluated b exceeds: 4 vehicle-hou CONDITION A-2 - Mino	ased on volumes irs for a one-lane or Street Volume	approach or	5 venicie-hour	affic on one n rs for a two-la 100	ninor-street a nie approach	approach (o 1.	ne direction only	) controlled by S1	IOP sign equals
Cannot be evaluated b exceeds: 4 vehicle-hou CONDITION A-2 - Minc Minimum Volume on H	ased on volumes irs for a one-lane or Street Volume ligher Minor Stre	et Approach:	5 venicie-hour	rs for a two-la	ninor-street a	approach (o 1.	ne direction only	) controlled by ST	TOP sign equals
CONDITION A-1 - Stop Cannot be evaluated be exceeds: 4 vehicle-hou CONDITION A-2 - Minc Minimum Volume on H CONDITION A-3 - Total Minimum Volume of To	ased on volumes rs for a one-lane or Street Volume ligher Minor Stre I Approach Volur	et Approach: me	s venicie-hour	rs for a two-la	ninor-street a	approach (o 1.	ne direction only	) controlled by ST	IOP sign equals
Cannot be evaluated b exceeds: 4 vehicle-hou CONDITION A-2 - Mino Minimum Volume on H CONDITION A-3 - Total	ased on volumes irs for a one-lane or Street Volume ligher Minor Stre I Approach Volur otal Approaches:	eet Approach: me	s venicie-noui 1	100 100	ine approach			) controlled by ST	TOP sign equals
Cannot be evaluated be exceeds: 4 vehicle-hou CONDITION A-2 - Mine Minimum Volume on H CONDITION A-3 - Total Minimum Volume of To CONDITION B - Plot of RECONDITIONS A-2 4	ased on volumes irs for a one-lane or Street Volume ligher Minor Stre l Approach Volur otal Approaches: Minor Street Vo	eet Approach: me lume (high vi	ol approach) v T 3 MET?	IDO 100 150 Vs. Major Stre	ne approact	1. (Both appro	paches)		TOP sign equals
Cannot be evaluated be exceeds: 4 vehicle-hou CONDITION A-2 - Mine Ainimum Volume on H CONDITION A-3 - Total Ainimum Volume of To ONDITION B - Plot of RE CONDITIONS A-2 4	ased on volumes irs for a one-lane or Street Volume ligher Minor Stre l Approach Volur otal Approaches: Minor Street Vo	eet Approach: me lume (high vi	ol approach) v T 3 MET?	IDO 100 150 Vs. Major Stre	ne approact	1. (Both appro			IOP sign equals
Cannot be evaluated b exceeds: 4 vehicle-hou CONDITION A-2 - Mine Minimum Volume on H CONDITION A-3 - Total Minimum Volume of To	ased on volumes irs for a one-lane or Street Volume ligher Minor Stre l Approach Volur otal Approaches: Minor Street Vo AND A-3 OF SIGN of Condition A m	eet Approach: me lume (high vi IAL WARRAN	ol approach) v T 3 MET?	IDO 100 150 Vs. Major Stre	ne approact	1. (Both appro	paches)		IOP sign equals



SIGNALWARRANTS2009 by Hour:W 2026 (2.5%):jed

Page 4 of 4

AMENDED on 10.11.2023 235 of 386

<b>IRAFFIC SIGNAL WARRANTS</b>	- BASED ON	2009 MUTCD
--------------------------------	------------	------------

1		_	INTERSECTION INFORMA	TION	
City: Population: Intersection Location: (Rural/Urban)	McMinnvii 35000 Urban	le	Condition:	2026 w/ Comme	rcial 5.6% Growth Rate
Major Street Name:	NW Baker	Creek Road	Minor Street Name:	NW Michelbook I	1776
Number of Moving			Number of Moving	New Whenerbook	Lane
Lanes for Each Approac			Lanes for Each Approach:	1	
Speed:	35 mph			25 mph	
Street			Street		
Width:	35 ft		Width:	32 ft	
Direction:	EB	WB	Direction:	NB	
1				.0.70	
Hour .	220		Hour		
1	691	944	1	136	
2	655	894	2	121	
3	645	881	3	105	
4	617	843	4	103	
5	608	831	5	92	
6	608	831	6	91	
7	581	793	7	88	
8	571	780	8	80	
9	553	756	9	76	
10	516	705	10	73	
11	497	680	11	72	
12	488	667	12	72	
13	470	642	13	71	
14	406	554	14	58	
15	322	440	15	57	
16	304	415	16	41	
17	211	289	17	41	
18	175	239	18	27	
19	92	125	19	18	
20	65	89	20	15	
21	55	75	21	7	
22	36	50	22	5	
23	19	25	23	5	
24	19	25	24	4	
4-hour Total	9,204	12,574	24-hour Total	1,458	0

#### Warrants Evaluted:

Warrant 1, 8-Hour Vehicular Volume - Evaluated for Conditions A & B

Warrant 2, 4-Hour Vehicular Volume - Evaluated

Warrant 3, Peak Hour - Evaluated for Conditions A-2, A-3 (A-1 needs to be evaluated separately), and Condition B

Warrant 4, Pedestrian Volume - Not Analyzed

Warrant 5, School Crossing - Not Analyzed

Warrant 6, Coordinated Signal System - Not Analyzed

Warrant 7, Accident Experience - Not Analyzed

Warrant 8, Roadway Network - Not Analyzed

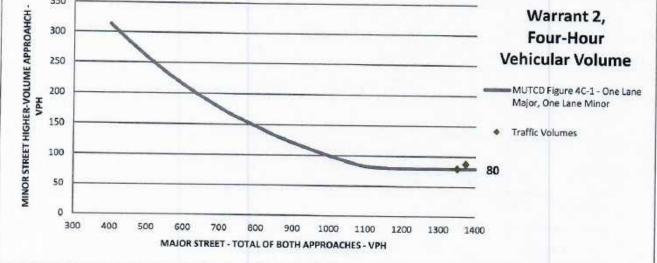
Warrant 9, Intersection Near a Grade Crossing - Not Analyzed

	_		WARRANT	1, 8-HOUR	VEHICUL	AR VOLUM	E			
		MAJOR			MINOR					
	EB	WB	Total	NB	0	Max	A	B	A or B	80% A&8
12:00 AM	691	944	1,635	136	0	136	N	Ϋ́	Y	N
12:00 AM	655	894	1,549	121	0	121	N	Y	Y	
12:00 AM	645	881	1,526	105	0	105	N	Ŷ	Y	N
12:00 AM	617	843	1,460	103	0	103	N	Ý	Ŷ	N
12:00 AM	608	831	1,439	92	D	92	N	Ŷ	Ý	N
12:00 AM	608	831	1,439	91	0	91	N	Ŷ	Ŷ	N
12:00 AM	581	793	1,374	88	ō	88	N	Ý	Y	N
12:00 AM	571	780	1,351	80	ō	80	N	v –		N
12:00 AM	553	756	1,309	76	ō	76	N	Ŷ	Y Y	N
12:00 AM	516	705	1,221	73	ō	73	N	1222	100	N
12:00 AM	497	680	1,177	72	0	72	N	N	N	N
12:00 AM	488	667	1,155	72	0	72	N	NN	N	N
Warrant Requirements Major Street Lanes: Minor Street Lanes:	1									
CONDITION A - Minimu	m Vehicular Vo	lume								
Minimum Volume on Co			aches	500						
Minimum Volume on Hi	gher Minor Stre	et Approach	1	150						
CONDITION B - Interrup										
Minimum Volume on Co	mbined Major !	Street Appro	aches:	750						
Vlinimum Volume on Hij	gher Minor Stre	et Approach		75						
S CONDITION A OF SIG				NO						
S CONDITION B OF SIGN		1 MET?		YES						
S COMBINATION OF A (				YES						
\$ 80% OF CONDITION A	AND CONDITIO	ON B MET?		NO						
lote: Signal Warrant 1 is	met if either C	ondition A or	Condition B b	2002						

Page 2 of 4

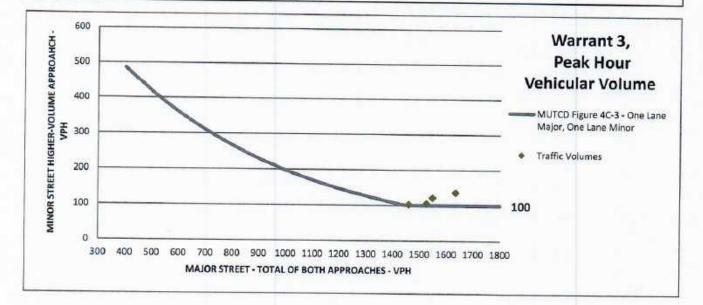
AMENDED on 10.11.2023 237 of 386

			ANT 2, FOU		aneo LAN 1	OLOWIE		_	
		MAJOR			MINOR		Calculated		
120022704	EB	WB	Total	NB	0	Max	Threshold		
12:00 AM	691	944	1,635	136	0	136	80		
12:00 AM	655	894	1,549	121	o	121	80		
12:00 AM	645	881	1,526	105	o	105	80		
12:00 AM	617	843	1,460	103	0	103	80		
12:00 AM	608	831	1,439	92	O	92	80		
12:00 AM	608	831	1,439	91	o	91	80		
12:00 AM	581	793	1,374	88	0	88	80		
12:00 AM	571	780	1,351	80	0	80	80		
Narrant Requiremen	ts:								
Major Street Lanes:	1								
Minor Street Lanes:	1								
S SIGNAL WARRANT	2 MET?		YES						



AMENDED on 10.11.2023 238 of 386

	_	WARRA	NT 3, PEAI	K HOUR VE	HICULAR	VOLUME			
	-	MAJOR			MINOR		Calculated		
	EB	WB	Total	NB	0	Max	Threshold (B)	A-2&3	в
12:00 AM	691	944	1,635	136	0	136	100	Y	B Y
12:00 AM	655	894	1,549	121	0	121	100	Y	Ŷ
12:00 AM	645	881	1,526	105	D	105	100	Y	Ŷ
12:00 AM	617	843	1,460	103	D	103	100	Ŷ	Y
Varrant Requirement:	5:								
Aajor Street Lanes:	1								
Ainor Street Lanes:	1								
annot be evaluated ba xceeds: 4 vehicle-hour ONDITION A-2 - Mino	s for a one-lane	approach or 5	tion met if tra vehicle-hou	affic on one n rs for a two-la	ninor-street ine approac	approach (o h.	ne direction only	) controlled by S	FOP sign equals
Ainimum Volume on H	igher Minor Stre	eet Approach:		100					
ONDITION A-3 - Total	Approach Volu	me							
finimum Volume of To				550					
ONDITION B - Plot of I	Vinor Street Vo	lume (high vo	l approach)	vs. Major Stre	eet Volume	(Both appro	aches)		
	ND A-3 OF SIGI				YES	Stopped De	lay Needs to be C	herked	
	- Constitution a	nust he mat to	warrant sign	nal.	3575	Sector Pro-		The sale of the sa	
	of Condition A r	nost be met to							
CONDITIONS A-2 A			0		YES				



SIGNALWARRANTS2009 by Hour:W 2026 (5.6%);jed

Page 4 of 4

			INTERSECTION INFORMA	TION	
City: Population: Intersection Location: (Rural/Urban)	McMinnvil 35000 Urban	le	Condition:	2027 w/ Commercial & 2.5% Growth Rate	
Major Street Name: Number of Moving	NW Baker	Creek Road	Minor Street Name:	NW Michelbook Lane	
Lanes for Each Approach:	1		Number of Moving		
Speed:	35 mph		Lanes for Each Approach: Speed:		
Street	oo mpn		Street	25 mph	
Width:	35 ft				
	2211		width:	32 ft	
Direction:	EB	WB	Direction:	NB	
				NO	
Hour			Hour		
1	623	841	1	142	
2	590	797	2	126	
3	581	785	3	109	
4	557	751	4	108	
5	548	740	5	97	
6	548	740	6	95	
7	524	707	7	92	
8	515	695	8	84	
9	499	673	9	80	
10	465	628	10	77	
11	448	605	11	75	
12	440	595	12	75	
13	424	572	13	74	
14	366	494	14	61	
15	291	392	15	60	
16	274	370	16	43	
17	191	257	17	43	
18	158	213	18	28	
19	83	112	19	18	
20	58	79	20	16	
21	50	67	21	7	
22	33	44	22	6	
23	17	23	23	6	
24	17	23	24	4	
4-hour Total	8,300	11,203	24-hour Total	1,526 0	

#### Warrants Evaluted:

Warrant 1, 8-Hour Vehicular Volume - Evaluated for Conditions A & B

Warrant 2 , 4-Hour Vehicular Volume - Evaluated

Warrant 3, Peak Hour - Evaluated for Conditions A-2, A-3 (A-1 needs to be evaluated separately), and Condition B

Warrant 4, Pedestrian Volume - Not Analyzed

Warrant 5, School Crossing - Not Analyzed

Warrant 6, Coordinated Signal System - Not Analyzed

Warrant 7, Accident Experience - Not Analyzed

Warrant 8, Roadway Network - Not Analyzed

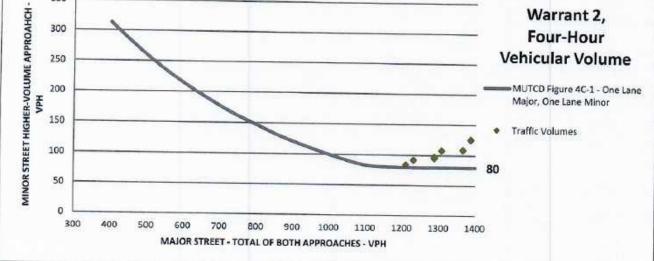
Warrant 9, Intersection Near a Grade Crossing - Not Analyzed

			WARRANT	1, 8-HOUF	<b>VEHICUL</b>	AR VOLUM	E			
		MAJOR			MINOR					
	EB	WB	Total	NB	0	Max	Δ	B	A or B	80% A&E
12:00 AM	623	841	1,464	142	0	142	N	Ŷ	Y	N
12:00 AM	590	797	1,387	126	0	126	N	Y	Y	N
12:00 AM	581	785	1,366	109	0	109	N	Y	Ŷ	N
12:00 AM	557	751	1,308	108	o	108	N	Y	Y	N
12:00 AM	548	740	1,288	97	0	97	N	Y	Ŷ	N
12:00 AM	548	740	1,288	95	0	95	N	Y	Ŷ	N
12:00 AM	524	707	1,231	92	0	92	N	Y	Ŷ	
12:00 AM	515	695	1,210	84	0	84	N	Y	Ŷ	N
12:00 AM	499	673	1,172	80	0	80	N	Y	Ý	N
12:00 AM	465	628	1,093	77	0	77	N	Y	Ŷ	N
12:00 AM	448	605	1,053	75	0	75	N	Y	Y	N
12:00 AM	440	595	1,035	75	0	75	N	Ý	Y	NN
Warrant Requirement	5:									
Major Street Lanes:	1									
Minor Street Lanes:	1									
CONDITION A - Minimi	um Vehicular Vo	lume								
Minimum Volume on C			aches	500						
Minîmum Volume on H	lgher Minor Stre	et Approach:	:	150						
CONDITION B - Interru	otion of Continu	ious Traffic								
Minimum Volume on C	ombined Major	Street Approa	aches:	750						
Minimum Volume on H	igher Minor Stre	et Approach:		75						
S CONDITION A OF SIG	NAL WARRANT	1 MET?		NO						
S CONDITION B OF SIG				YES						
S COMBINATION OF A		and the first		YES						
S 80% OF CONDITION		ON B MET?		NO						
lote: Signal Warrant 1 i	s mat if either C	ondition & ex								

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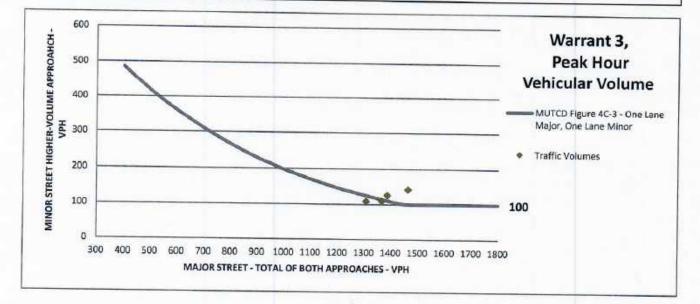
AMENDED on 10.11.2023 241 of 386

		MAJOR			MINOR		Calculated	
	EB	WB	Total	NB	0	Max	Threshold	
12:00 AM	623	841	1,464	142	0	142	80	
12:00 AM	590	797	1,387	126	o	126	80	
12:00 AM	581	785	1,366	109	0	109	80	3
12:00 AM	557	751	1,308	108	0	108	80	1
12:00 AM	548	740	1,288	97		97	80	- 3
12:00 AM	548	740	1,288	95	0	95	80	- 3
12:00 AM	524	707	1,231	92	0 0	92	80	2
12:00 AM	515	695	1,210	84	0	84	80	
Warrant Requirement	s:							
Major Street Lanes:	ı							
Vinor Street Lanes:	1							
S SIGNAL WARRANT	MET?		YES					



AMENDED on 10.11.2023 242 of 386

		WARKA	ANT 3, PEAN	K HOUR VE	HICULAR	VOLUME			
		MAJOR			MINOR		Calculated		
	EB	WB	Total	NB	0	Max	Threshold (B)	A-2&3	100
12:00 AM	623	841	1,464	142	0	142	100	Y	<u>B</u>
12:00 AM	590	797	1,387	125	0	126	111	Y	Y
12:00 AM	581	785	1,366	109	ō	109	114	Ŷ	Y
12:00 AM	557	751	1,308	108	ō	105	124	Y	N N
Warrant Requirement	s:								
Major Street Lanes:	1								
Minor Street Lanes:	ĩ								
CONDITION A-1 - Stop	ped Delay								
Cannot be evaluated be	ased on volumes	alone Cond	ition met if te		20				
				attic on one n	hinnr_cteant -	nananah In	Andreas al Function where a second second		Contraction and the second second
exceeds: 4 vehicle-hou	rs for a one-lane	approach or	5 vehicle-hour	iffic on one n rs for a two-la	ninor-street a ane approach	approach (o h.	ne direction only	) controlled by S	TOP sign equals
exceeds: 4 vehicle-hou	is for a pricilarie	approach of	5 vehicle-hour	afric on one n rs for a two-la	ninor-street a ane approach	approach (o h.	ne direction only	) controlled by S	TOP sign equals
CONDITION A-2 - Mind	or Street Volume	approach of	o venicie-noui	arric on one n rs for a two-la 100	ninor-street a ane approach	approach (o h.	ne direction only	) controlled by S	TOP sign equals (
CONDITION A-2 - Mine Minimum Volume on H CONDITION A-3 - Total	or Street Volume ligher Minor Stre	et Approach:	o venicie-noui	rs for a two-la	ninor-street a	approach (o h.	ne direction only	) controlled by S	iTOP sign equals i
CONDITION A-2 - Mine Minimum Volume on H	or Street Volume ligher Minor Stre	et Approach:	o venicie-noui	rs for a two-la	ninor-street a	approach (o h.	ne direction only	) controlled by S	TOP sign equals i
CONDITION A-2 - Mino Alinimum Volume on H CONDITION A-3 - Total Alinimum Volume of To	or Street Volume ligher Minor Stre Approach Volur otal Approaches:	et Approach: ne	s venicie-noui	100 100	ine approach	h.		) controlled by S	TOP sign equals
CONDITION A-2 - Mino Alinimum Volume on H CONDITION A-3 - Total Alinimum Volume of To	or Street Volume ligher Minor Stre Approach Volur otal Approaches:	et Approach: ne	s venicie-noui	100 100	ine approach	h.		) controlled by S	iTOP sign equals i
CONDITION A-2 - Mine Ainimum Volume on H CONDITION A-3 - Total Ainimum Volume of To ONDITION B - Plot of RE CONDITIONS A-2 A	or Street Volume ligher Minor Stre Approach Volur otal Approaches: Minor Street Vo	et Approach: ne lume (high v	5 venicle-hour 5 ol approach) v T 3 MET?	is for a two-la 100 550 <b>/s. Major Str</b> e	ne approact set Volume (	n. (Both appro	paches)		iTOP sign equals i
CONDITION A-2 - Mine Minimum Volume on H	or Street Volume ligher Minor Stre Approach Volur otal Approaches: Minor Street Vo	et Approach: ne lume (high v	5 venicle-hour 5 ol approach) v T 3 MET?	is for a two-la 100 550 <b>/s. Major Str</b> e	ne approact set Volume (	n. (Both appro			iTOP sign equals i
CONDITION A-2 - Mine Minimum Volume on H CONDITION A-3 - Total Minimum Volume of To ONDITION B - Plot of RE CONDITIONS A-2 A	or Street Volume ligher Minor Stre Approach Volur otal Approaches: Minor Street Vo NND A-3 OF SIGN of Condition A m	et Approach: ne lume (high vi IAL WARRAN	5 venicle-hour 5 ol approach) v T 3 MET?	is for a two-la 100 550 <b>/s. Major Str</b> e	ne approact set Volume (	n. (Both appro	paches)		iTOP sign equals



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			INTERSECTION INFORMA	TION	
City:	McMinnvill		e	And the second second	
Population:	35000		Condition:	2027 w/ Commercial & 5.6% Growth Rate	
Intersection Location:	33000				
(Rural/Urban)	Urban				
Malas Cress N	2010/251				
Major Street Name: Number of Moving	NW Baker (	Creek Road	Minor Street Name: Number of Moving	NW Michelbook Lane	
Lanes for Each Approa	ch: 1		Lanes for Each Approach:	1	
Speed:	35 mph		Speed:	25 mph	
Street			Street	23 mpn	
Width:	35 ft		Width:	32 ft	
				32.11	
Direction:	EB	WB	Direction:	NB	
Hour					
1	714	072	Hour		
2	676	973	1	150	
3	666	922	2	134	
4	638	908	3	116	
5	7.5.5	869	4	114	
6	629	857	5	102	
7	629 600	857	6	101	
8		818	7	98	
9	590	804	8	89	
10	572	779	9	84	
	533	727	10	81	
11	514	700	11	80	
12	505	688	12	80	
13	485	662	13	78	
- 14	419	571	14	65	
15	333	454	15	63	
16	314	428	16	45	
17	219	298	17	45	
18	181	245	18	30	
19	95	130	19	20	
20	67	91	20	17	
21	57	78	21	8	
22	38	51	22	6	
23	19	26	23	6	
24	19	26	24	5	
4-hour Total	9,512	12,963	24-hour Total	1,617 0	

#### Warrants Evaluted:

Warrant 1, 8-Hour Vehicular Volume - Evaluated for Conditions A & B

Warrant 2 , 4-Hour Vehicular Volume - Evaluated

Warrant 3, Peak Hour - Evaluated for Conditions A-2, A-3 (A-1 needs to be evaluated separately), and Condition B

Warrant 4, Pedestrian Volume - Not Analyzed

Warrant 5, School Crossing - Not Analyzed

Warrant 6, Coordinated Signal System - Not Analyzed

Warrant 7, Accident Experience - Not Analyzed

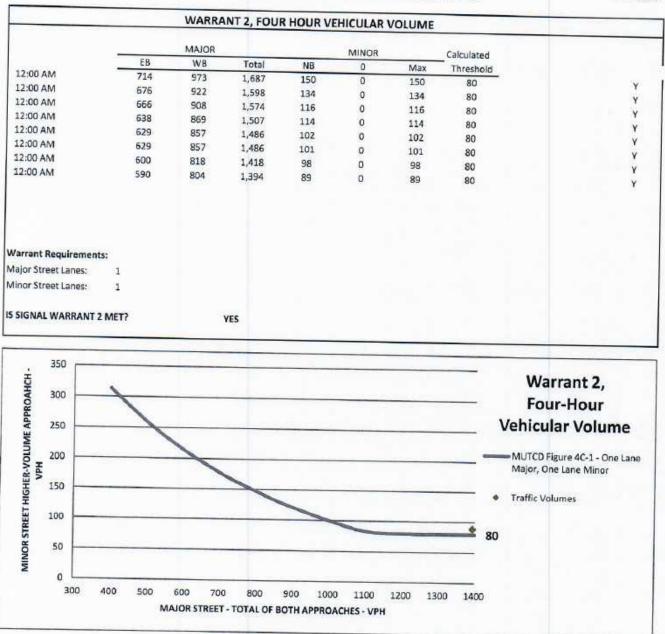
Warrant 8, Roadway Network - Not Analyzed

Warrant 9, Intersection Near a Grade Crossing - Not Analyzed

			WARRANT	1, 8-HOUF	R VEHICUL	AR VOLUM	E		1	
		MAJOR			MINOR					
	EB	WB	Total	NB	0	Max	A	B	A or B	80% A&8
12:00 AM	714	973	1,687	150	0	150	Y	₽ Y	Y	The second s
12:00 AM	676	922	1,598	134	0	134	N	Ŷ	Ý	NN
12:00 AM	666	908	1,574	116	0	116	N	Ŷ	Ý	N
12:00 AM	638	869	1,507	114	o	114	N	Y	Ý	
12:00 AM	629	857	1,486	102	0	102	N	Y	Ŷ	N
12:00 AM	629	857	1,486	101	0	101	N	Ŷ	Ŷ	N
12:00 AM	600	818	1,418	98	0	98	N	Y	Ŷ	N
12:00 AM	590	804	1,394	89	0	89	N	Y	Y	N
12:00 AM	572	779	1,351	84	0	84	N	Y		N
12:00 AM	533	727	1,260	81	0	81	N		Y	N
12:00 AM	514	700	1,214	80	0	80		Y	Y	N
12:00 AM	505	688	1,193	80	0	80	N N	Ŷ	Y Y	NN
Warrant Requirements										
Major Street Lanes:	1									
Minor Street Lanes:	1									
CONDITION A - Minimu	ım Vehicular Vo	lume								
Minimum Volume on Co	ombined Major	Street Approx	aches:	500						
Minimum Volume on Hi	igher Minor Stre	et Approach:		150						
CONDITION B - Interrup	tion of Continu	ous Traffic								
Minimum Volume on Co	mbined Major	Street Approx	ches	750						
Minimum Volume on Hi	gher Minor Stre	et Approach:		75						
S CONDITION A OF SIG	NAL WARRANT	1 MET?		NO						
S CONDITION B OF SIGI	NAL WARRANT	1 MET?		YES						
COMBINATION OF A	OR B MET?			YES						
5 80% OF CONDITION A		ON B MET?		NO						
lota: Signal Warrat 1	e on et life the sec		8 . The							
Note: Signal Warrant 1 is	s met if either C	ondition A or	Condition B is	met.						

SIGNALWARRANTS2009 by Hour:W 2027 (5.6%):jed

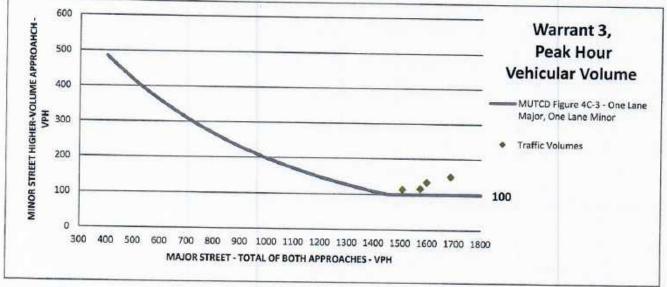
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		WARRA	NT 3, PEAK	(HOUR VI	HICULAR	VOLUME			
		MAJOR			MINOR		Calculated		
12.00 444	EB	WB	Total	NB	0	Max	Threshold (8)	A-2&3	P
12:00 AM	714	973	1,687	150	0	150	100	Y	B Y
12:00 AM	676	922	1,598	134	0	134	100	Ý	Y
12:00 AM	666	908	1,574	116	0	116	100	Ý	Ŷ
12:00 AM	638	869	1,507	114	0	114	100	Ŷ	Ŷ
Warrant Requirements									
Major Street Lanes:	1								
Minor Street Lanes:	1								
CONDITION A-1 - Stopp Cannot be evaluated ba exceeds: 4 vehicle-hours	sed on volumes	alone. Condi approach or S	tion met if tra i vehicle-hour	affic on one r rs for a two-l	ninor-street ane approac	approach (o :h.	ne direction only	controlled by ST	OP sign equals
CONDITION A-2 - Minor	Street Volume	2							
Vinimum Volume on Hi	gher Minor Stre	et Approach:	3	100					
CONDITION A-3 - Total	Approach Volu	ne							
Vinimum Volume of Tot	al Approaches:		6	50					
CONDITION B - Plot of M	linor Street Vo	lume (high vo	l approach) v	s. Major Str	eet Volume	(Both appro	aches)		
			3 MET?		YES	Staasad De		Kar 1977 - 4	
RE CONDITIONS A-2 A	ND A-3 OF SIGN	IAL WARRANI			TES	scopped Del	ay Needs to be C	necked	
RE CONDITIONS A-2 AN lote: All 3 subsections of	ND A-3 OF SIGN of Condition A n	nust be met to	warrant sign	al.					
lote: All 3 subsections of	of Condition A n	nust be met to	warrant sign	al.	YES				
ARE CONDITIONS A-2 AN Note: All 3 subsections of S CONDITION B OF SIGN Note: Signal Warrant 3 is	of Condition A n	nust be met to 3 MET?			YES				



SIGNALWARRANTS2009 by Hour W 2027 (5.6%):jed

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# **Appendix D - Operations**

Definitions

Synchro Reports

Queuing Reports

Baker Creek North Commercial Development Transportation Impact Analysis



7/21/2023



## Level of Service Definitions

Level of service is used to describe the quality of traffic flow. Levels of service A to C are considered good, and rural roads are usually designed for level of service C. Urban streets and signalized intersections are typically designed for level of service D. Level of service E is considered to be the limit of acceptable delay. For unsignalized intersections, level of service E is generally considered acceptable. Here is a more complete description of levels of service:

- Level of service A: Very low delay at intersections, with all traffic signal cycles clearing and no vehicles
  waiting through more than one signal cycle. On highways, low volume and high speeds, with speeds not
  restricted by other vehicles.
- Level of service B: Operating speeds beginning to be affected by other traffic; short traffic delays at intersections. Higher average intersection delay than for level of service A resulting from more vehicles stopping.
- Level of service C: Operating speeds and maneuverability closely controlled by other traffic; higher delays
  at intersections than for level of service B due to a significant number of vehicles stopping. Not all signal
  cycles clear the waiting vehicles. This is the recommended design standard for rural highways.
- Level of service D: Tolerable operating speeds; long traffic delays occur at intersections. The influence of
  congestion is noticeable. At traffic signals many vehicles stop, and the proportion of vehicles not stopping
  declines. The number of signal cycle failures, for which vehicles must wait through more than one signal
  cycle, are noticeable. This is typically the design level for urban signalized intersections.
- Level of service E: Restricted speeds, very long traffic delays at traffic signals, and traffic volumes near capacity. Flow is unstable so that any interruption, no matter how minor, will cause queues to form and service to deteriorate to level of service F. Traffic signal cycle failures are frequent occurrences. For unsignalized intersections, level of service E or better is generally considered acceptable.
- Level of service F: Extreme delays, resulting in long queues which may interfere with other traffic movements. There may be stoppages of long duration, and speeds may drop to zero. There may be frequent signal cycle failures. Level of service F will typically result when vehicle arrival rates are greater than capacity. It is considered unacceptable by most drivers.



### Level of Service Criteria For Signalized Intersections

Level of Service (LOS)	Control Delay per Vehicle (Seconds)
A	<10
В	10-20
С	20-35
D	35-55
E	55-80
F	>80

### Level of Service Criteria For Unsignalized Intersections

Level of Service (LOS)	Control Delay per Vehicle (Seconds)
A	<10
В	10-15
С	15-25
D	25-35
E	35-50
F	>50

## HCM 6th TWSC 2: NW Meadows Drive & NW Baker Creek Road

07/07/2023

Intersection			-	-	-	-		No. of Concession, Name		-		
Int Delay, s/veh	2.6	5		-		-	-	-	-	-	-	-
Movement	EBL	EB	EBR	WBL	WBT	WBR	NBI	L NBT	NBI	R SBL	SBT	SBR
Lane Configurations		i 1	,	η	P	and the local Local	el el miliado	4		V UDL	The second second	_
Traffic Vol, veh/h	8				127		1	2 (		6 14	न	1
Future Vol, veh/h	8				127					3 A.A.	0	11
Conflicting Peds, #/hr	0		2. The second		0	2.0				1 1	0	11
Sign Control	Free			Free	Free					All and the second s	0	10
RT Channelized			None			OR SOLUTION OF		0.00	Stop		Stop	Stop
Storage Length	50		The state of the second s	50		-			NOH		•	None
Veh in Median Storage				-	0		9.5				-	25
Grade, %	-			02	0						1	
Peak Hour Factor	81	81	81	81	81	81	81		81	81	0 81	-
Heavy Vehicles, %	0			3	3	20	0	1001	- 4			81
Mymt Flow	10	383		37	157	12	2		94		0	0
		100.00	10.00		.wr	14	2	0	94	- H	0	14
Major/Minor	Major1			Major2	1	Sec 1	Minor1		-	Minard		
Conflicting Flow All	169	0		385	0	0	659	648	386	Minor2	0.10	4776
Stage 1						-	405		2000	1 Tett/2/1	642	173
Stage 2		- 77-		-			254			000000	237	1
Critical Hdwy	4.1			4.13	- 22		7.1	6.5	0.04		405	
Critical Hdwy Stg 1		52		4,10			6.1	5.5	6.24		6.5	6.2
Critical Hdwy Stg 2	012						6.1	5.5	2		5.5	*
Follow-up Hdwy	2.2			2.227			3.5		2 226	A14	5.5	-
Pot Cap-1 Maneuver	1421			1168			380	392	3.336		4	3.3
Stage 1	-			1100			626	602	657	363	395	876
Stage 2	100						755	708		and the second second	713	
Platoon blocked, %		1.					100	708		592	602	
Mov Cap-1 Maneuver	1421			1166		•	359	376	DEF	200	070	0.00
Mov Cap-2 Maneuver	134-1	-		1100		•	463		655	302	379	868
Stage 1	-					-		459		386	450	•
Stage 2	120		-		-		620 713	597			690	
							/13	685		503	597	×
Approach	EB			WB			NB			SB	-	-
HCM Control Delay, s	0.2		-	1.5			11.5			12.3		-
HCM LOS							B			12.3 B		
Minor Lane/Major Mvm	N	BLn1	EBL	EBT	EBR	WBL	WBT	WBRS	BLn1	SBLn2	1.0	
Capacity (veh/h)		648	1421	1.4	-	1166			386	868		
ICM Lane V/C Ratio		0.149	0.007			0.032				0.016		
ICM Control Delay (s)		11.5	7.6			8.2			14.8	9.2		
ICM Lane LOS		В	Α			A			В	A		
ICM 95th %tile Q(veh)		0.5	0			0.1						

2023 Existing Condition - AM Baker Creek North

Synchro 11 Report Page 1

	-			_	_	_
Intersection		4.77	here .			-
Int Delay, s/veh	1.7		-			
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	100	LOK	VVDL	COLUMN TWO IS NOT		NDR
Traffic Vol, veh/h	573	63		1000	Y	56
Future Vol, veh/h	573	63	44 44	226	21	
	5/3	03	44	226	21	56
Conflicting Peds, #/hr	100	- 10 -		0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None				
Storage Length		-	50		0	1
Veh in Median Storage	C. C		•	0	1	1.01
Grade, %	0	-	-	0	0	
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	3	5	3	0	4
Mymt Flow	674	74	52	266	25	66
Major/Minor	Major1		Major2	-	Minord	
	0		748		Minor1	711
Conflicting Flow All		0	148	0		
Stage 1	*	-	•	1	711	
Stage 2	-	•			370	-
Critical Hdwy	-	•	4.15	1.15	6.4	6.24
Critical Hdwy Stg 1			75	17	5.4	170
Critical Hdwy Stg 2					5.4	
Follow-up Hdwy	-	-	2.245	1.4		3.336
Pot Cap-1 Maneuver	4	-	847	112	243	430
Stage 1	<u></u>	-	-	1.4	490	-
Stage 2	-	+	-	-	703	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	847		228	430
Mov Cap-2 Maneuver		2		12	357	-
Stage 1	14	-			490	
Stage 2					660	
Stage 2		<b>.</b>			000	
Approach	EB	1 - 2	WB	~ 1	NB	
HCM Control Delay, s	0		1.6		16.4	
HCM LOS					С	
Minor Lane/Major Mym	1 1	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	407	-		847	WDI
HCM Lane V/C Ratio		0.223			0.061	
			2.55			
HCM Control Delay (s)		16.4				( ( <del>)</del>
HCM Lane LOS		C				-
HCM 95th %tile Q(veh)	)	0.8	-	-	0.2	3

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# HCM Signalized Intersection Capacity Analysis 4: N Baker Street & NW Baker Creek Road

07/07/2023

	٨	-	Y	1	+	*	1	1	1	1	ŧ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Ţ	1.		7	Þ	-	7	1		٦	ħ	
Traffic Volume (vph)	130	398	55	10	170	37	43	152	9	49	188	72
Future Volume (vph)	130	398	55	10	170	37	43	152	9	49	188	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	-
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	-	1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98	-	1.00	0.97		1.00	0.99		1.00	0.96	
Fit Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1759	1813		1805	1781		1805	1669		1805	1668	
Fit Permitted	0.61	1.00		0.36	1.00		0.48	1.00		0.64	1.00	
Satd. Flow (perm)	1131	1813		676	1781		917	1669		1216	1668	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	149	457	63	11	195	43	49	175	10	56	216	83
RTOR Reduction (vph)	0	8	0	0	13	45	49	3	0	0	210	0
Lane Group Flow (vph)	149	512	0	11	225	0	49	182	0	56	276	0
Confl. Peds. (#/hr)	5	512	U	10	220	5	49	102	U	00	210	
Confl. Bikes (#/hr)	9		1			1		_			_	
	2%	3%	0%	0%	4%		00/	4007	4.40/	02/	100/	70/
Heavy Vehicles (%)			0%	and the second se	and the second se	0%	0%	13%	11%	0%	10%	7%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			8			4	
Permitted Phases	6	00.5	_	2	00.5		8			4		
Actuated Green, G (s)	30.5	30.5		30.5	30.5		20.5	20.5		20.5	20.5	
Effective Green, g (s)	30.5	30.5		30.5	30.5		20.5	20.5		20.5	20.5	_
Actuated g/C Ratio	0.51	0.51		0.51	0.51		0.34	0.34		0.34	0.34	
Clearance Time (s)	4.5	4.5	_	4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3,0	3.0	1000	3.0	3.0	_
Lane Grp Cap (vph)	574	921		343	905		313	570		415	569	
v/s Ratio Prot		c0.28			0.13			0.11			c0.17	
v/s Ratio Perm	0.13			0.02			0.05			0.05		
v/c Ratio	0.26	0.56		0.03	0.25		0.16	0.32		0.13	0.48	
Uniform Delay, d1	8.4	10.1		7.4	8.3		13.7	14.6		13.6	15.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	2.4		0.2	0.7		1.1	1.5		0.7	2.9	
Delay (s)	9.5	12.5		7.5	9.0		14.8	16.1		14.3	18.5	
Level of Service	A	В		А	А		В	В		В	В	
Approach Delay (s)		11.8			8.9			15.8			17.9	
Approach LOS		В			А			В			В	
Intersection Summary	13.00		1							1.20	State	181
HCM 2000 Control Delay			13.4	Н	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capa	city ratio		0.53									
Actuated Cycle Length (s)	and the source of the source o		60.0	S	um of lost	time (s)			9.0			
Intersection Capacity Utilization	ation		61.9%		U Level	and the second se			В			
Analysis Period (min)			15		_							-
c Critical Lane Group										1.72	100	

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# HCM 6th Signalized Intersection Summary 4: N Baker Street & NW Baker Creek Road

07/07/2023

	٠	-	~	*	+	*	1	1	1	4	ŧ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	F.	Þ		٦	Þ		٦	ţ,		٦	ħ	
Traffic Volume (veh/h)	130	398	55	10	170	37	43	152	9	49	188	72
Future Volume (veh/h)	130	398	55	10	170	37	43	152	9	49	188	72
Initial Q (Qb), veh	0	0	.0	0	0	0	0	0	0	0	0	(
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00	402	1.00	1.00	100	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	_		No			No			No	10.000
Adj Sat Flow, veh/h/ln	1870	1856	1900	1900	1841	1900	1900	1707	1737	1900	1752	1796
Adj Flow Rate, veh/h	149	457	63	11	195	43	49	175	10	56	216	83
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	3	0	0	4	0	0	13	11	0	10	7
Cap, veh/h	612	808	111	397	739	163	337	546	31	438	412	158
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1139	1590	219	895	1453	320	1097	1599	91	1218	1205	463
Grp Volume(v), veh/h	149	0	520	11	0	238	49	0	185	56	0	299
Grp Sat Flow(s),veh/h/ln	1139	0	1809	895	0	1773	1097	0	1691	1218	0	1668
Q Serve(g_s), s	5.1	0.0	11.9	0.5	0.0	4.6	2.2	0.0	4.9	2.1	0.0	8.6
Cycle Q Clear(g_c), s	9.7	0.0	11.9	12.4	0.0	4.6	10.9	0.0	4.9	7.0	0.0	8.6
Prop In Lane	1.00		0.12	1.00	0.0	0.18	1.00	010	0.05	1.00	0.0	0.28
Lane Grp Cap(c), veh/h	612	0	920	397	0	901	337	0	578	438	0	570
V/C Ratio(X)	0.24	0.00	0.57	0.03	0.00	0.26	0.15	0.00	0.32	0.13	0.00	0.52
Avail Cap(c_a), veh/h	612	0	920	397	0	901	337	0	578	438	0	570
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.1	0.0	10.2	14.5	0.0	8.4	20.2	0.0	14.6	17.2	0.0	15.8
Incr Delay (d2), s/veh	0.9	0.0	2.5	0.1	0.0	0.7	0.9	0.0	1.5	0.6	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/in	1.3	0.0	4.5	0.1	0.0	1.7	0.6	0.0	1.9	0.6	0.0	3.4
Unsig. Movement Delay, s/veh		0.0	1.0		0.0		0.0	0.0	110	0.0	0.0	0,7
LnGrp Delay(d),s/veh	12.1	0.0	12.7	14.6	0.0	9.1	21.1	0.0	16.1	17.8	0.0	19.3
LnGrp LOS	В	A	B	B	A	A	C	A	B	B	A	B
Approach Vol, veh/h		669	-		249			234		0	355	
Approach Delay, s/veh		12.6			9.3			17.1			19.0	
Approach LOS		B			A			B		1000	13.0 B	
Timer - Assigned Phs	-	2	-	4		6		8	-	-	10770	
Phs Duration (G+Y+Rc), s	1	35.0		25.0		35.0	-	25.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		30.5		20.5		30.5		20,5				
Max Q Clear Time (g_c+l1), s		14.4		10.6		13.9		12.9				
Green Ext Time (p_c), s		1.3		1.4		3.8		0.7				
Intersection Summary				di man	-		Contraction (	-	-	-		-
HCM 6th Ctrl Delay			14.3									
HCM 6th LOS			B									

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Intersection	
Int Delay, s/	veh

Int Delay, s/veh	2														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations	٦	1.		٦	f.	1		4.			4	7		-	
Traffic Vol, veh/h	6	218	4	78	312	7	3	0	44	9	1	5			
Future Vol, veh/h	6	218	4	78	312	7	3	0	44	9	1	5			
Conflicting Peds, #/hr	0	0	1	1	0	0	2	0	0	0	0	2			
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop			
RT Channelized	-	-	None	-	-	None	-	-	None	1.57	-	None			
Storage Length	50			50		÷	-					25			
Veh in Median Storage,	# -	0	( <b>1</b> 45)	1.00	0			1		1107	1	100	2		
Grade, %	말	0	82		0	14		0	2	1	0				
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86	-		
Heavy Vehicles, %	0	2	0	0	0	0	0	0	2	11	0	0			
Mvmt Flow	7	253	5	91	363	8	3	0	51	10	1	6			

Major/Minor	Major1			Major2		N	Ainor1			Minor2	LI DI		30.00	
Conflicting Flow All	371	0	0	259	0	0	826	824	257	844	822	369		
Stage 1	-						271	271	÷	549	549			
Stage 2		-	N21	-	-	-	555	553	-	295	273	(123)		
Critical Hdwy	4.1			4.1			7.1	6.5	6.22	7.21	6.5	6.2		
Critical Hdwy Stg 1		-	-		-	-	6.1	5.5		6.21	5.5			
Critical Hdwy Stg 2	-	-				-	6,1	5.5		6.21	5.5	-	The second	
Follow-up Hdwy	2.2			2.2	(+)		3.5	4	3.318	3.599	4	3.3	TO CO	
Pot Cap-1 Maneuver	1199	-		1317	1.46	-	293	310	782	273	311	681	and the second	
Stage 1	2	47	1	-	141	14	739	689		504	520			
Stage 2		•	-	-		-	520	518		694	688			
Platoon blocked, %		-	2.5		100								-	
Mov Cap-1 Maneuver	1199	-		1316			272	286	781	241	287	680		
Mov Cap-2 Maneuver	-	-	1.2	-	1943		375	378		350	371			
Stage 1	1		1		868		734	684		501	484			
Stage 2			٠	•	•	÷	478	482	•	645	683	•	-	-

Approach	EB	WB	NB	SB	
HCM Control Delay, s	0.2	1.6	10.3	13.8	Sellen and successful and
HCM LOS			В	В	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	731	1199			1316			352	680
HCM Lane V/C Ratio	0.075	0.006		-	0.069			0.033	0.009
HCM Control Delay (s)	10.3	8			7.9			15.6	10.3
HCM Lane LOS	В	А		•	Α			C	В
HCM 95th %tile Q(veh)	0.2	0	-	-	0.2			0.1	0

2023 Existing Condition - PM Baker Creek North

Intersection		1.10		-		
Int Delay, s/veh	2.3			-		-
int Delay, s/ven	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ħ		1	ŧ	Y	
Traffic Vol, veh/h	346	19	124	527	28	78
Future Vol, veh/h	346	19	124	527	28	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None		None	-	Contraction of the
Storage Length			50	-	0	-
Veh in Median Storage,	# 0			0	1	
Grade, %	0			0	0	- 2
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	0	1	0	0	1
Mymt Flow	368	20	132	561	30	83
WWWITE LOW	000	20	106	001	00	00
	_	_	_			
and the state of the	lajor1	-	Major2		Minor1	-
Conflicting Flow All	0	0	388	0		378
Stage 1	•				378	
Stage 2	•				825	
Critical Hdwy		1 14	4.11		6.4	6.21
Critical Hdwy Stg 1	-		-	-	5.4	-
Critical Hdwy Stg 2			-	-	5.4	
Follow-up Hdwy	*		2.209	-		3.309
Pot Cap-1 Maneuver	-		1176	-	206	671
Stage 1	÷.		1	-	697	111
Stage 2	-		-		434	
Platoon blocked, %				-	and the second	
Mov Cap-1 Maneuver	24		1176		183	671
Mov Cap-2 Maneuver	1	-	1110	-		-
Stage 1	-		110		697	-
Stage 2			115		385	- 1
Staye 2		5	873	-	303	1
Approach	EB	1-1-1-1-1	WB		NB	
HCM Control Delay, s	0		1.6		14.2	
HCM LOS	11000		11110		В	
Manufacture			-	COR	WOL	WET
Minor Lane/Major Mvm		NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		505			1176	•
HCM Lane V/C Ratio		0.223	19		0.112	
HCM Control Delay (s)		14.2	198	1	8.4	
HCM Lane LOS		В				( i÷
HCM 95th %tile Q(veh)		0.8			0.4	1

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## HCM Signalized Intersection Capacity Analysis 4: N Baker Street & NW Baker Creek Road

07/07/2023

	٠	-	~	*	+	*	1	1	1	1	ŧ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ŋ	ţ,		7	Þ		٦	1		٦	12	
Traffic Volume (vph)	119	269	36	27	401	49	87	256	28	38	233	179
Future Volume (vph)	119	269	36	27	401	49	87	256	28	38	233	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	and the second second	4.5	4.5	- Seattles	4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.98		1.00	0.93	
Fit Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1818		1736	1865		1805	1834		1799	1756	
Flt Permitted	0.37	1.00		0.52	1.00		0.38	1.00		0.53	1.00	
Satd. Flow (perm)	685	1818		945	1865		727	1834		999	1756	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	121	274	37	28	409	50	89	261	29	39	238	183
RTOR Reduction (vph)	0	8	0	0	405	0	0	7	0	0	46	0
Lane Group Flow (vph)	121	303	0	28	452	0	89	283	0	39	375	0
Confl. Peds. (#/hr)	121	303	0	20	452	U	09	205	3	3	313	U
Heavy Vehicles (%)	2%	3%	0%	4%	0%	2%	0%	2%	0%	0%	2%	0%
and the second s			070	the second s	and strength of the second strength of the se	270	and the second sec	the second s	0%		and the second division of the second divisio	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			8			4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)	26.5	26.5		26.5	26.5		24.5	24.5	_	24.5	24.5	
Effective Green, g (s)	26.5	26.5		26.5	26.5		24.5	24.5		24.5	24.5	
Actuated g/C Ratio	0.44	0.44		0.44	0.44		0.41	0.41		0.41	0.41	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	_	3.0	3.0	_	3.0	3.0	_	3.0	3.0	
Lane Grp Cap (vph)	302	802		417	823		296	748		407	717	
v/s Ratio Prot		0.17			c0.24			0.15			c0.21	
v/s Ratio Perm	0.18			0.03			0.12			0.04		
v/c Ratio	0.40	0.38		0.07	0.55		0.30	0.38		0.10	0.52	
Uniform Delay, d1	11.4	11.2		9.6	12.3		12.0	12.4		10.9	13.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.9	1.4	100	0.3	2.6		2.6	1.5		0.5	2.7	
Delay (s)	15.3	12.6		9.9	15.0		14.6	13.9		11.4	16.1	
Level of Service	В	В		A	В		В	В		В	В	
Approach Delay (s)		13.3		2.50	14.7			14.0			15.7	
Approach LOS		В			В			В		24 - 53	В	
Intersection Summary			7107									
HCM 2000 Control Delay			14.5	Н	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capa	city ratio		0.54									
Actuated Cycle Length (s)			60.0	S	um of lost	time (s)			9.0			
Intersection Capacity Utilization	ation		73.7%		U Level		3		D			
Analysis Period (min)			15									
c Critical Lane Group			-									

c Critical Lane Group

2023 Existing Condition - PM Baker Creek North

# HCM 6th Signalized Intersection Summary 4: N Baker Street & NW Baker Creek Road

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Lane Configurations         1         2         1         1         1         1         2         1         1         1         2         2         3         2         3         2         3         3         2         3         3         2         3         1         1         1         2         2         3         2         3         3         2         3         3         2         3         3         2         3         3         2         3		٠	-	~	-	-	*	1	1	1	4	ł	1
Lane Configurations         Totality         Totality <thtotality< th="">         Totality         Totality<th>Movement</th><th>EBL</th><th>EBT</th><th>EBR</th><th>WBL</th><th>WBT</th><th>WBR</th><th>NBL</th><th>NBT</th><th>NBR</th><th>SBL</th><th>SBT</th><th>SBR</th></thtotality<>	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (veh/h)       119       269       36       27       401       49       87       256       28       38       233         Future Volume (veh/h)       119       269       36       27       401       49       87       256       28       38       233         Priting Bus, Adj       1.00	Lane Configurations	7	1.		٦	î.		7	1.		7	1.	
Initial Q(b), veh       0	Traffic Volume (veh/h)			36			49			28			179
Initial Q(b), veh         0	Future Volume (veh/h)	119	269	36	27	401	49	87	256	28	38	233	179
Parking Bus, Adj       1.00       1.0		0	0	0	0	0	0	0	0	0	0	0	0
Parking Bus, Adj       1.00       1.01       1.00       1.01       1.00       1.01       1.00       1.01       1.00       1.01       1.01       1.01       1.01       1.0	Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Adj Sat Flow, veh/h/in       1870       1856       1900       1841       1900       1870       1900       1870       1900       1900       1870       1900       1870       1900       1900       1900       1900       1870       1900       1900       1900       1870       1900       1900       1870       1900       1900       1870       1023       103       103       103       103       103       104       104       0.41		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Flow Rate, veh/h       121       274       37       28       409       50       89       261       29       39       238         Peak Hour Factor       0.98       0.90       0.2       0       0       2       0       1.0       0.11       0.41 <th< td=""><td>Work Zone On Approach</td><td>0.00000</td><td>No</td><td></td><td>Section in a</td><td>No</td><td>al and the loss</td><td></td><td>No</td><td></td><td></td><td>No</td><td>CPORTA</td></th<>	Work Zone On Approach	0.00000	No		Section in a	No	al and the loss		No			No	CPORTA
Adj Flow Rate, veh/h       121       274       37       28       409       50       89       261       29       39       238         Peak Hour Factor       0.98       0.92       0.98       0.91       0.41 <th0.0< th="">       0.01       <th0.0< th=""></th0.0<></th0.0<>	Adj Sat Flow, veh/h/ln	1870	1856	1900	1841	1900	1870	1900	1870	1900	1900	1870	1900
Percent Heavy Veh, %       2       3       0       4       0       2       0       2       0       0       2         Cap, veh/h       362       707       95       463       733       90       334       675       75       448       400         Arrive Cn Green       0.44		121	274	37	28	409	50	89	261	29	39	238	183
Percent Heavy Veh, %       2       3       0       4       0       2       0       2       0       0       2         Cap, veh/h       362       707       95       463       733       90       334       675       75       448       400         Arrive Cn Green       0.44	Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Cap, veh/h         362         707         95         463         733         90         334         675         75         448         400           Arrive On Green         0.44         0.44         0.44         0.44         0.44         0.41 <td< td=""><td>A DESCRIPTION DESCRIPTION OF A DESCRIPTI</td><td></td><td>1000</td><td>0</td><td>4</td><td>and a second sec</td><td></td><td>The second second</td><td>2</td><td></td><td>and the second second</td><td></td><td>0</td></td<>	A DESCRIPTION DESCRIPTION OF A DESCRIPTI		1000	0	4	and a second sec		The second second	2		and the second second		0
Arrive On Green       0.44       0.44       0.44       0.44       0.44       0.41	A DECK AND A DECK AND A DECK AND A DECK AND A DECK		707	95	463		90	334	675	75	448	400	307
Sat Flow, veh/h         933         1601         216         1052         1660         203         980         1653         184         1105         979           Grp Volume(v), veh/h         121         0         311         28         0         459         89         0         280         39         0           Grp Sat Flow(s), veh/h         933         0         1817         1052         0         1863         980         0         1837         1105         0           Q Serve(g, s), s         6.6         0.0         6.9         1.1         0.0         10.9         4.7         0.0         6.7         1.5         0.0           Cycle Q Clear(g, c), s         17.6         0.0         6.9         8.0         0.0         10.9         16.1         0.0         6.7         8.2         0.0           Prop In Lane         1.00         0.12         1.00         0.11         1.00         0.10         1.00													0.41
Grp Volume(v), veh/h       121       0       311       28       0       459       89       0       290       39       0         Grp Sat Flow(s), veh/h/In       933       0       1817       1052       0       1863       980       0       1837       1105       0         Q Serve(g_s), s       6.6       0.0       6.9       1.1       0.0       10.9       4.7       0.0       6.7       1.5       0.0         Cycle Q Clear(g_c), s       17.6       0.0       6.9       8.0       0.0       10.9       16.1       0.0       6.7       8.2       0.0         Prop In Lane       1.00       0.12       1.00       0.11       1.00       0.10       1.00         Lane Grp Cap(c), veh/h       362       0       802       463       0       823       334       0       750       448       0         V/C Ratic(X)       0.33       0.00       1.00													753
Grp Sat Flow(s), veh/h/in       933       0       1817       1052       0       1863       980       0       1837       1105       0         Q Serve(g_s), s       6.6       0.0       6.9       1.1       0.0       10.9       4.7       0.0       6.7       1.5       0.0         Cycle Q Clear(g_c), s       17.6       0.0       6.9       8.0       0.0       10.9       16.1       0.0       6.7       8.2       0.0         Prop In Lane       1.00       0.11       1.00       0.11       1.00       0.10       1.00         Lane Grp Cap(c), veh/h       362       0       823       0.82       334       0       750       448       0         V/C Ratio(X)       0.33       0.00       0.39       0.06       0.00       0.56       0.27       0.00       0.39       0.09       0.00         Avait Cap(c_a), veh/h       362       0       802       463       0       823       334       0       750       448       0         Upstream Filter(1)       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00													421
Q Serve(g_s), s       6.6       0.0       6.9       1.1       0.0       10.9       4.7       0.0       6.7       1.5       0.0         Cycle Q Clear(g_c), s       17.6       0.0       6.9       8.0       0.0       10.9       16.1       0.0       6.7       8.2       0.0         Prop In Lane       1.00       0.12       1.00       0.11       1.00       6.7       8.2       0.0         Lane Grp Cap(c), veh/h       362       0       802       463       0       823       334       0       750       448       0         V/C Ratio(X)       0.33       0.00       0.39       0.06       0.00       0.56       0.27       0.00       0.39       0.00         Avail Cap(c_a), veh/h       362       0       802       463       0       823       334       0       750       448       0         HCM Platoon Ratio       1.00 <td></td> <td>1732</td>													1732
Cycle Q Clear(g_c), s         17.6         0.0         6.9         8.0         0.0         10.9         16.1         0.0         6.7         8.2         0.0           Prop In Lane         1.00         0.12         1.00         0.11         1.00         0.10         1.00           Lane Grp Cap(c), veh/h         362         0         802         463         0         823         334         0         750         448         0           V/C Ratio(X)         0.33         0.00         0.39         0.06         0.00         0.56         0.27         0.00         0.39         0.09         0.00           Avail Cap(c, a), veh/h         362         0         802         463         0         823         334         0         750         448         0           HCM Platoon Ratio         1.00													11.4
Prop In Lane         1.00         0.12         1.00         0.11         1.00         0.10         1.00           Lane Grp Cap(c), veh/h         362         0         802         463         0         823         334         0         750         448         0           V/C Ratio (X)         0.33         0.00         0.39         0.06         0.00         0.56         0.27         0.00         0.39         0.09         0.00           Avail Cap(c_a), veh/h         362         0         802         463         0         823         334         0         750         448         0           HCM Platoon Ratio         1.00 </td <td></td> <td>11.4</td>													11.4
Lane Grp Cap(c), veh/n 362 0 802 463 0 823 334 0 750 448 0 V/C Ratio(X) 0.33 0.00 0.39 0.06 0.00 0.56 0.27 0.00 0.39 0.09 0.00 Avail Cap(c_a), veh/h 362 0 802 463 0 823 334 0 750 448 0 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0			0,0			0,0			0.0			0.0	0.43
V/C Ratio(X)       0.33       0.00       0.39       0.06       0.00       0.56       0.27       0.00       0.39       0.09       0.00         Avail Cap(c_a), veh/h       362       0       802       463       0       823       334       0       750       448       0         HCM Platoon Ratio       1.00 <t< td=""><td></td><td></td><td>0</td><td></td><td></td><td>۵</td><td></td><td></td><td>0</td><td></td><td></td><td>٥</td><td>707</td></t<>			0			۵			0			٥	707
Avail Cap(c_a), veh/h       362       0       802       463       0       823       334       0       750       448       0         HCM Platoon Ratio       1.00<													0.60
HCM Platoon Ratio       1.00       1.													707
Upstream Filter(I)       1.00       0.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0.00         Uniform Delay (d), s/veh       18.9       0.0       11.3       14.0       0.0       12.4       20.2       0.0       12.5       15.4       0.0         Incr Delay (d2), s/veh       2.5       0.0       1.4       0.2       0.0       2.7       1.9       0.0       1.5       0.4       0.0         Initial Q Delay(d3), s/veh       0.0 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>1.00</td></td<>													1.00
Uniform Delay (d), s/veh       18.9       0.0       11.3       14.0       0.0       12.4       20.2       0.0       12.5       15.4       0.0         Incr Delay (d2), s/veh       2.5       0.0       1.4       0.2       0.0       2.7       1.9       0.0       1.5       0.4       0.0         Initial Q Delay(d3), s/veh       0.0 <td></td> <td>1.00</td>													1.00
Incr Delay (d2), siveh       2.5       0.0       1.4       0.2       0.0       2.7       1.9       0.0       1.5       0.4       0.0         Initial Q Delay(d3), siveh       0.0       <													13.9
Initial Q Delay(d3),s/veh       0.0 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>3.7</td></t<>													3.7
%ile BackOfQ(50%),veh/in       1.6       0.0       2.7       0.3       0.0       4.7       1.2       0.0       2.7       0.4       0.0         Unsig. Movement Delay, s/veh       21.4       0.0       12.7       14.2       0.0       15.1       22.1       0.0       14.0       15.7       0.0         LnGrp Delay(d),s/veh       21.4       0.0       12.7       14.2       0.0       15.1       22.1       0.0       14.0       15.7       0.0         LnGrp DOS       C       A       B       B       A       B       C       A       B       B       A         Approach Vol, veh/h       432       487       379       460         Approach Delay, s/veh       15.1       15.1       15.9       17.4         Approach LOS       B       B       B       B       B       B       B         Timer - Assigned Phs       2       4       6       8       B <td></td> <td>0.0</td>													0.0
Unsig. Movement Delay, s/veh         21.4         0.0         12.7         14.2         0.0         15.1         22.1         0.0         14.0         15.7         0.0           LnGrp Dolay(d),s/veh         21.4         0.0         12.7         14.2         0.0         15.1         22.1         0.0         14.0         15.7         0.0           LnGrp LOS         C         A         B         B         A         B         C         A         B         B         A           Approach Vol, veh/h         432         487         379         460           Approach Delay, s/veh         15.1         15.1         15.9         17.4           Approach LOS         B         C         A         B         S <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>													
LnGrp Delay(d),s/veh       21.4       0.0       12.7       14.2       0.0       15.1       22.1       0.0       14.0       15.7       0.0         LnGrp LOS       C       A       B       B       A       B       C       A       B       B       A       B       C       A       B       B       A       B       C       A       B       B       A       B       C       A       B       B       A         Approach Vol, veh/h       432       487       379       460       450       450       450       450       450			0.0	2.1	0.5	0.0	4.7	1.2	0.0	2.1	0.4	0.0	4.5
LnGrp LOS         C         A         B         B         A         B         C         A         B         B         A           Approach Vol, veh/h         432         487         379         460           Approach Delay, s/veh         15.1         15.1         15.9         17.4           Approach LOS         B         B         B         B         B           Timer - Assigned Phs         2         4         6         8         B         C         A         A         A         A         A         A         A         A	the second s		0.0	40.7	44.0	0.0	45.4	00.4	0.0	44.0	45.7	0.0	47 6
Approach Vol, veh/h         432         487         379         460           Approach Delay, s/veh         15.1         15.1         15.9         17.4           Approach LOS         B         B         B         B         B           Timer - Assigned Phs         2         4         6         8         B         Change Period (Y+Rc), s         4.5         4.5         4.5         4.5         Max Green Setting (Gmax), s         26.5         24.5         26.5         24.5         Max Q Clear Time (g_c+I1), s         12.9         13.4         19.6         18.1         1.1<													17.5
Approach Delay, s/veh       15.1       15.1       15.1       15.9       17.4         Approach LOS       B       B       B       B       B       B       B         Timer - Assigned Phs       2       4       6       8       B       B       B       B         Timer - Assigned Phs       2       4       6       8       B       Constant of the set of t	the second se	U	the second se	D	D		D	U		D	D	the second se	В
Approach LOS         B         B         B         B         B           Timer - Assigned Phs         2         4         6         8         6         8         6         8         6         8         6         8         6         8         6         8         7 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>													
Timer - Assigned Phs         2         4         6         8           Phs Duration (G+Y+Rc), s         31.0         29.0         31.0         29.0           Change Period (Y+Rc), s         4.5         4.5         4.5         4.5           Max Green Setting (Gmax), s         26.5         24.5         26.5         24.5           Max Q Clear Time (g_c+I1), s         12.9         13.4         19.6         18.1           Green Ext Time (p_c), s         2.7         2.1         1.4         1.1           Intersection Summary         15.9         15.9         15.9         15.9											-		
Phs Duration (G+Y+Rc), s         31.0         29.0         31.0         29.0           Change Period (Y+Rc), s         4.5         4.5         4.5         4.5           Max Green Setting (Gmax), s         26.5         24.5         26.5         24.5           Max Q Clear Time (g_c+I1), s         12.9         13.4         19.6         18.1           Green Ext Time (p_c), s         2.7         2.1         1.4         1.1           Intersection Summary         15.9         15.9         15.9	Approach LOS		В			в			в			в	
Change Period (Y+Rc), s         4.5         4.5         4.5         4.5           Max Green Setting (Gmax), s         26.5         24.5         26.5         24.5           Max Q Clear Time (g_c+l1), s         12.9         13.4         19.6         18.1           Green Ext Time (p_c), s         2.7         2.1         1.4         1.1           Intersection Summary         15.9         15.9         15.9         15.9	Timer - Assigned Phs	TO BUS	2	1000	4	the second		1.1.1	8	1000		12	
Max Green Setting (Gmax), s         26.5         24.5         26.5         24.5           Max Q Clear Time (g_c+l1), s         12.9         13.4         19.6         18.1           Green Ext Time (p_c), s         2.7         2.1         1.4         1.1           Intersection Summary         15.9         15.9         15.9	Phs Duration (G+Y+Rc), s												
Max Q Clear Time (g_c+l1), s         12.9         13.4         19.6         18.1           Green Ext Time (p_c), s         2.7         2.1         1.4         1.1           Intersection Summary         15.9         15.9         15.9			4.5		4.5		4.5		4.5				
Max Q Clear Time (g_c+l1), s         12.9         13.4         19.6         18.1           Green Ext Time (p_c), s         2.7         2.1         1.4         1.1           Intersection Summary         15.9         15.9         15.9	Max Green Setting (Gmax), s		26.5		24.5		26.5		24.5				
Intersection Summary HCM 6th Ctrl Delay 15.9			12.9		13.4		19.6		18.1				
HCM 6th Ctrl Delay 15.9			2.7		2.1		1.4		1.1				
	Intersection Summary					100							
				15.9		1115			THE				
	HCM 6th LOS			В									

2023 Existing Condition - PM Baker Creek North

Intersection	
Int Delay, cluch	

Int Delay, s/veh	3.3													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	A CONTRACTOR	
Lane Configurations	ň	1		7	P			4		- 	4	1		
Traffic Vol, veh/h	11	337	0	34	147	19	2	0	89	39	Ó	19	S	
Future Vol, veh/h	11	337	0	34	147	19	2	0	89	39	0	19		
Conflicting Peds, #/hr	0	0	2	2	0	0	10	0	1	1	0	10		
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop		
RT Channelized			None	24		None	4	1	None	din.	1	None		
Storage Length	50	- 4		50	- 4	-		- 2		128	145	25		
Veh in Median Storage,	# -	0	-		0	-	-	1			1	-	-	
Grade, %		0			0			0	•	3.63	0			
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81		
Heavy Vehicles, %	0	4	0	3	3	20	0	0	4	0	0	0		
Mvmt Flow	14	416	0	42	181	23	2	0	110	48	0	23		

Major/Minor	Majori		1	Major2			Minor1		1	Minor2		10000	and the second s	133
Conflicting Flow All	204	0	0	418	0	0	744	734	419	777	723	203		
Stage 1	-	-					446	446		277	277	1	The state of the state	
Stage 2				-			298	288	-	500	446			
Critical Hdwy	4.1			4.13			7.1	6.5	6.24	7.1	6.5	6.2		
Critical Hdwy Stg 1		-	(194)	-		- 14	6.1	5.5		6.1	5.5			
Critical Hdwy Stg 2	-	-	84	-		12	6.1	5.5		6.1	5.5	140		
Follow-up Hdwy	2.2			2.227	14	12	3.5	4	3.336	3.5	4	3.3		
Pot Cap-1 Maneuver	1380	-	100	1136			333	350	630	317	355	843		
Stage 1		•		-		: :*	595	577		734	685	1992		
Stage 2		-	)(#				715	677		557	577	(*)		
Platoon blocked, %		•	14											
Mov Cap-1 Maneuver	1380		1/2	1134	14	1	308	333	628	252	338	835		
Mov Cap-2 Maneuver		-		-			421	426	-	339	418			
Stage 1		•			1.	-	588	570	•	727	660	392	A CONTRACTOR OF	
Stage 2		-	.) <b>%</b>		•	•	663	652		454	570	•		
Approach	EB			WB			NB			SB			Statistics of	100.00
HCM Control Delay, s	0.2	[		1.4			12.1			14.8			1000	
HCM LOS							В			В			and in some	
Minor Lane/Major Mvm	it	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2				-
Capacity (veh/h)		621	1380		1997	1134			339	835			1	
HCM Lane V/C Ratio		0.181	0.01	-	14	0.037		-	0.142	0.028				
HCM Control Delay (s)		12.1	7.6			8.3	12		17.4	9.4	1			
HCM Lane LOS		В	A		-	A		-	С	А				
HCM 95th %tile Q(veh)		0.7	0			0.1			0.5	0.1				

2025 Background Condition - AM Baker Creek North

Intersection	1.5	1.1				
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	P	- BRIA	7	1	Y	men
Traffic Vol, veh/h	707	89	47	265	37	60
Future Vol, veh/h	707	89	47	265	37	60
Conflicting Peds, #/hr	0	09	4/	203	0	0
	Free	Free	Free	Free	Stop	
Sign Control RT Channelized						Stop
		110110	-	None	-	None
Storage Length		04	50		0	*
Veh in Median Storage			-	0	1	-
Grade, %	0		-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	3	5	3	0	4
Mvmt Flow	832	105	55	312	44	71
Major/Minor	Major1		Major2	and and	Minor1	-
Conflicting Flow All	0	0	937	0	1307	885
Stage 1			14		885	
Stage 2				4	422	
Critical Hdwy			4.15		6.4	6.24
Critical Howy Stg 1		1212				
Critical Howy Stg 2		1.572			-	-
Follow-up Hdwy				-		3.336
Pot Cap-1 Maneuver			719	1	178	341
Stage 1			110		407	-
					666	
Stage 2					000	
Platoon blocked, %	•					
Mov Cap-1 Maneuver	-		719	1.		341
Mov Cap-2 Maneuver	+				294	-
Stage 1	•			-		
Stage 2	•				615	
Approach	EB		WB		NB	1000
HCM Control Delay, s			1.6		22.3	
HCM LOS	ų		1.0		C	
					Ŭ	
Minor Long/Major Mun	nt	NBLn1	EBT	EBR	WBL	WBT
Minor Lane/Major Mvn	III.	the second s				
Capacity (veh/h)		321	31			
HCM Lane V/C Ratio		0.356	- 0.		0.077	
HCM Control Delay (s)	);;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;	22.3			10.4	-
HCM Lane LOS		C			В	~
HCM 95th %tile Q(veh	)	1.6			0.2	

2025 Background Condition - AM Baker Creek North Synchro 11 Report Page 2

07/07/2023

# HCM Signalized Intersection Capacity Analysis 4: N Baker Street & NW Baker Creek Road

07/07/2023

	٨	-	7	1	+	*	1	1	1	4	ŧ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	7	4		٦	Þ		1	1.		٦	þ	
Traffic Volume (vph)	160	479	79	11	196	40	50	163	10	53	202	8
Future Volume (vph)	160	479	79	11	196	40	50	163	10	53	202	8
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.97		1.00	0.99		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1760	1808		1805	1783		1805	1669		1805	1666	
Fit Permitted	0.58	1.00		0.27	1.00		0.44	1.00		0.62	1.00	
Satd. Flow (perm)	1078	1808	_	513	1783		828	1669		1172	1666	
	0.87	0.87	0.87			0.87		0.87	0.97			0.87
Peak-hour factor, PHF				0.87	0.87		0.87		0.87	0.87	0.87	
Adj. Flow (vph)	184	551	91	13	225	46	57	187	11	61	232	93
RTOR Reduction (vph)	0	10	0	0	12	0	0	3	0	0	24	(
Lane Group Flow (vph)	184	632	0	13	259	0	57	195	0	61	301	(
Confl. Peds. (#/hr)	5					5						
Confl. Bikes (#/hr)			1			1		1.0.01		-		-
Heavy Vehicles (%)	2%	3%	0%	0%	4%	0%	0%	13%	11%	0%	10%	7%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			8			4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)	31.5	31.5		31.5	31.5		19.5	19.5		19.5	19.5	
Effective Green, g (s)	31.5	31.5		31.5	31.5		19.5	19.5		19.5	19.5	
Actuated g/C Ratio	0.52	0.52		0.52	0.52		0.32	0.32		0.32	0.32	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	565	949		269	936		269	542		380	541	
v/s Ratio Prot		c0.35			0.15			0.12			c0.18	
v/s Ratio Perm	0.17		-	0.03			0.07			0.05		
v/c Ratio	0.33	0.67		0.05	0.28		0.21	0.36		0.16	0.56	
Uniform Delay, d1	8.2	10.4	-	6.9	7.9		14.7	15.5		14.4	16.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.5	3.7		0.3	0.7		1.8	1.8		0.9	4.1	
Delay (s)	9.7	14.1		7.3	8.7		16.5	17.3		15.3	20.8	
Level of Service	A	B		A	A		B	B		B	C	
Approach Delay (s)	~	13.1		~	8.6		0	17,1		5	19.9	
Approach LOS		B			A			B			B	
Intersection Summary	1234	-		1998				20-24	2.2.30	1.2	Con 211	-
HCM 2000 Control Delay			14.5	Н	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capa	city ratio		0.62		Andrea - Solar						10.0	
Actuated Cycle Length (s)	and With Million		60.0	S	um of los	time (s)			9.0			
Intersection Capacity Utiliza	ation		68.9%			of Service			C	A CONTRACTOR	-	
Analysis Period (min)			15	i.	o Loron							
renaryoio i onou (min)			10									_

2025 Background Condition - AM Baker Creek North

## HCM 6th Signalized Intersection Summary 4: N Baker Street & NW Baker Creek Road

07/07/2023

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ŋ	4	-	٦	Þ		٦	4		٦	4	
Traffic Volume (veh/h)	160	479	79	11	196	40	50	163	10	53	202	81
Future Volume (veh/h)	160	479	79	11	196	40	50	163	10	53	202	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1900	1900	1841	1900	1900	1707	1737	1900	1752	1796
Adj Flow Rate, veh/h	184	551	91	13	225	. 46	57	187	11	61	232	93
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	3	0	0	4	0	0	13	11	0	10	7
Cap, veh/h	606	812	134	330	775	158	293	519	31	403	387	155
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1106	1546	255	800	1475	302	1072	1597	94	1203	1189	477
Grp Volume(v), veh/h	184	0	642	13	0	271	57	0	198	61	0	325
Grp Sat Flow(s),veh/h/ln	1106	0	1802	800	0	1777	1072	0	1690	1203	0	1666
Q Serve(g_s), s	6.7	0.0	15.8	0.7	0.0	5.1	2.8	0.0	5.4	2.4	0.0	9.8
Cycle Q Clear(g_c), s	11.8	0.0	15.8	16.5	0.0	5.1	12.6	0.0	5.4	7.8	0.0	9.8
Prop In Lane	1.00	1/1/J9/58/c	0.14	1.00	5800252	0.17	1.00	110,950	0.06	1.00	19793/7/0-	0.29
Lane Grp Cap(c), veh/h	606	0	946	330	0	933	293	0	549	403	0	541
V/C Ratio(X)	0.30	0.00	0.68	0.04	0.00	0.29	0.19	0.00	0.36	0.15	0.00	0.60
Avail Cap(c_a), veh/h	606	0	946	330	0	933	293	0	549	403	0	541
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.3	0.0	10.5	16.6	0.0	8.0	22.3	0.0	15.5	18.5	0.0	17.0
Incr Delay (d2), s/veh	1.3	0.0	3.9	0.2	0.0	0.8	1.5	0.0	1.8	0.8	0.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In	1.6	0.0	6.0	0.1	0.0	1.9	0.8	0.0	2.1	0.7	0.0	4.0
Unsig, Movement Delay, s/veh			1000	577	1000	17634	151150	11, 24, 63	76.0	10.00	57.575(7)	
LnGrp Delay(d),s/veh	12.6	0.0	14.4	16.8	0.0	8.8	23.8	0.0	17.3	19.3	0.0	21.8
LnGrp LOS	В	A	В	В	A	A	С	A	В	В	A	C
Approach Vol, veh/h		826			284			255	100	-	386	
Approach Delay, s/veh		14.0			9.1			18.8			21.4	
Approach LOS		В	1.58		A			B		-	C	
Timer - Assigned Phs		2	1873	4		6		8			11-3	-
Phs Duration (G+Y+Rc), s		36.0	12.00	24.0		36.0		24.0			and the second	
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		31.5		19.5		31.5		19.5				
Max Q Clear Time (g_c+l1), s		18.5		11.8		17.8		14.6				
Green Ext Time (p_c), s		1.4		1.3		4.5		0.5				
Intersection Summary					1000		a state of the second	46 ( 1996 )				
HCM 6th Ctrl Delay		1250	15.6									
HCM 6th LOS			В									

2025 Background Condition - AM Baker Creek North

Intersection
Int Delay, s/veh

Int Delay, s/veh	2.5			-										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	and the second second	
Lane Configurations	3	Þ		٦	4			4.			4	7		
Traffic Vol, veh/h	14	248	4	92	341	35	3	0	51	26	1	10	1000	
Future Vol, veh/h	14	248	4	92	341	35	3	0	51	26	1	10		
Conflicting Peds, #/hr	0	0	1	1	0	0	2	0	0	0	0	2		
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop		
RT Channelized	-	-	None	-	-	None	-	-	None			None		
Storage Length	50			50			-				7.0	25		
Veh in Median Storage,	# -	0		1.0	0		•	1	1967	( <b>#</b> )	1		-	
Grade, %		0	1		0		2	0	-	100	0	141		-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86	-	
Heavy Vehicles, %	0	2	0	0	0	0	0	0	2	11	0	0	-	
Mvmt Flow	16	288	5	107	397	41	3	0	59	30	1	12		

Major/Minor	Majori		1	Major2	×	1	Minor1		1	Minor2		1000	A CONTRACTOR OF	24
Conflicting Flow All	438			294	0	0	964	976	292		958	420		
Stage 1					+		324	324		632	632			
Stage 2		e		(m)	- 14	-	640	652		352	326			
Critical Hdwy	4.1			4.1			7.1	6.5	6.22	7.21	6.5	6.2	and the second second	
Critical Hdwy Stg 1			•	-		-	6.1	5.5	-	6.21	5.5			
Critical Hdwy Stg 2		-		-		-	6.1	5.5		6.21	5.5			
Follow-up Hdwy	2.2	-		2.2		÷	3.5	4	3.318	3.599	4	3.3		
Pot Cap-1 Maneuver	1133	-		1279	14		237	253	747	219	259	638		
Stage 1		6 - <b>6</b>		-			692	653	-	454	477	141		
Stage 2			•				467	467		647	652			
Platoon blocked, %		-												
Mov Cap-1 Maneuver	1133		1.00	1278			214	228	746	187	234	637		
Mov Cap-2 Maneuver			( ) ÷	-	.+	-	318	324		297	324	(#)		
Stage 1	-		: : : : : : : : : : : : : : : : : : :	-		-	682	643	-	448	437	1411		
Stage 2		•	•	•	÷		418	428	•	587	642		Contraction of the	
Approach	EB	Ř.		WB		-	NB		- 12	SB				1.00
HCM Control Delay, s	0.4	ŧ.		1.6			10.7		-	16.4			1	
HCM LOS							В			С			and the second second	
Minor Lane/Major Mvn	nt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2				
Capacity (veh/h)		694	1133	-		1278			298	637				
HCM Lane V/C Ratio		0.09	0.014	-	10	0.084		-	0.105	0.018				
HCM Control Delay (s)	)	10.7	8.2	-		8.1			18.5	10.8			1000	

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В

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2025 Background Condition - PM Baker Creek North

HCM Lane LOS

HCM 95th %tile Q(veh)

Indone a sti

 07/07/2023

Intersection			12			-
Int Delay, s/veh	3.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1	- DIV	T	1	Y	THEIR
Traffic Vol, veh/h	416	25	133	645	78	84
Future Vol, veh/h	416	25	133	645	78	84
Conflicting Peds, #/hr	410	0	133	045	0	04
	Free	Free	Free	Free		1.0
Sign Control					Stop	Stop
RT Channelized			-	None	-	None
Storage Length					0	۲
Veh in Median Storage				0	1	*
Grade, %	0	•		0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	0	1	0	0	1
Mvmt Flow	443	27	141	686	83	89
Major/Minor	Major1		Major2	)	Minor1	
Conflicting Flow All	0	0	470	0		457
the second se						
Stage 1		2 <b>-</b>	190		457	-
Stage 2		1				-
Critical Hdwy	-		4.11		6.4	6.21
Critical Hdwy Stg 1	15	3.0			5.4	
Critical Hdwy Stg 2		108		e 🖂	5.4	
Follow-up Hdwy	+	8.	2.209	/ 9		3.309
Pot Cap-1 Maneuver	1	. Ve	1097	4	151	606
Stage 1				<u>, 3</u>	642	-
Stage 2		-			372	-
Platoon blocked, %						
Mov Cap-1 Maneuver	-		1097	-	132	606
Mov Cap-2 Maneuver					248	
Stage 1					642	1
Stage 2					324	
olaye 2				C 5	524	÷.
y and which the state of the	-				and the second se	
Approach	EB		WB	1	NB	
HCM Control Delay, s	0		1.5		24	
HCM LOS	1,67,0				С	
Manuf and Malas Ma			FOT	CDD	14.501	MIDT
Minor Lane/Major Myr	mt .	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		358		1 10	1097	
HCM Lane V/C Ratio		0.481	•	1	0.129	
HCM Control Delay (s	)	24				-
HCM Lane LOS		С			A	- 4
HCM 95th %tile Q(veh	)	2.5	14		0.4	12
Contraction of the second s		C4-0(2)			00000	

2025 Background Condition - PM Baker Creek North

## HCM Signalized Intersection Capacity Analysis 4: N Baker Street & NW Baker Creek Road

07/07/2023

	×	<b>→</b>	~	1	+	*	1	1	1	4	ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	Þ		1	1		٦	1.		٦	Þ	
Traffic Volume (vph)	137	314	49	29	475	53	111	275	30	41	250	209
Future Volume (vph)	137	314	49	29	475	53	111	275	30	41	250	209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.99		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1814		1736	1868		1805	1834		1800	1751	-
Fit Permitted	0.30	1.00		0.46	1.00		0.32	1.00		0.49	1.00	
Satd. Flow (perm)	568	1814		848	1868		607	1834		936	1751	_
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	140	320	50	30	485	54	113	281	31	42	255	213
RTOR Reduction (vph)	0	9	0	0	7	0	0	7	0	0	50	0
Lane Group Flow (vph)	140	361	Ő	30	533	0	113	305	Ő	42	418	0
Confl. Peds. (#/hr)	140	501	0	00	000	0	110	000	3	3	410	Ű
Heavy Vehicles (%)	2%	3%	0%	4%	0%	2%	0%	2%	0%	0%	2%	0%
No.	Perm	NA	070	Perm	NA	2.70	Perm	NA	070	Perm	NA	070
Turn Type Protected Phases	Perm	6	-	Penn	2		Penn	8		renn	4	
	0	0		0	2		0	0		1	4	-
Permitted Phases	6 27.5	27.5		2 27.5	27.5		8 23.5	23.5		4 23.5	23.5	
Actuated Green, G (s)		27.5	-	27.5	27.5		23.5	23.5		23.5	23.5	-
Effective Green, g (s)	27.5	0.46			0.46			0.39		0.39	0.39	
Actuated g/C Ratio	0.46			0.46			0.39	4.5			4.5	and the second se
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5			4.5		Contraction of the
Vehicle Extension (s)	3.0	3.0	-	3.0	3.0	_	3.0	3.0	_	3.0	3.0	
Lane Grp Cap (vph)	260	831	100	388	856		237	718		366	685	
v/s Ratio Prot	-	0.20			c0.29			0.17			c0.24	_
v/s Ratio Perm	0.25			0.04			0.19			0.04		
v/c Ratio	0.54	0.43		0.08	0,62		0.48	0.43		0.11	0.61	_
Uniform Delay, d1	11.7	11.0		9.1	12.3		13.7	13.3		11.6	14.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	_
Incremental Delay, d2	7.8	1.7		0.4	3.4		6.7	1.8		0.6	4.0	11141
Delay (s)	19.5	12.6		9.5	15.7		20.4	15.2	_	12.3	18.6	
Level of Service	В	В		A	В		С	В		В	В	
Approach Delay (s)		14.5			15.4			16.5			18.1	
Approach LOS		В			В			В		-	В	
Intersection Summary				21.27								
HCM 2000 Control Delay			16.1	Н	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capa	acity ratio		0.62		1000 Marcal							
Actuated Cycle Length (s)			60.0		um of los				9.0	100		
Intersection Capacity Utilization	ation		82.9%	10	U Level	of Service	9		E			
Analysis Period (min)			15							12		
c Critical Lane Group												

c Critical Lane Group

2025 Background Condition - PM Baker Creek North

## HCM 6th Signalized Intersection Summary 4: N Baker Street & NW Baker Creek Road

07/07/2023

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	1×		1	ħ		7	1		5	Þ	
Traffic Volume (veh/h)	137	314	49	29	475	53	111	275	30	41	250	209
Future Volume (veh/h)	137	314	49	29	475	53	111	275	30	41	250	209
Initial Q (Qb), veh	0	0	0	0	0	.0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	10	1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1900	1841	1900	1870	1900	1870	1900	1900	1870	1900
Adj Flow Rate, veh/h	140	320	50	30	485	54	113	281	31	42	255	213
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	3	0	4	0	2	0	2	0	0	2	0
Cap, veh/h	327	718	112	438	770	86	275	648	71	409	368	308
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	866	1567	245	996	1679	187	939	1654	182	1083	940	785
Grp Volume(v), veh/h	140	0	370	30	0	539	113	0	312	42	0	468
Grp Sat Flow(s),veh/h/ln	866	0	1811	996	0	1866	939	0	1837	1083	0	1725
Q Serve(g_s), s	8.8	0.0	8.3	1.3	0.0	13.2	6.9	0.0	7.5	1.8	0.0	13.6
Cycle Q Clear(g_c), s	22.0	0.0	8.3	9.6	0.0	13.2	20.4	0.0	7.5	9.2	0.0	13.6
Prop In Lane	1.00		0.14	1.00		0.10	1.00	((474)	0.10	1.00	1000	0.46
Lane Grp Cap(c), veh/h	327	0	830	438	0	855	275	0	719	409	0	676
V/C Ratio(X)	0.43	0.00	0.45	0.07	0.00	0.63	0.41	0.00	0.43	0.10	0.00	0.69
Avail Cap(c_a), veh/h	327	0	830	438	0	855	275	0	719	409	0	676
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.8	0.0	11.1	14.3	0.0	12.4	23.8	0.0	13.4	16.8	0.0	15.2
Incr Delay (d2), s/veh	4.1	0.0	1.7	0.3	0.0	3.5	4.5	0.0	1.9	0.5	0.0	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/in	2.0	0.0	3.2	0.3	0.0	5.6	1.8	0.0	3.1	0.5	0.0	5.6
Unsig. Movement Delay, s/veh		0.0	100	0.0/		Tell control			247			1000
LnGrp Delay(d),s/veh	24.8	0.0	12.8	14.6	0.0	15.9	28.2	0.0	15.3	17.3	0.0	21.0
LnGrp LOS	C	A	B	B	A	B	C	A	B	B	A	C
Approach Vol, veh/h		510	-		569			425			510	
Approach Delay, s/veh		16.1			15.8			18.7			20.7	
Approach LOS		B			B			B		-	C	
Timer - Assigned Phs		2	-	4		6		8			3	- Art
Phs Duration (G+Y+Rc), s		32.0	1	28.0		32.0	1.00	28.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		27.5		23.5		27.5		23.5				
Max Q Clear Time (g_c+11), s		15.2		15.6		24.0		22.4				
Green Ext Time (p_c), s		3.1		2.0		1.0		0.3				
Intersection Summary	No.	244	-				The local division of the		-	STATISTICS.	-	
HCM 6th Ctrl Delay	-	Witness Co.	17.7	111	-	1						
AND STOLED THE REPORT OF A DECISION OF A DECISIONO OF A DECISION OF A DECISIONO O			17.7 B									
HCM 6th LOS			D									

2025 Background Condition - PM Baker Creek North

Intersection			1.50			
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	ή	1	1		Y	
Traffic Vol, veh/h	3	366	197	6	18	3
Future Vol, veh/h	3	366	197	6	18	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None	-	None	-	None
Storage Length	50	. (j.			0	-
Veh in Median Storage	e,# -	0	0		1	-
Grade, %		0	0		0	÷.
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	3	3	0	0	0
Mvmt Flow	4	452	243	7	22	4
Major/Minor	Major1		Major2	1	Minor2	
Conflicting Flow All	250	0		0	707	247
Stage 1	-				247	-
Stage 2	-			-	460	-
Critical Hdwy	4.1				6.4	6.2
Critical Hdwy Stg 1		-			5.4	-
Critical Hdwy Stg 2		-		- 14	5.4	-
Follow-up Hdwy	2.2			-	3.5	3.3
Pot Cap-1 Maneuver	1327	-	-		405	797

vy Stg 2	
Hdwy 2.2 3.5 3.3	
Maneuver 1327 405 797	
e1 799 -	
e 2	
cked, %	
Maneuver 1327 404 797	
Maneuver	
e1 797 -	
e 2 640 -	
EB WB SB	And the second se
rol Delay, s 0.1 0 12.1	
В	
B	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SBLn1	
Capacity (veh/h)	1327			- 531	
HCM Lane V/C Ratio	0.003	32	-	- 0.049	
HCM Control Delay (s)	7.7	1		- 12.1	
HCM Lane LOS	A	110		- B	
HCM 95th %tile Q(veh)	0			- 0.2	

2025 Buildout Condition - AM Baker Creek North

3.7

07/07/2023

#### Intersection

22.000/252.02010/02.2020/02/11														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Shirt and the	
Lane Configurations	٦	To		٣	T.			4			4	٢		
Traffic Vol, veh/h	11	369	3	34	179	25	5	0	89	57	0	19		
Future Vol, veh/h	11	369	3	34	179	25	5	0	89	57	0	19		
Conflicting Peds, #/hr	0	0	2	2	0	0	10	0	1	1	0	10		
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop		
RT Channelized	*	114 114	None	Si		None	1	1	None			None		
Storage Length	50		15	50		1			-	-		25		
Veh in Median Storage,	# -	0	12		0			1	1.		1		1	
Grade, %		0			0			0			0			
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81		
Heavy Vehicles, %	0	4	0	3	3	20	0	0	4	0	0	0		
Mvmt Flow	14	456	4	42	221	31	6	0	110	70	0	23	and the second second	

Major/Minor	Major1	t and the second		Major2		1	Minor1			Minor2		1.5	-	1212
Conflicting Flow All	252	0	0	462	0	0	830	824	461	863	811	247		
Stage 1				-	8	100	488	488	1.	321	321			
Stage 2							342	336		542	490			
Critical Hdwy	4.1			4.13			7.1	6.5	6.24	7.1	6.5	6.2	2 Same	
Critical Hdwy Stg 1						*	6.1	5.5	1.4	6.1	5.5			
Critical Hdwy Stg 2	-					2	6.1	5.5		6.1	5.5	14		
Follow-up Hdwy	2.2			2.227			3.5	4	3.336	3.5	4	3.3		
Pot Cap-1 Maneuver	1325	-		1094			292	310	596	277	316	797	and the second	
Stage 1				s :=c			565	553		695	655			
Stage 2		•			æ		677	645		528	552	-		
Platoon blocked, %			-		- 14					-				
Mov Cap-1 Maneuver	1325	-		1092		a.	270	295	594	217	300	789		
Mov Cap-2 Maneuver				-			389	396	-	310	389	17		
Stage 1				1.00			558	546		687	630			
Stage 2		6 <b>•</b> 3			•	*	626	620		425	545		-	
Approach	EB			WB			NB	1		SB				1. A.
HCM Control Delay, s	0.2		-	1.2			12.8			17.4				
HCM LOS							В			С				
Minor Lane/Major Mvm	it	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		-		
Capacity (veh/h)		578	1325	•	-	1092	-		310	789				
HCM Lane V/C Ratio		0.201	0.01	-		0.038	-	-	0.227	0.03				
HCM Control Delay (s)		12.8	7.7	-		8.4	-		20	9.7			1000	
HCM Lane LOS		В	A			A		-	С	A				
HCM 95th %tile Q(veh)		0.7	0			0.1			0.9	0.1			1000	

2025 Buildout Condition - AM Baker Creek North

Intersection	- 1-		-	-		
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T.	mult	Ť	1	Y	TANK
Traffic Vol, veh/h		407				60
COCCUMATE PERMIT PORTO (1)	739	107	47	289	51	
Future Vol, veh/h	739	107	47	289	51	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None	-	None	-	None
Storage Length		2 <b>4</b> 8	50		0	
Veh in Median Storage		1101	1	0	1	-
Grade, %	0	0		0	0	
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	3	5	3	0	4
Mvmt Flow	869	126	55	340	60	71
1/2010/ - 2000					-	
	and the second second		-		anti-sta-sta-	
	Major1		Major2		Minor1	
Conflicting Flow All	0	0	995	0	1382	932
Stage 1					932	
Stage 2			· · · ·		450	-
Critical Hdwy		-	4.15		6.4	6.24
Critical Hdwy Stg 1	•		-		5.4	
Critical Hdwy Stg 2			•		5.4	
Follow-up Hdwy		-	2.245		3.5	3.336
Pot Cap-1 Maneuver	-	1 34	683	( i i i i i i i i i i i i i i i i i i i	160	320
Stage 1			-		386	-
Stage 2					647	
Platoon blocked, %					with	
Mov Cap-1 Maneuver			683	-	147	320
					276	320
Mov Cap-2 Maneuver	-		-	-		
Stage 1	3	2			386	
Stage 2	•			-	595	57
Approach	EB		WB	(	NB	
HCM Control Delay, s	_		1.5		26.2	
HCM LOS	ų		0.99		D	
TIOM LOO					U	
Minor Lane/Major Mvr	nt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		298			683	
HCM Lane V/C Ratio		0.438			0.081	-
HCM Control Delay (s	)	26.2			10.7	
HCM Lane LOS	2	D			В	
HCM 95th %tile Q(veh	1	2.1	12		0.3	
Them boot route of rou	9	-	and the second second		0.0	

2025 Buildout Condition - AM Baker Creek North Synchro 11 Report Page 3

AMENDED on 10.11.2023 269 of 386

# HCM Signalized Intersection Capacity Analysis 4: N Baker Street & NW Baker Creek Road

07/07/2023

	٨	-	>	1	-	*	1	1	1	1	ŧ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	4		٦	P	-	5	Þ		٦	ħ	
Traffic Volume (vph)	167	497	86	11	210	40	55	163	10	53	202	86
Future Volume (vph)	167	497	86	11	210	40	55	163	10	53	202	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.99		1.00	0.96	
Fit Protected	0.95	1.00	-	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1760	1806		1805	1786		1805	1669		1805	1663	
Flt Permitted	0.57	1.00		0.26	1.00		0.41	1.00		0.61	1.00	
State of the second s	1058	1806		496	1786		786	1669		1162	1663	
Satd. Flow (perm)			0.07			0.07			0.07			0.07
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	192	571	99	13	241	46	63	187	11	61	232	99
RTOR Reduction (vph)	0	11	0	0	11	0	0	3	0	0	26	0
Lane Group Flow (vph)	192	659	0	13	276	0	63	195	0	61	305	0
Confi. Peds. (#/hr)	5					5						
Confl. Bikes (#/hr)			1			<u></u>						
Heavy Vehicles (%)	2%	3%	0%	0%	4%	0%	0%	13%	11%	0%	10%	7%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			8			4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)	32.5	32.5		32.5	32.5		18.5	18.5		18.5	18.5	
Effective Green, g (s)	32.5	32.5	-	32.5	32.5		18.5	18.5		18.5	18.5	
Actuated g/C Ratio	0.54	0.54		0.54	0.54		0.31	0.31		0.31	0.31	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3,0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	573	978	-	268	967		242	514		358	512	
v/s Ratio Prot	010	c0.37		200	0.15		474	0.12		000	c0.18	
v/s Ratio Perm	0.18	00.07		0.03	0.10		0.08	9.14		0.05	00.10	
v/c Ratio	0.34	0.67	-	0.05	0.28		0.26	0.38		0.17	0.60	
	7.7	9.9	-	6.5	7.5		15.6	16.2		15.1	17.6	
Uniform Delay, d1 Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.00	3.7		0.3	0.7		2.6	2.1		1.0	5.1	
Contraction of the second seco	9.3	13.6		6.8	8.2		18.2	18.4	-	16.2	22.6	
Delay (s)		100		171			10.2 B	10.4 B		10.2 B	C	
Level of Service	A	B		A	A		D	and the second		D	21.6	
Approach Delay (s)		12.7			8.1			18.3			and the second se	
Approach LOS		В			A			В			С	
Intersection Summary	<b>TIT</b> en.	531						The second		12	Sec.	
HCM 2000 Control Delay			14.7	Н	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capa	acity ratio		0.65									
Actuated Cycle Length (s)			60.0	S	um of losi	time (s)			9.0			
Intersection Capacity Utilization	ation		70.6%		U Level				С			
Analysis Period (min)			15									
c Critical Lane Group			-									

2025 Buildout Condition - AM Baker Creek North

# HCM 6th Signalized Intersection Summary 4: N Baker Street & NW Baker Creek Road

07/07/2023

	٨	->	~	1	+	*	1	1	1	1	ŧ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	f.	1 Construction	٦	4Î		٦	T.		٦	Ę.	
Traffic Volume (veh/h)	167	497	86	11	210	40	55	163	10	53	202	86
Future Volume (veh/h)	167	497	86	11	210	40	55	163	10	53	202	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	C
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/In	1870	1856	1900	1900	1841	1900	1900	1707	1737	1900	1752	1796
Adj Flow Rate, veh/h	192	571	99	13	241	46	63	187	11	61	232	99
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	3	0	0	4	0	0	13	11	0	10	7
Cap, veh/h	614	831	144	330	810	155	265	492	29	381	359	153
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1090	1534	266	779	1495	285	1066	1597	94	1203	1165	497
Grp Volume(v), veh/h	192	0	670	13	0	287	63	0	198	61	0	331
Grp Sat Flow(s), veh/h/in	1090	Ő	1800	779	0	1781	1066	0	1690	1203	0	1662
Q Serve(g_s), s	7.0	0.0	16.3	0.7	0.0	5.3	3.3	0.0	5.5	2.5	0.0	10.3
Cycle Q Clear(g_c), s	12.3	0.0	16.3	17.1	0.0	5.3	13.6	0.0	5.5	8.0	0.0	10.3
Prop In Lane	1.00	0.0	0.15	1.00	0.0	0.16	1.00	0.0	0.06	1.00	9.9	0.30
Lane Grp Cap(c), veh/h	614	0	975	330	0	965	265	0	521	381	0	513
V/C Ratio(X)	0.31	0.00	0.69	0.04	0.00	0.30	0.24	0.00	0.38	0.16	0.00	0.65
Avail Cap(c_a), veh/h	614	0.00	975	330	0	965	265	0	521	381	0	513
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.9	0.0	10.0	16.3	0.0	7.5	23.8	0.0	16.3	19.4	0.0	17.9
Incr Delay (d2), s/veh	1.3	0.0	3.9	0.2	0.0	0.8	2.1	0.0	2.1	0.9	0.0	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/in	1.7	0.0	6.1	0.1	0.0	1.9	0.9	0.0	2.2	0.7	0.0	4.4
Unsig. Movement Delay, s/veh		0.0	0.1	U.I	0.0	1.0	0.0	0.0	forthe	9.1	0.0	
LnGrp Delay(d),s/veh	12.2	0.0	14.0	16.5	0.0	8.3	25.9	0.0	18.4	20.3	0.0	24.1
LnGrp LOS	B	A	B	B	A	A	C	A	B	C	A	C
Approach Vol, veh/h		862	-		300			261			392	
Approach Delay, s/veh		13.6			8.7			20.2			23.5	
Approach LOS		13.0 B	-		A			20.2 C		-	20.0 C	
and the second sec					0	100	-		_	-	0	_
Timer - Assigned Phs	_	2		4	-	6	Concernant Series	8		-		
Phs Duration (G+Y+Rc), s		37.0		23.0		37.0		23.0			20 A.	
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5		_		
Max Green Setting (Gmax), s		32.5		18.5		32.5		18.5		-		
Max Q Clear Time (g_c+l1), s		19.1	_	12.3		18.3		15.6		-		
Green Ext Time (p_c), s		1.5		1.1		4.8		0.4				
Intersection Summary	5 A	2-1 1-				LUS1		1000				1
HCM 6th Ctrl Delay			15.9								10.00	
HCM 6th LOS			В									

2025 Buildout Condition - AM Baker Creek North

Intersection

moraconant			_			_
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	ħ	1	Þ		W	
Traffic Vol, veh/h	12	289	383	22	18	11
Future Vol, veh/h	12	289	383	22	18	11
Conflicting Peds, #/hr	0	209	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	Fiee -	and a starting of the	rice	None	Stop	None
AMUNCHESSO INVAVIANCESSCI	50	AND ALCONOMICS		None	0	None
Storage Length		0	0		1	*
Veh in Median Storage	200	0	0		0	
Grade, %	-			-		-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	2	0	0	0	0
Mvmt Flow	14	336	445	26	21	13
Major/Minor	Major1	1	Major2		Minor2	
Conflicting Flow All	471	0	-	0	822	458
Stage 1	-				458	-
Stage 2			1994 1994		364	-
Critical Hdwy	4.1	92			6.4	6.2
Critical Hdwy Stg 1	7.1				5.4	-
Critical Howy Stg 2					5.4	
Follow-up Hdwy	2.2				3.5	3.3
	1101			-	346	607
Pot Cap-1 Maneuver					641	
Stage 1						-
Stage 2	-	-	1.124		707	-
Platoon blocked, %	to put to	1.5	1			
Mov Cap-1 Maneuver			•		342	607
Mov Cap-2 Maneuver	•			(•)		
Stage 1		1			633	
Stage 2	÷	-	-	- C2	707	-
Approach	EB	-	WB	-	SB	
HCM Control Delay, s	- Stolets		0		12.6	
HCM LOS	0.0				B	
1001200					5	
Minor Lane/Major Mvr	mi	EBL	EBT	WBT	WRP	SBLn1
	111					507
Capacity (veh/h)		1101	8-			
HCM Lane V/C Ratio		0.013	•			0.067
HCM Control Delay (s	)	8.3				12.6
HCM Lane LOS		A				B
HCM 95th %tile Q(veh	1)	0	)) <b>+</b>			0.2

2025 Buildout Condition - PM Baker Creek North

07/07/2023

Intersection							1		1.1				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Int Delay, s/veh	2.6												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	۲	Þ		٩	ŧ,			4			4	٢	
Traffic Vol, veh/h	14	281	11	84	387	49	7	0	51	36	5	10	
Future Vol, veh/h	14	281	11	84	387	49	7	0	51	36	5	10	
Conflicting Peds, #/hr	0	0	1	1	0	0	2	0	0	0	0	2	And the second second
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None		-	None		-	None	-	1000	None	Contract of the
Storage Length	50	-		50				-	-	2.00	-	25	
Veh in Median Storage	,# -	0		-	0		-	1			1		
Grade, %		0	•	-	0			0			0		
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86	and the second se
Heavy Vehicles, %	0	2	0	0	0	0	0	0	2	11	0	0	
Mvmt Flow	16	327	13	98	450	57	8	0	59	42	6	12	
Major/Minor	Majort		1	Major2		1	Minor1	in the second		Minor2	1		
Conflicting Flow All	507	0	0	341	0	0	1053	1070	335	1070	1048	481	
Stage 1		-		-		15	367	367		675	675	191	
Stage 2	÷			-			686	703		395	373		
Critical Hdwy	4.1	-	()#C	4.1		2 18	7.1	6.5	6.22	7.21	6.5	6.2	
Critical Hdwy Stg 1		-	1.4	-	•		6.1	5.5	-	6.21	5.5		
Critical Hdwy Stg 2	•						6.1	5.5		6.21	5.5		
Follow-up Hdwy	2.2	-		2.2	•		3.5		3.318		4	3.3	
Pot Cap-1 Maneuver	1068	-		1229		1	206	223	707	191	230	589	and the second second
Stage 1	-	-	196				657	626	*	429	456	(41)	
Stage 2		-	2.5			2	441	443		613	622	143	
Platoon blocked, %		-									and the second		
Mov Cap-1 Maneuver	1068	-	1.00	1228			184	202	706	162	208	588	100
Mov Cap-2 Maneuver					-		292	303		274	304	888	
Stage 1		-	1.00		70		646	616		423	420		
Stage 2	2			12		-	392	408		553	612	348	
and an other states													
	FB			WB			NB			SB			

ApproachEBWBNBSBHCM Control Delay, s0.41.311.718.8HCM LOSBC

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	ALL LA	
Capacity (veh/h)	603	1068		100	1228	×.	-	277	588		
HCM Lane V/C Ratio	0.112	0.015	42	(72A)	0.08			0.172	0.02		
HCM Control Delay (s)	11.7	8.4			8.2	-	-	20.7	11.2		
HCM Lane LOS	В	А		100	A			С	В		
HCM 95th %tile Q(veh)	0.4	0			0.3			0.6	0.1		

2025 Buildout Condition - PM Baker Creek North

07/	07	20	23

Intersection				-			
Int Delay, s/veh	4.6						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	Þ		η	1	Y		
Traffic Vol, veh/h	441	39	133	678	97	84	
Future Vol, veh/h	441	39	133	678	97	84	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized		None		None		None	
Storage Length		14	50	-	0		
Veh in Median Storage	,# 0	1741	14	0	1		
Grade, %	0			0	0		
Peak Hour Factor	94	94	94	94	94	94	
Heavy Vehicles, %	2	0	1	0	0	1	
Mymt Flow	469	41	141	721	103	89	

Major/Minor N	lajor1	4	Major2	1	Minor1	
Conflicting Flow All	0	0	and the second se	0	1493	490
Stage 1				14	490	14
Stage 2			1. 14		1003	12
Critical Hdwy			4.11	-	6.4	6.21
Critical Hdwy Stg 1					5.4	-
Critical Hdwy Stg 2			1.		5.4	
Follow-up Hdwy	-		2.209	-	3.5	3.309
Pot Cap-1 Maneuver	-		1060		137	580
Stage 1	-		-		620	12
Stage 2	-			-	358	
Platoon blocked, %	-					
Mov Cap-1 Maneuver			1060		119	580
Mov Cap-2 Maneuver	-		14	iii	235	12
Stage 1		-	-		620	-
Stage 2	-	•			310	
Approach	EB	1.00	WB	-	NB	
HCM Control Delay, s	0		1.5		31	
HCM LOS					D	
Constant of the local division of the local				1.0		
Minor Lane/Major Mvml		NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		325			1060	-
HCM Lane V/C Ratio		0.592	-		0.133	<del>.</del>
HCM Control Delay (s)		31			8.9	
HCM Lane LOS		D			A	
HCM 95th %tile Q(veh)		3.6	-		0.5	- E.

2025 Buildout Condition - PM Baker Creek North

# HCM Signalized Intersection Capacity Analysis 4: N Baker Street & NW Baker Creek Road/NW Michelbook Ln

07/07/2023

	٠		7	1	+	*	1	1	1	1	ŧ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	1.		7	1.		٦	1		٦	Þ	
Traffic Volume (vph)	143	327	55	29	494	53	118	275	30	41	250	216
Future Volume (vph)	143	327	55	29	494	53	118	275	30	41	250	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	-	4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.95	1.00	1.00	
Frt	1.00	0.98	_	1.00	0,99		1.00	0.99		1.00	0.93	-
Fit Protected	0.95	1.00		0.95	1.00		0.95	1.00		0,95	1.00	
Satd. Flow (prot)	1770	1813		1736	1869		1805	1834		1800	1749	
Flt Permitted	0.30	1.00		0.45	1.00		0.30	1.00	-	0.49	1.00	S
Satd. Flow (perm)	561	1813	-	827	1869		563	1834		920	1749	-
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	146	334	56	30	504	54	120	281	31	42	255	220
RTOR Reduction (vph)	0	10	0	0	6	0	0	7	0	0	52	0
Lane Group Flow (vph)	146	380	ŏ	30	552	0	120	305	0	42	423	0
Confi. Peds. (#/hr)	140	500	0	50	002	0	120	000	3	3	425	
Heavy Vehicles (%)	2%	3%	0%	4%	0%	2%	0%	2%	0%	0%	2%	0%
			0.76			2.70			0.70		Contraction of the local division of the loc	0.70
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			8			4	
Permitted Phases	6	00.5		2	00.5		8	00.5		4	00.5	
Actuated Green, G (s)	28.5	28.5	_	28.5	28.5		22.5	22.5		22.5	22.5	_
Effective Green, g (s)	28.5	28.5		28.5	28.5		22.5	22.5		22.5	22.5	
Actuated g/C Ratio	0.48	0.48	_	0.48	0.48		0.38	0.38		0.38	0.38	-
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	_	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	266	861		392	887		211	687		345	655	
v/s Ratio Prot		0.21		SHARLAN	c0.30			0.17		-	c0.24	-
v/s Ratio Perm	0.26			0.04			0.21			0.05		
v/c Ratio	0.55	0.44		0.08	0.62		0.57	0.44	_	0.12	0.65	
Uniform Delay, d1	11.2	10.5		8.6	11.7		14,9	14.1		12.3	15.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.9	1.6		0.4	3.3		10.7	2.1		0.7	4.9	
Delay (s)	19.1	12.1		9.0	15.0		25.6	16.1		13.0	20.3	
Level of Service	В	В		A	В		С	В		В	C	
Approach Delay (s)		14.0			14.7			18.8			19.7	
Approach LOS		В			В			В			В	
Intersection Summary	1. 1 5	11-11-1		1.01						and the second		
HCM 2000 Control Delay			16.6	Н	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capa	acity ratio		0.63									
Actuated Cycle Length (s)			60.0		um of los				9.0			
Intersection Capacity Utilization	ation		85.0%	IC	CU Level	of Service	9		E			
Analysis Period (min)			15									
c Critical Lane Group												

c Critical Lane Group

2025 Buildout Condition - PM Baker Creek North

# HCM 6th Signalized Intersection Summary

4: N Baker Street & NW Baker Creek Road/NW Michelbook Ln

07/07/2023

	٠	-	~	+	+	*	1	1	1	1	ţ	~
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	۲	Ţ.		٦	1.		7	1.		7	F	
Traffic Volume (veh/h)	143	327	55	29	494	53	118	275	30	41	250	216
Future Volume (veh/h)	143	327	55	29	494	53	118	275	30	41	250	216
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1900	1841	1900	1870	1900	1870	1900	1900	1870	1900
Adj Flow Rate, veh/h	146	334	56	30	504	54	120	281	31	42	255	220
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	3	0	4	0	2	0	2	0	0	2	0
Cap, veh/h	334	736	123	443	801	86	248	620	68	387	347	299
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	851	1549	260	978	1687	181	933	1654	182	1082	925	798
Grp Volume(v), veh/h	146	0	390	30	0	558	120	0	312	42	0	475
Grp Sat Flow(s), veh/h/ln	851	0	1809	978	0	1867	933	0	1837	1082	0	1723
Q Serve(g_s), s	9.3	0.0	8.7	1.3	0.0	13,4	7.6	0.0	7.7	1.8	0.0	14.3
Cycle Q Clear(g_c), s	22.7	0.0	8.7	9.9	0.0	13.4	21.9	0.0	7.7	9.5	0.0	14.3
Prop In Lane	1.00		0.14	1.00		0.10	1.00		0.10	1.00		0.46
Lane Grp Cap(c), veh/h	334	0	859	443	0	887	248	0	689	387	0	646
V/C Ratio(X)	0.44	0.00	0.45	0.07	0.00	0.63	0.48	0.00	0.45	0.11	0.00	0.74
Avail Cap(c_a), veh/h	334	0	859	443	0	887	248	0	689	387	0	646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.3	0.0	10.5	13.9	0.0	11.8	25.6	0.0	14.1	17.7	0.0	16.2
Incr Delay (d2), s/veh	4.1	0.0	1.7	0.3	0.0	3.4	6.6	0.0	2.1	0.6	0.0	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In	2.1	0.0	3.3	0.3	0.0	5.7	2.0	0.0	3.2	0.5	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	0.0	12.3	14.2	0.0	15.2	32.3	0.0	16.3	18.3	0.0	23.5
LnGrp LOS	С	А	В	В	А	В	С	А	В	В	A	С
Approach Vol, veh/h		536			588			432			517	
Approach Delay, s/veh		15.6			15.1			20.7			23.0	
Approach LOS		В			В			C			С	
Timer - Assigned Phs	-	2	-	4	1.239	6	i i ne	8		-		
Phs Duration (G+Y+Rc), s		33.0		27.0		33.0		27.0				<b>H</b>
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5		-		_
Max Green Setting (Gmax), s		28.5		22.5		28.5		22.5				
Max Q Clear Time (g_c+l1), s		15.4		16.3		24.7		23.9				
Green Ext Time (p_c), s		3.3		1.7		1.2		0.0				
Intersection Summary	-			- Tree Li		-	1.16	1 235				12-14
HCM 6th Ctrl Delay			18.4						North Street			
HCM 6th LOS			В									

2025 Buildout Condition - PM Baker Creek North

#### Intersection: 2: NW Meadows Drive & NW Baker Creek Road

Movement	EB	EB	WB	WB	NB	SB	SB	1	100	
Directions Served	L	TR	L	TR	LTR	LT	R			
Maximum Queue (ft)	21	16	41	9	88	59	47			
Average Queue (ft)	1	1	7	0	40	22	21			
95th Queue (ft)	10	8	29	7	70	47	52			
Link Distance (ft)		374		4032	635	418				
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	50		50				25			
Storage Blk Time (%)			0	0		7	2			
Queuing Penalty (veh)			0	0		1	1		a Trilos	

#### Intersection: 3: NW Michelbook Ln & NW Baker Creek Road

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	19	54	125
Average Queue (ft)	1	22	51
95th Queue (ft)	9	50	99
Link Distance (ft)	4032		862
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		50	
Storage Blk Time (%)		1	
Queuing Penalty (veh)		3	

#### Intersection: 4: N Baker Street & NW Baker Creek Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB	
Directions Served	L	TR	L	TR	L	TR	L	TR	
Maximum Queue (ft)	202	311	46	148	85	152	129	215	
Average Queue (ft)	71	156	9	63	26	68	33	94	
95th Queue (ft)	147	255	32	116	62	124	80	169	
Link Distance (ft)		2558		299		883		546	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	200		150		250		225		
Storage Blk Time (%)		2		0				0	
Queuing Penalty (veh)		3		0				0	

#### Zone Summary

Zone wide Queuing Penalty: 9

2025 Background Condition - AM Baker Creek North

07/07/2023

#### Intersection: 2: NW Meadows Drive & NW Baker Creek Road

Movement	EB	EB	WB	WB	NB	SB	SB		
Directions Served	L	TR	L	TR	LTR	LT	R		
Maximum Queue (ft)	21	16	41	9	88	59	47		
Average Queue (ft)	1	1	7	0	40	22	21		
95th Queue (ft)	10	8	29	7	70	47	52		
Link Distance (ft)		374		4032	635	418			
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	50		50				25		
Storage Blk Time (%)	-		0	0		7	2		
Queuing Penalty (veh)			0	0		1	1		

#### Intersection: 3: NW Michelbook Ln & NW Baker Creek Road

Movement	EB	WB	NB	Ernet I
Directions Served	TR	L	LR	
Maximum Queue (ft)	19	54	125	
Average Queue (ft)	1	22	51	
95th Queue (ft)	9	50	99	
Link Distance (ft)	4032		862	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		50		
Storage Blk Time (%)		1		
Queuing Penalty (veh)		3		

#### Intersection: 4: N Baker Street & NW Baker Creek Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB	THE R. L.	A CONTRACTOR
Directions Served	L	TR	L	TR	L	TR	L	TR		
Maximum Queue (ft)	202	311	46	148	85	152	129	215		
Average Queue (ft)	71	156	9	63	26	68	33	94		
95th Queue (ft)	147	255	32	116	62	124	80	169		
Link Distance (ft)		2558		299		883		546		
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		150		250		225			
Storage Blk Time (%)		2		0				0		
Queuing Penalty (veh)		3		0				0		

#### Zone Summary

Zone wide Queuing Penalty: 9

07/07/2023

## Intersection: 2: NW Meadows Drive & NW Baker Creek Road

Movement	EB	EB	WB	NB	SB	SB	A SHE WAS
Directions Served	L	TR	L	LTR	LT	R	
Maximum Queue (ft)	27	10	47	64	71	39	
Average Queue (ft)	3	0	12	28	23	13	
95th Queue (ft)	17	5	38	52	57	42	
Link Distance (ft)		374	1705	635	418		
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	50		50			25	
Storage Blk Time (%)			0		7	2	
Queuing Penalty (veh)			1		1	0	

## Intersection: 3: NW Michelbook Ln & NW Baker Creek Road

Movement	EB	WB	WB	NB
Directions Served	TR	Ŀ	Т	LR
Maximum Queue (ft)	4	64	42	152
Average Queue (ft)	0	31	2	63
95th Queue (ft)	0	58	27	123
Link Distance (ft)	4032		2558	862
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		50		
Storage Blk Time (%)		1		
Queuing Penalty (veh)		8		

## Intersection: 4: N Baker Street & NW Baker Creek Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB	COL STREET,
Directions Served	L	TR	L	TR	L	TR	L	TR	
Maximum Queue (ft)	206	354	154	303	200	320	69	258	
Average Queue (ft)	101	125	29	177	83	98	23	135	
95th Queue (ft)	191	286	94	274	171	218	56	227	
Link Distance (ft)	ALCORDA.	2558	3 GWIE	299	100000	883		546	
Upstream Blk Time (%)				1					
Queuing Penalty (veh)				0					
Storage Bay Dist (ft)	200		150		250		225		
Storage Blk Time (%)	5	1		9	2	0		1	
Queuing Penalty (veh)	17	1		3	6	0		0	

#### Zone Summary

Zone wide Queuing Penalty: 37

07/07/2023

#### Intersection: 1: NW Baker Creek Road & Access

Movement	EB	SB	and the start	and the second second	 110 100	1-1-1	
Directions Served	L	LR					
Maximum Queue (ft)	23	39					
Average Queue (ft)	1	13					
95th Queue (ft)	9	38					
Link Distance (ft)		265					
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	50						
Storage Blk Time (%)							
Queuing Penalty (veh)							

### Intersection: 2: NW Meadows Drive & NW Baker Creek Road

Movement	EB	EB	WB	WB	NB	SB	SB	at the second second	14
Directions Served	L	TR	L	TR	LTR	LT	R		
Maximum Queue (ft)	27	37	40	20	85	59	44		
Average Queue (ft)	2	2	6	1	38	28	15		
95th Queue (ft)	12	18	27	12	67	53	45		
Link Distance (ft)		374		4032	635	418			
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	50		50				25		
Storage Bik Time (%)		0	0	0		11	2		
Queuing Penalty (veh)		0	0	0		2	1		

## Intersection: 3: NW Michelbook Ln & NW Baker Creek Road

Movement	EB	WB	WB	NB	
Directions Served	TR	L	Т	LR	
Maximum Queue (ft)	9	57	23	182	
Average Queue (ft)	1	22	1	59	
95th Queue (ft)	6	52	16	127	
Link Distance (ft)	4032		2558	862	
Upstream Blk Time (%)			1000		
Queuing Penalty (veh)					
Storage Bay Dist (ft)		50			
Storage Blk Time (%)		1	-		
Queuing Penalty (veh)		5			

2025 Buildout Condition - AM Baker Creek North

07/07/2023

# Intersection: 4: N Baker Street & NW Baker Creek Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB		
Directions Served	L	TR	L	TR	L	TR	L	TR	_	
Maximum Queue (ft)	202	290	34	124	94	162	81	197		
Average Queue (ft)	64	138	7	65	33	72	29	98		
95th Queue (ft)	132	233	28	111	75	130	67	172		
Link Distance (ft)	100000	2558		299		883		546		
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		150		250		250			
Storage Blk Time (%)		1		0						
Queuing Penalty (veh)		2		0						

### Network Summary

Network wide Queuing Penalty: 10

2025 Buildout Condition - AM Baker Creek North

07/07/2023

#### Intersection: 1: NW Baker Creek Road & Access

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	30	4	40
Average Queue (ft)	6	0	21
95th Queue (ft)	25	3	45
Link Distance (ft)		374	265
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	50		
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

## Intersection: 2: NW Meadows Drive & NW Baker Creek Road

Movement	EB	EB	WB	WB	NB	SB	SB		ALC: NOTICE
Directions Served	L	TR	L	TR	LTR	LT	R		
Maximum Queue (ft)	36	5	58	5	58	84	39		
Average Queue (ft)	5	0	15	0	27	27	11		
95th Queue (ft)	24	4	43	3	50	63	38		
Link Distance (ft)	- store	374		4032	635	418			
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	50		50				25		
Storage Blk Time (%)	0		0			10	1		
Queuing Penalty (veh)	0		1			1	1		

## Intersection: 3: NW Michelbook Ln & NW Baker Creek Road

Movement	EB	WB	WB	NB
Directions Served	TR	L	Т	LR
Maximum Queue (ft)	9	60	32	218
Average Queue (ft)	0	32	2	80
95th Queue (ft)	5	56	27	165
Link Distance (ft)	4032		2558	862
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		50		
Storage Blk Time (%)		1		
Queuing Penalty (veh)		8		

2025 Buildout Condition - PM Baker Creek North

07/07/2023

# Intersection: 4: N Baker Street & NW Baker Creek Road/NW Michelbook Ln

Movement	EB	EB	WB	WB	NB	NB	SB	SB	
Directions Served	L	TR	L	TR	L	TR	L	TR	
Maximum Queue (ft)	200	440	124	303	234	312	179	308	
Average Queue (ft)	98	146	22	174	101	119	34	151	
95th Queue (ft)	190	351	77	275	211	316	102	249	
Link Distance (ft)		2558		299		883		546	
Upstream Blk Time (%)				1					
Queuing Penalty (veh)				0					
Storage Bay Dist (ft)	200		150		250		225		
Storage Blk Time (%)	4	1		9	5			2	
Queuing Penalty (veh)	17	2		3	16			1	

#### Network Summary

Network wide Queuing Penalty: 49

2025 Buildout Condition - PM Baker Creek North

# ATTACHMENT 6 Neighborhood Meeting Documentation

AMENDED on 10.11.2023 284 of 386

## NOTICE OF NEIGHBORHOOD MEETING

Date of Neighborhood meeting

November 16, 2022-Wednesday

Time of Neighborhood meeting

6:00 PM

Location of Neighborhood Meeting

Baker Creek Apartments Office / Rec Center 2005 NW 23<sup>rd</sup> street McMinnville, Oregon 97128

All neighbors are invited to attend for a conversation on the following described proposal and this meeting is open to all the public.

Property: The real estate for which this Notice pertains is the approximate 6.63 acre site on the northeast corner of NW Baker Creek Blvd. and NW Hill Road. The owner of this property is Baker Creek 2, LLC. Mark DeLapp is an owner and the Manager of that company.

The owner of this real estate is submitting a Proposal to the City of McMinnville for approval of its design to develop the property in accordance with the approved Planned Development with a request to amend that Planned Development to allow:

- 3 story buildings
- maximum height of buildings of 45'
- 144 apartment units
- 9 units of work/live spaces in the commercial sites

THE PROPOSAL is to build 7 three story buildings on the site with all required usable open spaces, gathering spaces, landscaping and parking. This is a proposal for a mixed-use project with 5 of the 6.63 acres having commercial spaces in all of the ground floors. There will be 3 buildings of apartments only on the remaining 1.63 acres. The proposal seeks the height limit of 45 feet to allow for pitched roofs on the apartment buildings.

Attached to this Notice:

- Tax map identifying the property
- Conceptual site plan The Vision

...... Use Avery® Template 5160® MCMINNVILLE CITY OF 855 NE MARSH LN MCMINNVILLE, OR 97128 LENNAR NORTHWEST INC 11807 NE 99TH ST STE 1170 VANCOUVER, WA 98682 CHAVEZ ALEJANDRO RUIZ 2718 NW MEADOWS DR MCMINNVILLE, OR 97128 DUVERNAY MICHAEL L 1933 NW HAUN DR MCMINNVILLE, OR 97128 **BROOKS JULIE** 1959 NW HAUN DR MCMINNVILLE, OR 97128 PATZNER CHRISTOPHER 1975 NW HAUN DR MCMINNVILLE, OR 97128 JUAREZ JOSE A FLORES 1993 NW HAUN DR MCMINNVILLE, OR 97128 DARBY TY 2395 NW YOHN RANCH DR MCMINNVILLE, OR 97128 VENTURA RALPH 1903 NW HAUN DR MCMINNVILLE, OR 97128 **GILBERT NATHAN** 1939 NW HAUN DR

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NEWBERG, OR 97132

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DRAPER DENNIS L & KATHERINE S CO. 11105 BAKER CREEK RD MCMINNVILLE, OR 97128 VITKOVICH JASON 2711 NW ERIC DR MCMINNVILLE, OR 97128 ARNDT WILLIAM P 1925 NW HAUN DR MCMINNVILLE, OR 97128 STEPHENS GRANT 1953 NW HAUN DR MCMINNVILLE, OR 97128 ANDERSEN KATHIE 1969 NW HAUN DR MCMINNVILLE, OR 97128 SURO CHANTEL A 1989 NW HAUN DR MCMINNVILLE, OR 97128 BAKER CREEK HOMEOWNERS 485 S STATE ST LAKE OSWEGO, OR 97034 RODGERS KRISTA 2398 NW YOHN RANCH DR MCMINNVILLE, OR 97128 LONG KRISTEN 625 ESKATON CR #343 GRASS VALLEY, CA 95945 MCMINNVILLE CITY OF **PO BOX 638** MCMINNVILLE, OR 97128

> AMENDED on 10:11.2023 286 of 386

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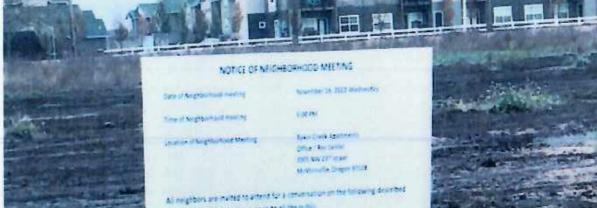
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proposal and this meeting is open to all the public

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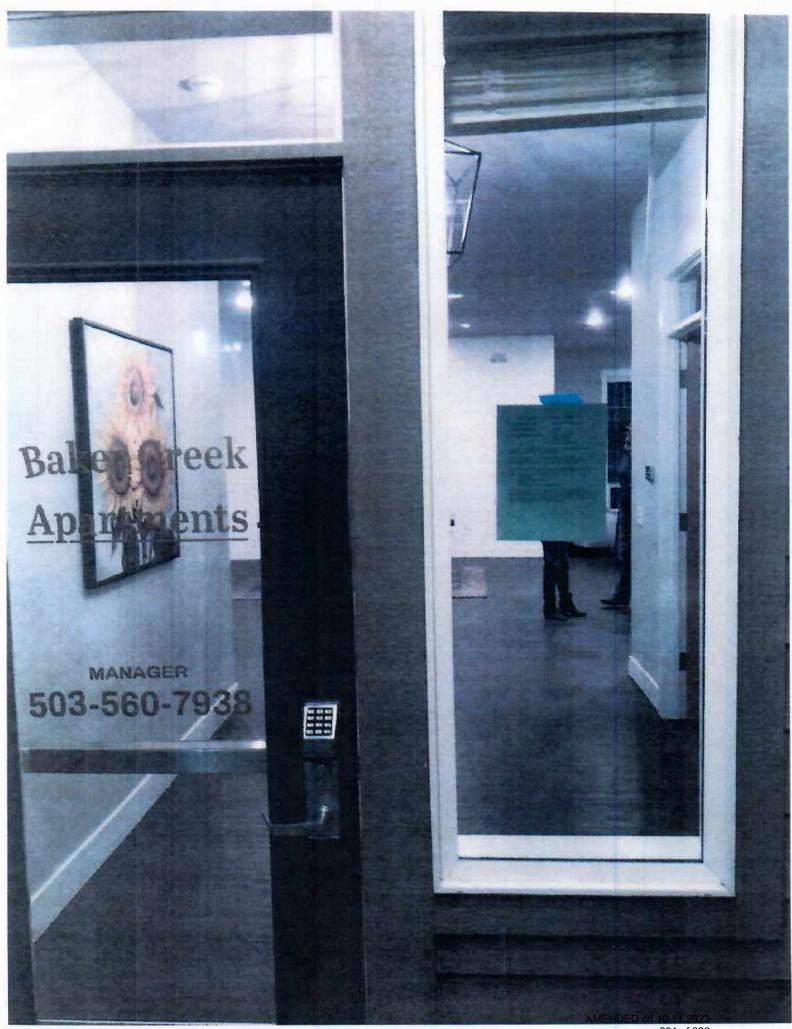
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## NOTES OF NEIGHBORHOOD MEETING

A neighborhood meeting was held on Wednesday evening commencing at 6:00 at the 2005 NW 23<sup>rd</sup> Street, McMinnville, Oregon. Notice of this meeting was mailed to all persons and entities on the mailing list provided by the City; and was posted on the site on each of the three surrounding streets on October 24, 2022. A copy of the Notice was posted on the front of the building in which the meeting was held.

The meeting was attended by 8 people in addition to the Applicants. There were 2 or more residents of the new Lennar subdivision adjacent to the site; a representative of the Baker Creek Homeowners Association; a resident west of the City; a McMinnville business owner and her husband and two other residents of the neighborhood. In addition, there were three representatives of the Applicant and one of the architects of the project.

The entire design packet was on site in both a printed form and on the large TV screen in the room.

There was informal discussion until approximately 6:30 and then John Wright, a project architect, presented a more formal presentation of the project. There were many questions and comments. The most dominant comment and discussion was regarding excessive speed by motorists through the neighborhoods. There were also discussions about traffic studies and parking. There were not any negative comments about the commercial /retail use of the site. It seems the idea of convenient retail outlets is positive. There was concern expressed about the existence of rental apartments at all though not really about the amount of them. There were not really any changes requested to the project.

Mark DeLapp

#### ADDENDUM

#### PLANNED DEVELOPMENT AMENDMENT – JULY 31, 2023

Applicant, Baker Creek 2, LLC submits the following Addendum to it's Planned Development Amendment Application of July 31, 2023.

- Applicant removes pages 18 and 19 from Attachment 2 the Site Plan. These pages are the sheets setting forth the proposed design of buildings 5, 6 and 7, the 3-story apartment buildings. These Pages will be replaced with pages 22 and 23.
- In addition, we are adding pages 9, 10, 11 and 12 to the Site Plan to illustrate some of the elevations of the proposed buildings. (The total number of pages in the Site Plan is now 23 instead of 19.)
- Applicant requests to amend Condition of Approval #5(c) to allow maximum roof height of 45 without a step back for the gabled roofs of buildings 5, 6 and 7 and for the "towers" of buildings 1 and 2. In addition to allow parapet heights of up to 40 feet on the mixed use buildings no.s 1, 2, 3 and 4.

#### COA #5.c. shall read:

c. "... No building shall exceed a height of two-three stories without a variance. If any building is proposed to exceed 35 40 feet, the building shall be designed with a step back in the building wall above 35 40 feet to reduce the visual impact of the height of the building, except buildings with a pitched roof, and two buildings with architectural towers may have a maximum height of 45 feet without a step back in the building wall for those towers."

As explained throughout the Planned Development Amendment Application of July 31, 2023 allowing 45 feet maximum height without step back allows this project to have the three story apartment buildings in buildings 5, 6 and 7 with pitched roofs. The eves for these three buildings will still be under 35 feet. This allows a differentiation between the mixed-use buildings and the residential-only buildings to enhance a village-like feel. The 45 feet heights also allow for the addition of the two architectural "towers" on buildings 1 and 2 to provide a dynamic entrance into the piazza.

Raising the height of the mixed-use buildings 1, 2, 3 and 4 from 35 feet to 40 feet allows the project to have varying heights of the parapets for more interest and architectural appeal and design to the project. Given the size of these buildings it is important to vary the height of the roof line – in this case the parapets. Most of the parapets are 35 feet but it would be very difficult to design these buildings with parapets lower than 35 feet; hence the need to design some parapets higher than 35 and up to 40 feet.

Baker Creek 2, LLC

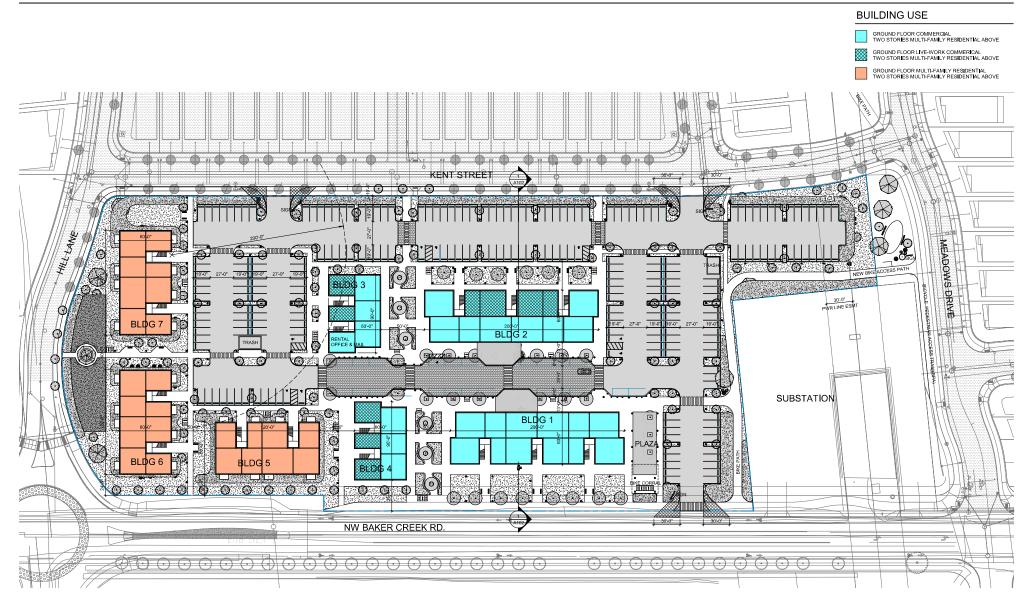
Mark DeLapp, Manager

## Baker Creek North Site - McMinnville, OR

Baker Creek I, LLC DESIGN REVIEW APPLICATON 11.29 2022



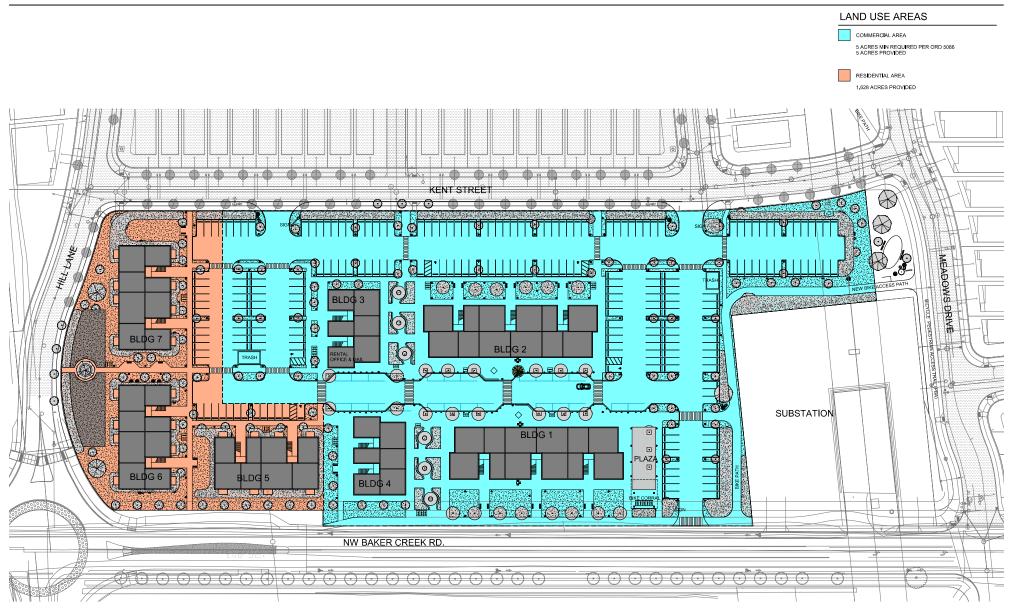
C2K Architecture, Inc. 1645 NW Hoyt St. Portland, OR 97209 503.444.2200



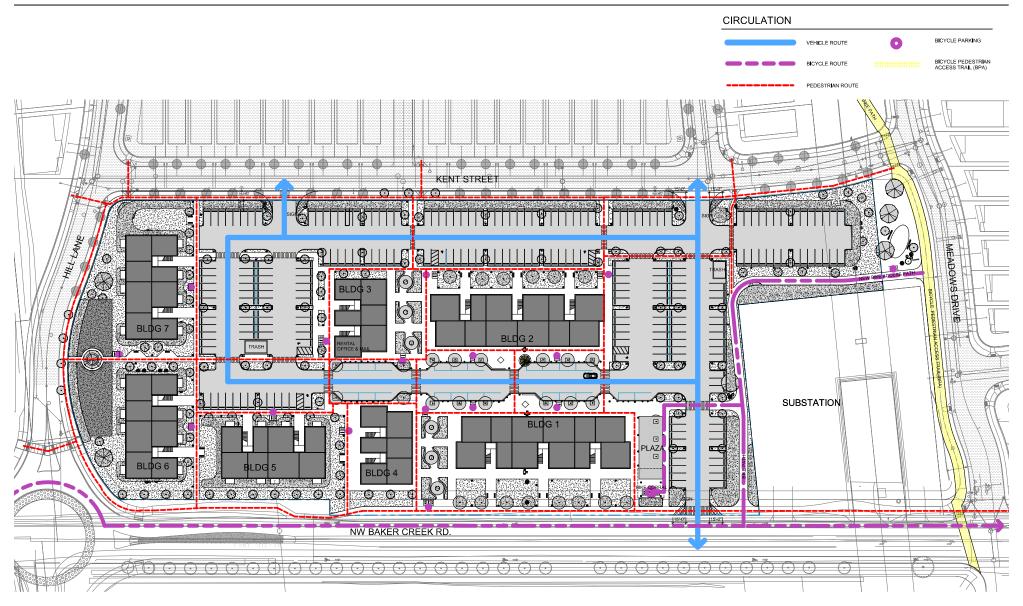
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C2K Architecture, Inc.



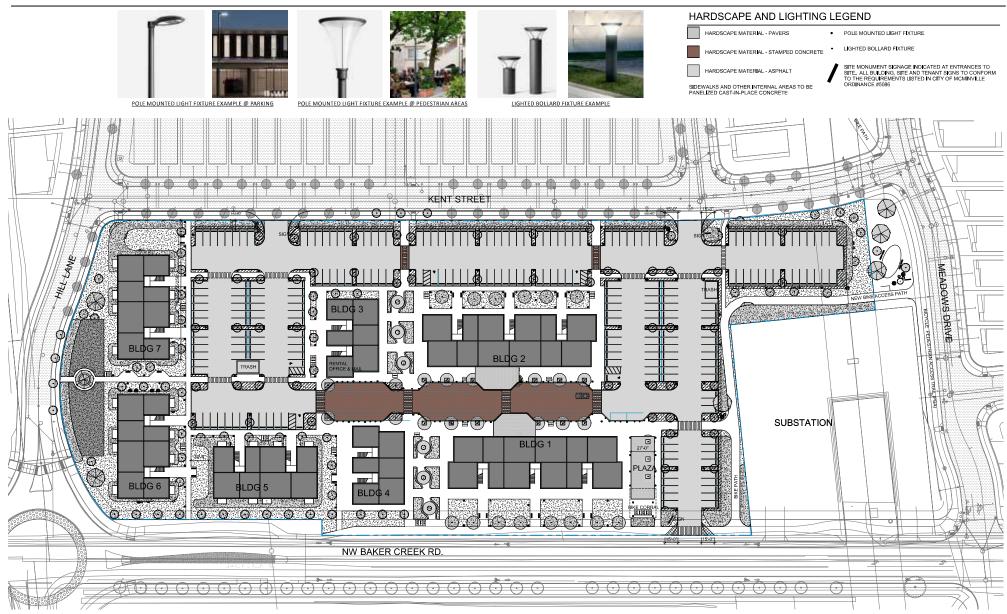
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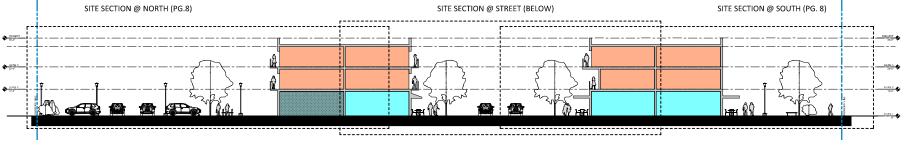
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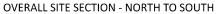
#### BAKER CREEK NORTH / MCMINNVILLE, OR

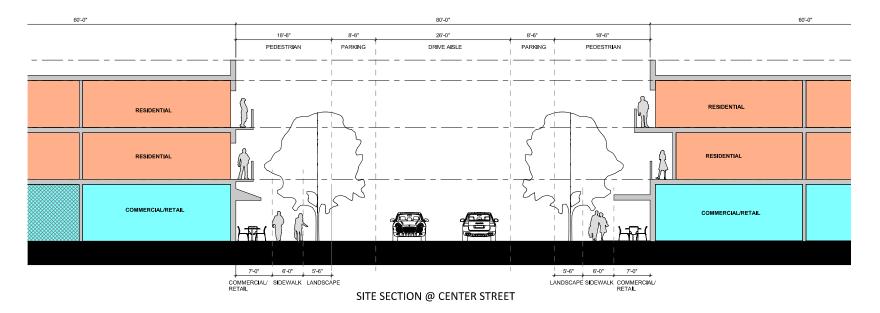
## The Vision

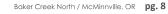


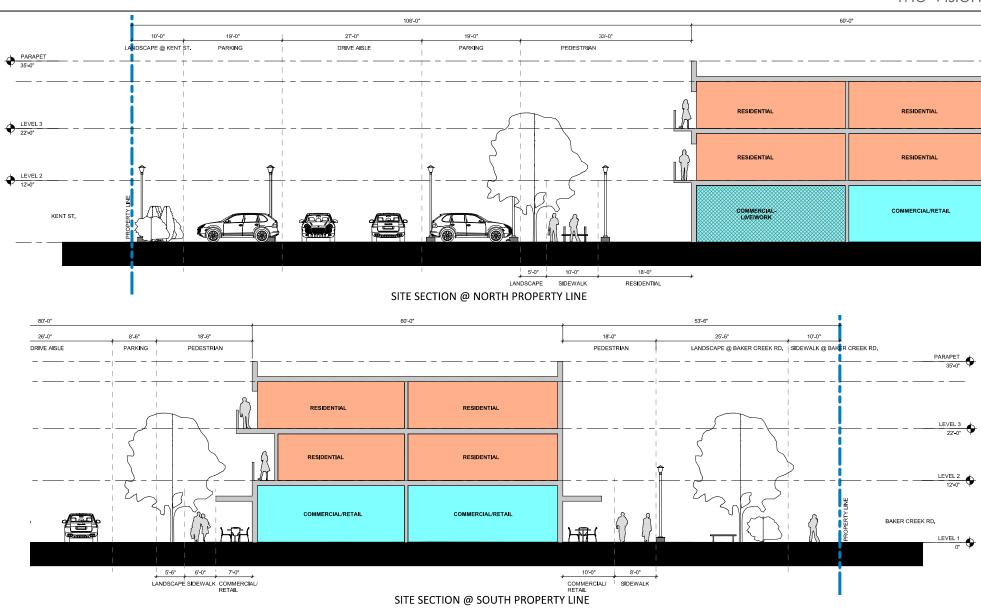
C2K Architecture, Inc.











BAKER CREEK NORTH / MCMINNVILLE, OR

The Vision



1/16" = 1'-0"



**BUILDING 1 - NORTH ELEVATION** 

1/16" = 1'-0"



1/16" = 1'-0"



1/16" = 1'-0"



1/16" = 1'-0"



#### **BUILDING 5 - EAST ELEVATION**

1/16" = 1'-0"









1/16" = 1'-0"

6.628	ACRES
288,716	SF

COMMERICAL 5 ACRES (MIN) 217,800 SF

RESIDENTIAL

DU'S

SITE

120 UNITS MAX PER ORDINANCE 5086

144 UNITS PROPOSED

1.628 ACRES 70,916 SF

BUILDING	STORIES	FOOTPRINT	RESIDENTIAL	2BR	1BR	STUDIO	UNITS	STAIRS	COMMERCIAL	TOTAL	NOTES
		AREA (GSF)	GSF						GSF	GSF	
BLDG 1	3	10,596	21,192	12	8	4	24		10,596	31,788	
BLDG 2	3	10,596	21,192	12	8	4	24		10,596	31 /88	Ground floor initially will have (4) Live/Work units. These are in addition to listed total of residential units for building.
BLDG 3	3	4,533	9,066	4	6	2	12		4,533	13,599	Ground floor initially will have (2) Live/Work units. These are in addition to listed total of residential units for building.
BLDG 4	3	4,533	9,066	4	6	2	12		4,533	12599	Ground floor initially will have (3) Live/Work units. These are in addition to listed total of residential units for building.
BLDG 5	3	6,499	19,497	9	12	3	24			19,497	
BLDG 6	3	6,499	19,497	9	12	3	24			19,497	
BLDG 7	3	6,499	19,497	9	12	3	24			19,497	
TOTAL		49,755	119,007				144		30,258	149,265	
% OF SITE		17.23%									

PARKING REQUIRED	REQ'D	PROVIDED	NOTES
RESIDENTIAL	216		1.5 SPACES/UNIT, LIVE/WORK UNITS CALCULATED AT RESIDENTIAL RATE
COMMERCIAL	122		1 SPACE / 250 SF GENERAL RETAIL RATE
TOTAL	338	260	78 SHARED SPACES 30% SHARED SPACES

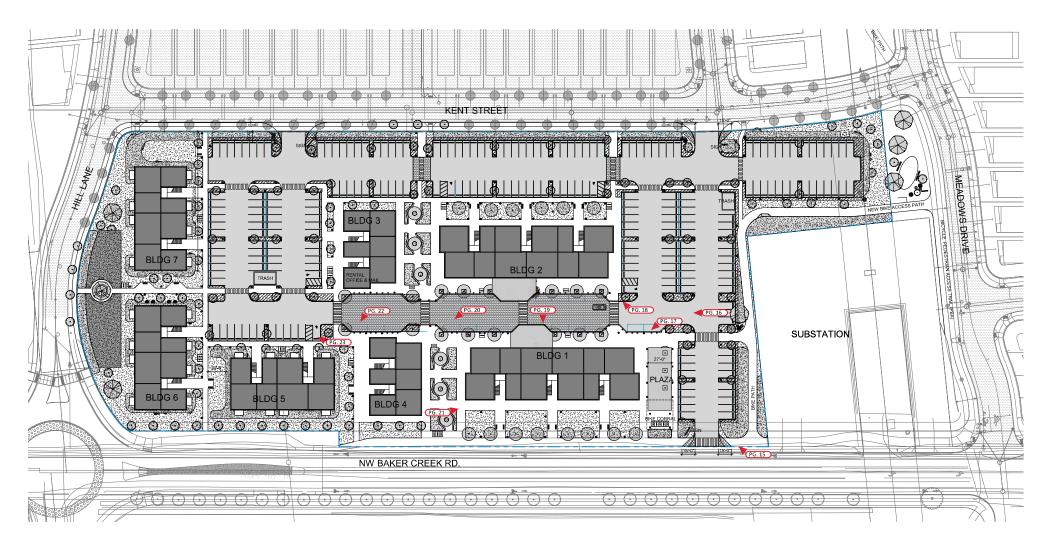
BICYCLE PARKING	REQ'D	PROVIDED
COMMERICAL USES	13	
RESIDENTIAL USES	NONE REQUIRED	
TOTAL	13	62

SITE COVERAGE

25% BUILDINGS MAX 17.23% BUILDINGS PROPOSED

NOTES 1 SPACE PER 10 AUTOMOBILE SPACES RESIDENTIAL USES ARE EXEMPT FROM BIKE PARKING REQUIREMENTS

#### **LEGEND FOR PROJECT RENDERINGS**



C2K Architecture, Inc.

#### ENTRANCE TO PROJECT



C2K Architecture, Inc.

Baker Creek North / McMinnville, OR **pg. 15** 

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#### MAIN STREET ENTRANCE



C2K Architecture, Inc.

Baker Creek North / McMinnville, OR **pg. 16** 

AMENDED on 10.11.2023 309 of 386

#### **BUILDING ONE**



C2K Architecture, Inc.

Baker Creek North / McMinnville, OR **pg. 17** 

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#### **BUILDING TWO**



C2K Architecture, Inc.

Baker Creek North / McMinnville, OR **pg. 18** 

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#### BUILDING ONE MID-BLOCK



C2K Architecture, Inc.

Baker Creek North / McMinnville, OR **pg. 19** 

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#### **BUILDING FOUR**



Baker Creek North / McMinnville, OR **pg. 20** 

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C2K Architecture, Inc.

#### **BUILDING ONE ALONG BAKER CREEK RD.**



C2K Architecture, Inc.

Baker Creek North / McMinnville, OR **pg. 21** 

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#### **BUILDING FIVE**



C2K Architecture, Inc.

Baker Creek North / McMinnville, OR pg. 22

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#### **BUILDING SIX & SEVEN**



C2K Architecture, Inc.

Baker Creek North / McMinnville, OR pg. 23

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## MEMORANDUM

DATE:August 3, 2023TO:Tom Schauer – City of McMinnvilleFROM:Brad Choi, PE and Josh Anderson, PE, PTOE – David Evans and Associates, Inc. (DEA)SUBJECT:Baker Creek North Transportation Impact Analysis – Review Comments

DEA staff have reviewed the Baker Creek North Commercial Development Transportation Impact Analysis (TIA) prepared by Lancaster Mobley in June 2023. The TIA adhered to the requirements of DEA's Scoping Memo (June 2023). We offer the following comments on the TIA.

Summary of TIA:

- The development is proposed to consist of 144 units of multi-family low-rise apartments and 30,258 square feet of retail.
- Access to the proposed development is proposed at three locations—southeast corner of property on NW Baker Creek Road, northeast corner on Kent Street, and northwest corner on Kent Street.
- The TIA estimated that the proposed development will generate 127 (56 in, 71 out) new external trips in the AM peak hour, 131 (75 in, 56 out) new external trips in the PM peak hour, and 2,618 new daily trips. In addition, 80 (40 in, 40 out) pass-by trips are estimated in the PM peak hour.
- The TIA estimates trip distribution 70% to/from the east on NW Baker Creek Road, 25% to/from the south on NW Hill Road, and presumably the remaining 5% from the west and the north.
- No sight distance or queueing issues are expected based on the analysis.
- No safety issues or crash patterns or trends were identified in the analysis.
- All four study intersections are expected to operate acceptably and well below the City's 0.90 v/c adopted mobility standard at opening year in both the AM and PM peak hours.
- The updated assessment of the traffic signal warrant analysis at NW Baker Creek Road & NW Michelbrook Lane with the addition of project traffic showed that signal warrants will be met in 2028 under scenario 1 (2.5% growth rate) and 2027 under scenario 2 (5.6% growth rate), one year earlier than what the signal warrant assessments previously conducted in 2021 indicated.

## Comments:

• The assignment of pass-by trips at project driveways appears inconsistent with ITE methodology. Please review Chapter 10 in the ITE Trip Generation Handbook, 3<sup>rd</sup> Edition, for the guidance on assignment of pass-by trips. It appears most of the pass-by trips should be assigned to the southeast driveway at Baker Creek Road. However, revision of driveway volumes is not expected to change the findings of the TIA.

File Path: \\deainc.com\files\PROJECT\M\MCMI00000010\0600INFO\0670Reports\Baker Creek\Baker Creek North TIA - DEA comments.docx

## **ATTACHMENT B TO STAFF REPORT**



P.O. Box 1083 McMinnville, Oregon 97128

Helping to shape the use of our natural resources to protect the quality of life in Yamhill County

September 4, 2023

McMinnville Planning Commission Tom Schauer, Senior Planner 231 NE Fifth Street McMinnville, OR 97128

RE: Docket PDA 3-23, Baker Creek 2, LLC

Friends of Yamhill County (FYC) works to protect natural resources through the implementation of land use planning goals, policies, and laws that maintain and improve the present and future quality of life in Yamhill County for both urban and rural residents.

Thank you for the opportunity to comment on Planned Development Amendment PDA 3-23. The master plan proposes four mixed use buildings with two stories of residential use above ground floor commercial use, three 3-story buildings with multi-dwelling residential use, and on-site green space, plaza, and bicycle and pedestrian amenities.

This master plan is consistent with, and implements the city's Great Neighborhood Principles and we support its adoption. In addition, the proposed amendment will lead to efficient land use and improve the economic viability of the project, making it more likely to be a successful addition to the community.

This site is zoned for this use and the added housing will support the goals of the city's Affordable Housing Committee. Putting housing above retail stores or offices will eliminate some of the Baker creek Road traffic that would otherwise be generated by residents having to drive into town to conduct all of their shopping. The proposal to allow work/live units at least during the initial lease up of the property is an innovative way to make the project more feasible and could encourage similar uses in other areas of town.

We certainly sympathize with the sentiments expressed by the owner of the adjacent filbert orchard. Potential conflicts between housing developments and adjacent farm operations are real. Design elements such as a buffer consisting of a berm or dense hedgerow can help minimize these conflicts. We urge the planning commission to ensure that these, or similar, design elements are incorporated into the project.

We appreciate your consideration of our perspective and encourage you to approve the requested amendment. Please include these comments in the official record of this proceeding and notify us of your decision in this matter.

Sincerely,

jub/all

Rob Hallyburton Vice President

## **Tom Schauer**

From:	Eric Groves <eric@hazeinuts.com></eric@hazeinuts.com>
Sent:	Tuesday, August 22, 2023 8:27 AM
То:	Tom Schauer
Subject:	PDA 3-23, NW Corner of Baker Creed RD. and Hill RD
Attachments:	We sent you safe versions of your files; PDA 3-23.pdf

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

#### This message originated outside of the City of McMinnville.

Hello Mr. Schauer,

My Company, Calage Agriculture LLC, owns the Map & Tax Lot R4418 01700 at the NW corner of Baker Creek Rd and Hill Rd. We farm hazelnuts on this property. Today we received in the mail a notice (attached) for the planning commission review of an application for a planned development amendment (PDA 3-23) for the property located at the NE corner of Baker Creek Rd and Hill Rd.

While we empathize with the City's need for more housing and the need to combat the rising housing costs with more available housing, we are also very concerned about the impact this development will have on our ability to farm our property. You may already know, but hazelnuts are considered a low impact crop because they generally don't require heavy chemicals, large amounts of water, and have a very low carbon footprint. However, that is not to say that no chemicals or spraying is required. While modern equipment uses lidar and other technologies to apply spray in exact amounts and in precise areas the general public is not educated on the process. We find that often there is fear and trepidation when the public sees spraying. With high density public housing and shops directly across Hill Rd from our property there is a very real possibility that the expansion of the city space will have a very real negative impact on our ability to farm.

Whether founded or not, any calls to the DEQ or EPA take time and resources to defend. Farming is not a highly profitable business, most of the value in farming is locked in the land ownership. We do not have operating marge available to devote time and resources to defending ourselves against public anxiety regarding appropriate farming practices.

Further, hazelnuts are swept from the orchard floor. Depending on the wind and the moisture conditions prior to harvest this often means a large amount of dust is generated by the harvest. Again, having our orchard directly across from housing and businesses will not be compatible. We do not have the ability to wait for rain, when the nuts fall from the trees they must be harvested immediately. I believe that this could, again, put us at odds with any residential, retail, or commercial operations directly across Hill Rd.

Thank you for considering our feedback on this matter. We know that the expansion of the city is inevitable. We accept, and are very happy, that people are moving to McMinnville, it's a wonderful community. However, hazelnuts are a long-term investment. Given the impact on our ability to farm, we are interested in the city's future plans and how that impacts our ability to have this small parcel be a viable farmable parcel going forward. It is very unique to have a small farm parcel be so directly impacted by urbanization, and also isolated from other farm property.

Thank you, again, for your time.

Eric

## **Eric Groves**

Calage Agriculture PO Box 778 Newberg, OR 97132 (503) 896-9408 mobile

## **ATTACHMENT C TO STAFF REPORT FOR PDA 3-23**



City of McMinnville Planning Department 231 NE Fifth Street McMinnville, OR 97128 (503) 434-7311 www.mcminnvilleoregon.gov

# MINUTES

September 7, 2023<br/>Planning Commission<br/>Regular Meeting6:30 pm<br/>Hybrid Meeting<br/>McMinnville, OregonMembers Present:Sidonie Winfield, Dan Tucholsky, Beth Rankin, Rachel Flores, Megan<br/>Murray, Brian Randall, Gary Langenwalter, and Matt DeppeMembers Absent:Sylla McClellanStaff Present:Heather Richards – Community Development Director, Tom Schauer –<br/>Senior Planner, Bill Kabeiseman – Bateman Seidel, Contracted Legal<br/>Counsel, and Beth Goodman – ECONorthwest, Consultant

## 1. Call to Order

Chair Winfield called the meeting to order at 6:30 p.m.

## 2. Swear In New Commissioner – Rachel Flores

Chair Winfield administered the oath of office to new Commissioner Rachel Flores.

## 3. Citizen Comments

None

## 4. Minutes

• May 4, 2023

Commissioner Tucholsky MOVED to APPROVE the May 4, 2023 minutes. The motion was seconded by Commissioner Murray and passed 8-0.

## 5. Public Hearings

## A. <u>Legislative Hearing: Proposed Amendments to the Comprehensive Plan to adopt: A</u> <u>New Housing Needs Analysis (G 1-20) and A New Economic Opportunities Analysis (G 3-20)</u>

(Continued from May 18, 2023)

Requests: G 1-20 - This is a legislative amendment, initiated by the City of McMinnville, to the Comprehensive Plan to adopt a new Housing Needs Analysis, including a residential buildable land inventory.

G 3-20 - This is a legislative amendment, initiated by the City of McMinnville, to the Comprehensive Plan to adopt a new Economic Opportunities Analysis, including a buildable land inventory for employment and other non-residential land use.

Applicant: City of McMinnville

Chair Winfield opened the public hearing and read the hearing statement. She asked if there was any objection to the jurisdiction of the Commission to hear this matter. There was none. She asked if any Commissioner wished to make a disclosure or abstain from participating or voting on this application. There was none.

Staff Report: Community Development Director Richards gave a background on the work that had been done for growth planning in the City. Tonight's public hearing would review draft results of the Housing Needs Analysis, Economic Opportunities Analysis, and Public Land Need Analysis. She explained the value of planning for growth. Affordability was critical and an increasing problem in McMinnville. Housing supply contributed to affordability, and supply was an increasing problem. The City was considered severely rent burdened. She discussed the population forecast for the City. They should not assume all multi-family housing was low income. As lots got smaller, access to open space was more important. She then reviewed the documents, which had recently been updated. This included the process to develop them, Buildable Lands Inventory, mix of housing types, deficit of land for new housing, Mac Town 2032 Economic Development Strategic Plan, land need for housing and employment, land added to the UGB in 2020 for public uses compared with estimated public land needs through 2041, how they were going to meet the need, public testimony received, assertions and conclusions made by 1,000 Friends of Oregon and Friends of Yamhill County, park land need, how the Project Advisory Committee and Public Lands Work Group elected to move forward with the existing levels of service in the adopted Parks Master Plan of six acres per 1,000 capita, and where parks should be located. She recommended the Parks Department update the Parks System Table to reflect the classifications in the Master Plan. The 6-acre LOS for greenspaces, greenways, and natural areas could be located on either buildable land or unbuildable land and should reflect the values and objectives of the Master Plan and could be a land use efficiency that was evaluated in 2024. She also recommended inviting Parks and Recreation Director Muir to the next Commission meeting to address these issues and give an update on the Master Plan process. She gave perspective for discussion on expansion to meet the land deficiency that had been identified. They needed 484 acres, which was one-tenth of one percent of the total acreage in Yamhill County. That was smaller than many of the farm tracts in the County. She recommended continuing the public hearing.

There was discussion regarding the need to update the data, questioning the assumptions and not think the past was a good predictor of the future, trend of home based offices and not as much need for office space, being more proactive, how if the forecasts were wrong and they brought in too much land there would be less land to bring in the next time, parkland need and levels of service, definition of park, how the additional acres of Joe Dancer Park that came into the UGB with the last effort was classified, how they could not rely on using school property in the calculations for parks as there was no agreement, talking to vacant property owners about developing, incentives for workforce housing, and how smaller lots were not less expensive due to the supply issue.

## Proponents: None

Opponents: Mark Davis, McMinnville resident, did not think they needed to add more land to the UGB in the next 20 years, especially after the recent UGB approval. They were being asked to approve another EOA even though the last one was only ten years old and additional parkland when the parkland just added exceeded the acreage of all the parks that had been developed in the history of the City. The urban reserve process would sequester even more land ending in 2067, all the while the need for affordable housing continued. He thought the priorities were misplaced and there was no justification for the acreage requested, especially the land for parks. The 1999 Parks Master Plan had expired without reaching the goal of 14 acres of parks per 1,000 population. They had less park acreage per 1,000 residents than they did in 1999. He thought the City had all the land it needed for park development for the next 50 years.

There was discussion regarding how much land to set aside in developments for parks and lack of funding for parks.

Rob Hallyburton, Friends of Yamhill County, said they were in favor of the City adopting the documents, however they were in opposition to some of the elements of the plan. They had submitted a letter with suggestions to make sure the HNA contributed positively. The HNA did not account for the existing deficiencies in the housing options today. They needed to avoid over-estimation of land, especially to reduce the potential conversion of excellent farmland to urban uses before it was truly needed. Compact development was better for the City as it made more efficient use of public infrastructure and helped with housing affordability. They recommended the City take a more aggressive approach to planning for higher density development. Regarding economic development, the EOA, like the HNA, assumed less efficient use of land than the existing plan. This created an inflated forecast for both residential and employment lands. He thought changes could be implemented quickly and cheaply through the use of allowed safe harbors.

Sid Friedman, 1,000 Friends of Oregon, thought the changes they suggested would better serve the needs of those who lived and worked in the City, both now and in the future. McMinnville had larger minimum lot sizes than other cities, which affected their ability to provide housing at different price points. Another land capacity issue was the parkland projections. The UGB analysis assumed that half of the residential land added in 2020 would be used for parkland and churches. The City could use the safe harbor rule that 25% of additional residential land would account for streets, parks, and schools. There was a reduction in density from 5.7 units per acre to 5.46, which did not meet the City's needs. They suggested instead to use the safe harbor of 8 units per acre. The HNA assumed no new housing on C-3 land after the year 2021, which was incorrect. Regarding the EOA, there were too many jobs that needed new vacant employment land. The EOA assumed that only 5% of new jobs would occur on residential land around existing employment sites, but the census data said people working from home far surpassed the 5% and home occupations didn't begin to count all the people working in residential zones. Regarding the large Linfield site, if the land wasn't sold it would either be student housing or new employment.

There was discussion regarding how changing lot minimums would affect housing density and prices, farmland preservation, and parkland.

Rebuttal: Community Development Director Richards clarified the impact of 484 acres of EFU land in the County for an UGB expansion was about two-tenths of one percent. About half the

County land was EFU. In the last UGB amendment, 56% of the acreage was EFU land and 44% was not. There were two phases of the last UGB amendment, and phase 1 did not have any parkland assigned to it. Phase 2 was making up for that deficit, but it was meant to be distributed across all the acreage. Median home prices in Newberg were \$575,000. Their market rate housing was still at a higher level than McMinnville.

Commissioner Flores MOVED to CONTINUE the hearing for Proposed Amendments to the Comprehensive Plan to adopt: A New Housing Needs Analysis (G 1-20) and A New Economic Opportunities Analysis (G 3-20) to September 21, 2023, with the record open. SECONDED by Commissioner Langenwalter. The motion PASSED 8-0.

#### B. Quasi - Judicial Hearing: Planned Development Amendment (Docket G 3-23

Requests: Review and approval of a Planned Development Amendment (PDA 3-23) for a mixed-use development on a 6.63-acre property located at the NE corner of Baker Creek Road and Hill Road. The application includes a request to amend provisions of Planned Development Ordinance #5086 and to approve the proposed master plan for the property.

The proposed master plan includes: four mixed use buildings with two stories of residential use above ground floor commercial use, three 3-story buildings with multi-dwelling residential use, and on-site green space, plaza, and bicycle and pedestrian amenities. This includes 30,000 total square feet of commercial space and 144 total residences (72 above the ground-floor commercial in the four mixed-use buildings and 24 in each of the three-story residential buildings).

Applicant: Baker Creek 2, LLC, c/o Mark DeLapp

Chair Winfield opened the public hearing and read the hearing statement. She asked if there was any objection to the jurisdiction of the Commission to hear this matter. There was none. She asked if any Commissioner wished to make a disclosure or abstain from participating or voting on this application. There was none. She asked if any Commissioner had visited the site. All commissioners present raised their hands. Chair Winfield asked if any Commissioner needed to declare any contact prior to the hearing with the applicant or any party involved in the hearing or any other source of information outside of staff regarding the subject of this hearing. There was none.

Staff Report: Senior Planner Schauer said this was a request for amendments to the Planned Development conditions of approval and request for approval of the Planned Development Master Plan. He discussed the 6.63 acre subject site at the NE corner of Baker Creek Road and Hill Road, zoning map, proposed mixed use development, site plan, applicable criteria, additional information entered into the record, summary of the requested changes to the conditions which were more restrictive than C-3 standards, alternative design components with submittal of development plans, proposed master plan cross section, proposed master plan site plan, trail and greenspace, renderings and elevations of the proposed development, adjacent hazelnut orchard, and landscape plan. Staff found the criteria were satisfied with conditions and recommended approval with conditions.

There was discussion regarding bike storage, hours of operation for the commercial activity, configuration of the site, and adequate parking.

Applicant's Testimony:

Kevin Grant and John Wright, C2K Architecture, discussed how they came up with the design for the Baker Creek North project and creating a neighborhood activity center with gathering spaces and main street concept. They thought it was an efficient parking plan with adequate parking for the units. They did not have bike storage planned. There would be a cover over the bike corral on the plaza.

Mark DeLapp, applicant, said in order to get the commercial space with this kind of look and feel, they had to have enough residential income to support the construction budget, which was why there was three story residential buildings.

Mr. Grant thought it was important architecturally to have the three stories to replicate a main street look.

There was discussion regarding shared parking with the residential and commercial uses, how they were using the data and requirements for the number of parking spots, encouraging bicycle and pedestrian activity, parking for second and third vehicles assigned further away, use of permeable pavement, stormwater retention, how the commercial uses would be businesses that could provide services to the neighborhood, the work/live units would be residential until there was demand for retail and then they would be used for retail, making it fit with the look of McMinnville, special events that might close the street, marketing to businesses, how the project could pencil with the number of residential units without the commercial, all the residential would be market rate housing, mitigation for the hazelnut orchard, approval criteria, laundry facilities, and garbage units.

The Commission had no issues with the proposed setbacks, three story buildings, and live/work spaces.

{The recording of the meeting ended at this point}

Commissioner Deppe MOVED to RECOMMEND APPROVAL of PDA 3-23 to the McMinnville City Council. SECONDED by Commissioner Murray. The motion PASSED 7-1.

#### 6. Commissioner Comments

7. Staff Comments

## 8. Adjournment

# **ATTACHMENT D TO STAFF REPORT FOR PDA 3-23**

#### **ORDINANCE NO. 5140**

# AN ORDINANCE AMENDING ORDINANCE NO. 5086 AND APPROVING A MASTER PLAN FOR TAX LOT R4418 00100 AT THE NORTHEAST QUADRANT OF THE INTERSECTION OF NW HILL ROAD AND NEW BAKER CREEK ROAD

#### **RECITALS:**

**WHEREAS**, Ordinance No. 5086 was adopted by the McMinnville City Council on March 24, 2020 to support a mixed-use commercial and residential development on Tax Lot R4418 00100 to provide neighborhood serving commercial services to the surrounding neighborhoods and multifamily development; and

**WHEREAS**, Ordinance No. 5086 included a list of conditions that provided a regulatory framework for the development on the site including allowed uses, design and development standards; and

**WHEREAS**, Ordinance No. 5086 required the developer to submit a site plan for approval to the Planning Commission that met the conditions of Ordinance No. 5086; and

**WHEREAS**, the Planning Department received an application from Baker Creek LLC 2, requesting amendments to the design and development standards in Ordinance No. 5086 that restricted the number of multifamily units to 120 units, height of any structure to two stories, and that any structure over 35 feet would need to step back at 35' from the horizontal plane; and

WHEREAS, the applicant proposed developing 144 units to respond to McMinnville's need for more multifamily units, without impacting neighborhood compatibility by requesting the ability to build structures with three stories and varying roofline heights up to 45', which is just 10' more than the adjacent residential zones and 15' less than the 60' allowed in the underlying C3 zone designated on the property; and .

**WHEREAS**, the Planning Commission considered the request and hosted a public hearing on September 7, 2023, voting at the end of the public hearing to recommend approval for the planned development amendments requested by the applicant to the City Council and to approve the master plan contingent upon the approval of the planned development amendment; and

**WHEREAS**, after reviewing the public record and the Planning Commission's findings on October 10, 2023;

# NOW, THEREFORE, THE COMMON COUNCIL FOR THE CITY OF MCMINNVILLE ORDAINS AS FOLLOWS:

1. That the Council adopts the Findings of Fact, Conclusionary Findings, and Decision as documented in Exhibit A and recommended by the Planning Commission; and

- That Ordinance No. 5086 is hereby amended as follows (text to be removed is shown with strikeout, text to be added is <u>bold and underlined</u>):
  - 1. That Ordinance 4633 is repealed in its entirety.
  - 2. That up to 120 144 multiple family dwelling units plus 9 ground floor worklive units in the commercial mixed-use area are allowed within the Planned Development Overlay District, but only if the multiple family units are integrated with neighborhood commercial uses. "Integrated" means that uses are within a comfortable walking distance and are connected to each other with direct, convenient and attractive sidewalks and/or pathways. This integration of multiple family units and neighborhood commercial uses shall either be within a mixed use building or in a development plan that integrates the uses between buildings in a manner found acceptable to the Planning Commission.
  - 3. For the purposes of this Planned Development Overlay District, allowed neighborhood commercial uses are defined as those that are permitted in the C-1 (Neighborhood Business) zone in Section 17.27.010 of the MMC. In addition, "Restaurant" shall be permitted as a neighborhood commercial use in this Planned Development Overlay District. No retail uses should exceed 10,000 square feet in size, except for grocery stores. The applicant may request any other use to be considered permitted within the Planned Development Overlay District at the time of the submittal of detailed development plans for the site.
  - 4. That stand-alone drive-through facilities shall be prohibited within the Planned Development Overlay District.
  - 5. Detailed development plans showing elevations, site layout, signing, landscaping, parking, and lighting must be submitted to and approved by the Planning Commission before actual development may take place. The provisions of Chapter 17.51 of the McMinnville Zoning Ordinance may be used to place conditions on any development and to determine whether or not specific uses are permissible. The detailed development plans shall identify the site design components listed below. The applicant may propose alternative design components when detailed development plans are submitted for review. The Planning Commission may review and approve these alternative design components if they are found to be consistent with the intent of the required site design components listed below.
    - a. That the future commercial development of the site is designed with shared access points and shared internal circulation. Parking and vehicle drives shall be located away from building entrances, and not between a building entrance and the street, except as may be allowed when a direct pedestrian connection is provided from the sidewalk to the building entrance.
    - b. Parking shall be oriented behind the buildings or on the sides. Surface parking shall not exceed 110% of the minimum parking requirements for the subject land uses. Shared parking is encouraged. The applicant may request a reduction to or waiver of parking standards based on a parking impact study. The study

allows the applicant to propose a reduced parking standard based on estimated peak use, reductions due to easy pedestrian accessibility; and a significant bicycle corral that is connected to the BPA bicycle/pedestrian trail. Parking lot landscaping will meet or exceed city standards.

- c. Buildings shall be oriented towards the surrounding right-of-ways and must have at least one primary entrance directly fronting a public right-of-way. Building facades shall be designed to be human scale, for aesthetic appeal, pedestrian comfort, and compatibility with the design character of the surrounding neighborhoods. Special attention should be paid to roof forms, rhythm of windows and doors, and general relationship of buildings to public spaces such as streets, plazas, the public parks and the adjacent neighborhood. No building shall exceed a height of two three stories without a variance. If any building is proposed to exceed <del>35</del> **40** feet, the building shall be designed with a step back in the building wall above 35 40 feet to reduce the visual impact of the height of the building, except buildings with a pitched roof, and two buildings with architectural towers may have a maximum height of 45 feet without a step back in the building for those towers.
- d. Pedestrian connections shall be provided between surrounding sidewalks and right-of-ways. The plans shall also identify how the development provides pedestrian connections to adjacent residential development and the BPA Bike/Pedestrian Trail system located adjacent and to the east of the site.
- e. The commercial development shall maximize connectivity with the BPA Bike/Pedestrian Trail and the other adjacent public parks but minimize bicycle and pedestrian conflicts within the site.
- f. Sidewalks and/or plazas will be provided with weather protection (e.g. awnings/canopies). Appropriate pedestrian amenities such as space for outdoor seating, trash cans, sidewalk displays, outdoor café seating and public art will also be provided.
- g. That landscape plans <u>including street tree plans</u> be submitted to and approved by the McMinnville Landscape Review Committee. A minimum of 14 percent of the site must be landscaped with emphasis placed at the street frontage. All public right-of-ways adjacent to the site will be improved with street tree planting as required by Chapter 17.58 of the MMC.
- h. The plan must provide a community gathering space that is easily accessible via pedestrian and bicycle access from all of the uses within the commercial development as well as the adjacent BPA Bike/Pedestrian Trail. If multiple family dwelling units are developed on the site, a minimum of 10 percent of the site must be designated as usable open space. The usable open space will be in addition to the minimum 14 percent of the site that must be landscaped, and may be combined with the community gathering space required for the commercial uses. The usable open space shall be in a location of the site that is easily accessible from all buildings and uses, shall not be located in a remnant area of the site, and shall not be disconnected from buildings by parking or driving areas.

- i. That signs located within the planned development site be subject to the following limitations:
  - 1. All signs, if illuminated, must be indirectly illuminated and nonflashing, and the light source may not be visible from any public right of way and may not shine up into the night sky;
  - 2. No individual sign exceeding thirty-six (36) square feet in size shall be allowed.
  - 3. Internally illuminated, signs on roofs, chimney and balconies, and off-site signage are prohibited.
  - 4. Each building may have a maximum of two signs to identify the name and street address of the building. These signs must be integral to the architecture and building design and convey a sense of permanence. Typically these sign are secondary or tertiary building elements as seen on historic urban buildings. Maximum sign area shall be no more than 6 square feet. Maximum sign height shall be 18 feet above the sidewalk to the top of the sign.
  - 5. Each building may have one directory sign immediately adjacent to a front/main or rear entry to the building. A directory sign is allowed at each entry to a common space that provides access to multiple tenants. Directory signs shall be limited to 12 square feet in area and their design shall integrate with the color and materials of the building.
  - 6. One freestanding monument sign shall be permitted within 20 feet of each driveway access to a public right-of-way. The maximum sign area shall be 24 square feet. Monument signs must be positioned to meet the City's clear vision standards. The maximum height from the ground of the monument sign shall be 6 feet.
  - 7. Each building may have a total of two signs per tenant identifying the leased/occupied space. These signs must be located on the façade containing the primary entry or façade immediately adjacent to the primary entry to the tenant's space. In all cases these signs must be on a wall attached to the space occupied by the tenant. Tenants may select from the following sign types: Awning, Project/Blade or Wall.

Á. Awning Sign

- i. Maximum sign area shall be 6 square feet on the main awning face or 3 square feet of the awning valance.
- ii. Lettering may appear but shall not dominate sloped or curved portions, and lettering and signboard may be integrated along the valance or fascia, or free-standing letters mounted on top of and extending above the awning fascia.
- iii. Lettering and signboard may be integrated along the valance or awning fascia.
- B. Projecting and Blade Sign
  - i. Maximum sign area shall be 4 square feet (per side).

- ii. The sign must be located with the lower edge of the signboard no closer than 8 feet to the sidewalk and the top of the sign no more 14 feet above the sidewalk.
- iii. For multi-story buildings, at the ground floor tenant space signage, the top signboard edge shall be no higher than the sill or bottom of the average second story window height.
- iv. Distance from building wall to signboard shall be a maximum of 6 inches.
- v. Maximum signboard width shall be 3 feet with no dimension to exceed 3'.
- vi. Occupants/tenants above the street level are prohibited from having projecting blade signage.
- C. Wall Signs
  - i. Maximum sign area shall be a maximum of 10 square feet. For small tenant spaces the ARC may limit sign size to less than 10 square feet.
  - ii. The sign shall be located on the tenant's portion of the building. Maximum sign height for multiple story buildings shall be 14 feet above the sidewalk to the top of the sign The maximum sign height for single story buildings is 18 feet above the sidewalks to the top of the sign. The measurement is from the top of the sign to the lowest point on the sidewalk directly below the sign.
  - iii. Applied lettering may be substituted for wall signs. Lettering must fit within the size criteria above.
- j. Outside lighting must be directed away from residential areas and public streets.
- 6. No use of any retail commercial use shall normally occur between the hours of 1:00 a.m. and 5:00 a.m.
- 7. All business, service, repair, processing, storage, or merchandise displays shall be conducted wholly within an enclosed building except for the following:
  - a. Off-street parking and loading;
  - Temporary display and sales of merchandise, providing it is under cover of a projecting roof and does not interfere with pedestrian or automobile circulation;
  - c. Seating for food and beverage establishments; and
  - d. Food carts.
- 8. Prior to any future development of the site, a traffic impact analysis shall be provided. The traffic impact analysis shall include an analysis of the internal circulation system, the shared access points, and the trafficcarrying capacity of all adjacent streets and streets required to provide eventual access to Baker Creek Road. The traffic impact analysis shall

include an analysis of the intersection of Baker Creek Road and Michelbook Lane and the intersection of Baker Creek Road and Highway 99W, but shall not be limited to only those intersections.

- 9. The minimum commercial development shall be five acres. Five acres of this site must retain ground floor commercial uses, allowing multiple family development to occur on the remainder of the site and as part of a mixeduse development. The five acres of commercial development will be calculated based upon all of the development requirements associated with the commercial development including any standards related to the mixeduse residential development.
- 10. <u>The final approved Master Plan shall be placed on file with the</u> <u>Planning Department and become a part of the zone and binding on</u> <u>the owner and developer.</u>

The developer will be responsible for requesting approval of the Planning Commission for any major change in the details of the adopted master plan. Minor changes to the details of the adopted plan may be approved by the City Community Development Director. It shall be the Planning Director's decision as to what constitutes a major or minor change. An appeal from a ruling of the Community Development Director may be made only to the Commission. Review of the Planning Director's decision by the Planning Commission may be initiated at the request of any one of the commissioners.

- 11. <u>No sign shall be installed without first applying for applicable sign</u> <u>permits, building permits, and electrical permits</u>. <u>As part of the sign</u> <u>permit application review, signs will also be reviewed for consistency</u> <u>with Conditions in Subsection (5)(i) of Ordinance 5086.</u>
- 12. <u>The applicant shall address the requirements of the Engineering</u> <u>Department related to provision of public improvements and</u> <u>stormwater management.</u>
  - a. <u>The applicant will enter into a Construction Permit</u> <u>Agreement with the City's Engineering Department.</u> <u>Provide an Engineer's Estimate of the public improvements</u> <u>to the City as a requirement of the Construction Permit</u> <u>Agreement.</u>
  - b. Any necessary Stormwater conveyance and or detention system will be designed per the City's Storm Drainage Master Plan. The applicant shall submit a stormwater report and design for the any necessary detention system consistent with Oregon drainage law to the City Engineer for review and approval.
  - c. <u>Provide the City with an approved 1200C Permit from DEQ</u> prior to construction activities.

- d. <u>ADA Sidewalk and Driveway Standards are now being</u> <u>applied to all new construction and remodels. These</u> <u>standards are intended to meet the most current ADA</u> <u>Standards as shown in the "PROWAG" Design Guidelines.</u> <u>Prior to final occupancy, the applicant shall construct new</u> <u>driveways and sidewalks in the right-of way that conform</u> <u>to these standards.</u>
- e. <u>Street grades and profiles shall be designed and</u> <u>constructed to meet the adopted Land Division</u> <u>Ordinance/Complete Streets standards and the</u> <u>requirements contained in the Public Right-of-Way</u> <u>Accessibility Guidelines (PROWAG). Additionally, corner</u> <u>curb ramps shall be constructed to meet PROWAG</u> <u>requirements.</u>
- f. <u>That the street improvements shall have the City's typical</u> <u>crown section.</u>
- g. That prior to any construction activity, the applicant shall secure all required state and federal permits, including, if applicable, those related to the federal Endangered Species Act (if applicable), Federal Emergency Management Act, and those required by the Oregon Division of State Lands, and U.S. Army Corps of Engineers. Copies of the approved permits or evidence of lack of requirement shall be submitted to the City prior to construction plan approval.
- h. <u>That the applicant submit evidence that all fill placed in the areas where building sites are expected is engineered.</u>
   <u>Evidence shall meet with the approval of the City Building</u>
   <u>Division and the City Engineering Division.</u>
- i. <u>A detailed, engineered sanitary sewage collection plan,</u> which incorporates the requirements of the City's adopted <u>Conveyance System Master Plan, must be submitted to and</u> <u>approved by the City Engineering Department.</u>
- j. <u>Provide any necessary recorded survey documents to the</u> <u>City Engineering Department.</u>
- k. <u>NW Baker Creek Rd is classified as a minor arterial and</u> <u>therefore is required to have 96' of right of way per the</u> <u>City's Transportation System Plan. Provide survey research</u> <u>to confirm there is 48' of right of way to the centerline</u> <u>along the Baker Creek Rd frontage of the applicant's</u> <u>property. If there is not 48' of right of way to the centerline</u> <u>along the Baker Creek Rd frontage then the applicant will</u> <u>dedicate the necessary 48' of right of way to the City free of</u> <u>charge.</u>

- I. <u>The applicant shall dedicate any necessary public utility</u> easements along the street frontage.
- 13. <u>The plans shall comply with the vision clearance standards in</u> <u>Chapter 17.54 of the Zoning Ordinance.</u>
- 14. <u>The applicant shall submit details of the proposed lighting to</u> <u>demonstrate the downcast/shielded nature of lighting such that it</u> <u>won't shine or cause glare facing streets or other properties.</u>
- 15. <u>The applicant shall contact the appropriate utility-locate service (dial</u> <u>811 or 800-332-2344) prior to any excavation to ensure that</u> <u>underground utilities are not damaged.</u>
- 16. <u>This project will require an Extension Agreement between</u> <u>McMinnville Water & Light and the owner of the property. Please</u> <u>contact McMinnville Water & Light for details and for Design</u> <u>Application and Fees.</u>
- 3. That the Site Plan/Master Plan is approved as presented.
- 4. This Ordinance will take effect 30 days after passage by the City Council.

Passed by the McMinnville City Council this 10<sup>th</sup> day of October, 2023 by the following votes:

Ayes: \_\_\_\_\_\_ Nays:

MAYOR

Approved as to form:

Attest:

City Attorney

City Recorder

EXHIBITS:

A. Findings of Fact, Conclusionary Findings and Decision Document for PDA 3-23

# **EXHIBIT A TO ORDINANCE NO. 5140**



CITY OF MCMINNVILLE Community Development Department 231 NE FIFTH STREET MCMINNVILLE, OR 97128

> 503-434-7311 www.mcminnvilleoregon.gov

#### DECISION, CONDITIONS, FINDINGS OF FACT AND CONCLUSIONARY FINDINGS FOR THE APPROVAL OF A PLANNED DEVELOPMENT AMENDMENT FOR PROPERTY AT THE NE CORNER OF BAKER CREEK RD. AND HILL RD., (TAX LOT R4418 00100)

- DOCKET: PDA 3-23 (Planned Development Amendment)
- **REQUEST:** Application for a Planned Development Amendment (PDA 3-23)

The applicant, Baker Creek 2, LLC, c/o Mark DeLapp, is requesting review and approval of a Planned Development Amendment for a mixed-use development on a 6.63-acre property located at the NE corner of Baker Creek Road and Hill Road. The application includes a request to amend provisions of Planned Development Ordinance #5086 and to approve the proposed master plan for the property.

The proposed master plan includes four mixed-use buildings with two stories of residential use above ground floor commercial use, three 3-story buildings with multi-dwelling residential use, and on-site green space, plaza, and bicycle and pedestrian amenities. This includes 30,000 total square feet of commercial space and 144 total residences (72 above the ground-floor commercial in the four mixed-use buildings and 24 in each of the three-story residential buildings).

- LOCATION: Address: NE Corner of Baker Creek Rd and Hill Rd Map & Tax Lot: R4418 00100
- ZONING: C-3 PD
- APPLICANT: Baker Creek 2, LLC c/o Mark DeLapp
- **STAFF:** Tom Schauer, Senior Planner

DATE DEEMEDCOMPLETE:August 11, 2023

## **DECISION MAKING**

**BODY & ACTION:** The McMinnville Planning Commission makes a recommendation to City Council, and the City Council makes the final decision. However, if the decision of the Planning Commission is denial, then that becomes the final decision, unless the Planning Commission's decision is appealed to City Council.

#### PLANNING COMMISSION

**PUBLIC HEARING:** September 7, 2023, at 6:30 pm, at Kent Taylor Civic Hall, 200 NE 2<sup>nd</sup> Street, McMinnville (in-person). The meeting was also available virtually on Zoom. Zoom Meeting ID = 848 0860 3865; Password = 166748

# CITY COUNCIL

- **MEETING:** September 7, 2023, at 6:30 pm, at Kent Taylor Civic Hall, 200 NE 2<sup>nd</sup> Street, McMinnville (in-person). The meeting was also available virtually on Zoom.
- **PROCEDURE:** The application is reviewed in accordance with the quasi-judicial public hearing procedures specified in Section 17.72.130 of the Zoning Ordinance.
- CRITERIA:McMinnville Municipal Code (MMC) and Other Ordinance Sections:MMC 17.74.070 & Ord. 5086

Applicable Comprehensive Plan Goals and Policies are criteria for land use decisions.

- If the Planning Commission's decision is denial, then the Planning Commission's decision may be appealed to the City Council within 15 calendar days of the date APPEAL: the written notice of decision is mailed as specified in Section 17.72.180 of the Zoning Ordinance, Otherwise, the Planning Commission makes recommendation to City Council, and the City Council's decision is а appealable to LUBA as specified in Section 17.72.190. The Citv's final decision is subject to the 120-day processing timeline, including resolution of any local appeal.
- **COMMENTS:** This matter was referred to the following public agencies for comment: McMinnville Fire District, Police Department, Engineering Department, Building Department, Parks Department, Public Works Department, Waste Water Services, City Manager, and City Attorney; McMinnville Water and Light; McMinnville School District No. 40; Yamhill County Planning Department; Frontier Communications; Comcast; Recology; Oregon Department of State Lands; and Northwest Natural Gas. Their comments are provided in Section IV this document.

#### DECISION

Based on the findings and conclusionary findings, the City Council finds the applicable criteria are satisfied with conditions and **APPROVES** the Planned Development Amendment (PDA 3-23) and associated Master Plan, **subject to the conditions of approval provided in Section II of this document.** 

City Council:	10/10/2023 Date:
Remy Drabkin, Mayor	
Planning Department: Heather Richards, Community Development Director	Date:
Attachments: Attachment 1 - Application and Attachments; Attachment 2 – TIA Review L	etter; Attachment 3 - Public Testimony

## I. APPLICATION SUMMARY:

#### Subject Property & Request

The subject property is a vacant parcel of approximately 6.63 acres, located at the NE corner of Baker Creek Road and Hill Road. The property is zoned C-3 PD. See Figure 1 for Vicinity Map & Aerial Photo and Figure 2 for Zoning Map.

The applicant, Baker Creek 2, LLC, c/o Mark DeLapp, is requesting review and approval of a Planned Development Amendment for a mixed-use development on a 6.63-acre property located at the NE corner of Baker Creek Road and Hill Road. The application includes a request to amend provisions of Planned Development Ordinance #5086 and to approve the proposed master plan for the property.

A Planned Development includes two parts:

- An ordinance that establishes special use and development standards, which may include greater flexibility for certain standards and/or and more specific or restrictive provisions than would otherwise apply.
- A specific master plan for the property that becomes part of the Planned Development applicable to the property and binding on the property.

**Ordinance 5086.** The property is zoned C-3 with a Planned Development Overlay (Ordinance #5086). The Planned Development Ordinance modifies the underlying C-3 zoning, applying special development standards to the property. Planned Development Overlays often provide greater flexibility regarding certain development standards than would otherwise be allowed by the underlying zone. However, in this case, the ordinance has conditions with standards which are more restrictive for this property than the provisions of the C-3 zone, including:

- More restrictive commercial use provisions than the C-3 zone,
- More restrictive height limits than the C-3 zone,
- Limitations on number of residential units, which doesn't apply in the C-3 zone, and
- Special site and architectural design and development standards

The applicant is requesting modifications to certain provisions of Ordinance 5086 to proceed with the proposed master plan. Each of the requested amendments would meet the requirements of the C-3 zone, but wouldn't meet certain more restrictive provisions of Ordinance 5086. These are summarized in the table below. Regarding all other special standards and provisions of Ordinance 5086, the applicant has provided plans and findings to demonstrate how the proposed master plan meets those requirements.

Please note that after the original application submittal, the applicant submitted an addendum to the original application with two changes: (1) revised elevations for the three residential buildings; and (2) slight modification to the request for building height over 35' without step backs to allow greater variety and interest of the parapet heights for the mixed-use buildings. This decision document reflects the application and request as updated per the addendum, including the updated drawings.

Provision/Issue	C-3 Zone	Ordinance 5086 Condition	Requested Amendment
Maximum Number of Stories	No restrictions specified (60' max building height)	Part of #5.c. Not to exceed 2 stories without a variance	To allow 3 stories
Height-Based Step-backs	No requirements specified,	Part of #5.c. Specifies step- backs for portions of buildings over 35' in height "to reduce the visual impact of the height of the building."	To allow some elements over 35' without step-backs, including buildings with pitched roofs and some features of other buildings which are setback from the road, up to a maximum of 45'. See Figure 5 and more detailed description below
Maximum Residential Units	No maximum specified; and no maximum density	#2. 120 units	To allow 144 units, (plus 9 live/work units as part of commercial square footage)

Regarding the requested amendment related to the requirement for height-based stepbacks, the three residential buildings are proposed to have pitched roofs with eave lines not exceeding 35 feet, so the sloping rooflines will achieve step-backs over 35 feet with the exception of the gable ends. The highest point of the tallest ridgelines would not exceed 45 feet. For the four mixed-use buildings, the applicant is proposing parapets of various heights to provide visual interest and variety. Proposed parapet heights are approximately 35-, 37-, 40-, and 45-feet in height. **See Figure 5 for elevations.** The predominant parapet heights are approximately 35 and 37 feet, The maximum 45-foot height is limited to the taller corner "tower" features of Buildings 1 and 2 which are setback from property lines. The applicant is requesting up to 40 feet for the predominant parapet heights to provide flexibility regarding final design and up to 45 feet only for the two tower features. **See Figure 4 for perspectives and Figure 5 for elevations.** 

Alternative Design Components. In addition, there are certain site development standards specified in Ordinance 5086 regarding site design, including building orientation, parking location relative to buildings, etc. Condition #5 of Ordinance 5086 specifies that, "The applicant may propose alternative design components when detailed plans are submitted for review. The Planning Commission may review and approve these alternative design components if they are found to be consistent with the intent of the required design components listed below..." The applicant is requesting this option and, in part, proposing to achieve the intent with some alternative design components. This is discussed further as part of the Master Plan discussion below.

For all other special standards in Ordinance 5086, the applicant's proposed request is to meet those other requirements as addressed in the respective findings regarding the provisions of Ordinance 5086.

Also, the applicant would still need to submit a landscape plan application for review and approval by the Landscape Review Committee, submit any sign permit applications prior to any signs, which would also be reviewed for consistency with the sign provisions of Ordinance 5086, and submit a building permit application consistent with the Planned Development conditions of approval and master plan, and the residential design and development standards of Chapter 17.11 of the Zoning Ordinance.

**Master Plan.** The proposed master plan includes: four mixed use buildings with two stories of residential use above ground floor commercial use, three 3-story buildings with multi-dwelling residential use, and on-site green space, plaza, and bicycle and pedestrian amenities. This includes 30,000 total square feet of commercial space and 144 total residences (72 above the ground-floor commercial in the four mixed-use buildings and 24 in each of the three-story residential buildings). The 30,000 square feet of commercial includes 9 live/work units totaling approximately 6,147 square feet of the 30,000 square feet of commercial square footage.

#### Attachments:

Attachment 1 - Application and Attachments; Attachment 2 - TIA Review Letter; Attachment 3 - Public Testimony

The master plan relies on approval of the request for revised provisions of Ordinance 5086. In addition, Condition 5 of Ordinance 5086 specifies that the master plan must address certain site design requirements issues such as how buildings are to be oriented to streets, and where parking is to be located relative to buildings and streets. Regarding these items, Ordinance 5086 specifies that, "The applicant may propose alternative design components when detailed plans are submitted for review. The Planning Commission may review and approve these alternative design components if they are found to be consistent with the intent of the required design components listed below..."

The applicant has proposed alternative design components regarding these standards to address the intent. In summary, the site has three frontages, Baker Creek Road is a minor arterial which has access control limitations.

The provisions the applicant is addressing with alternative design components are intended to create an active, pedestrian-oriented street edge with pedestrian interest and activity. The conditions specify this is to be achieved by orienting buildings to the street, generally limiting off-street parking lots between the building and the street and sidewalk, and providing for building entrances to be oriented to the streets. While the site design provides for buildings to be directly oriented to two of the frontages – Baker Creek Road and Hill Road, due to Baker Creek Road's minor arterial width, design, scale, speed limit and no on-street parking, and relationship to the other side of the street, etc. Baker Creek Road does not have the characteristics typical of a more traditional pedestrian-oriented shopping street.

There are numerous examples of developments with frontage on similar arterials throughout the country that comply with similar code provisions, but don't truly achieve the intent – the architectural designs may be pedestrian scaled, but the site design often remains auto-oriented without truly providing a pedestrian-focused site design or experience.

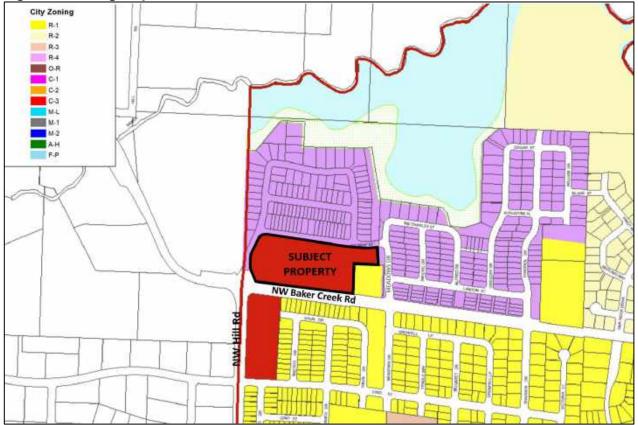
The applicant has proposed to orient the southerly buildings and a plaza to Baker Creek Road and Hill Road consistent with the standards, and to also create what is essentially a new east-west private pedestrian-oriented street-lie design on a portion of the site with distinguishing pavement treatments, traditional parallel parking, buildings facing on both sides with wider sidewalks and street trees, bumpouts and crosswalks, outdoor seating, and other pedestrian amenities, etc. The site is also designed so this portion of the site could be temporarily closed off to vehicular traffic while still allowing access to on-site circulation and parking on the rest of the site. Further, the applicant proposes to create a north-south pedestrian "paseo" in the middle of the site that aligns with and provides for pedestrian connectivity to the north, providing a pedestrian route to and through the site.

Because the on-site pedestrian street-like feature and its parallel parking are private, some aspects of the site design are considered to rely on "alternative design components" specified in Ordinance 5086, In addition, this is needed to address the site design relative to the relationship to the frontage to the north.

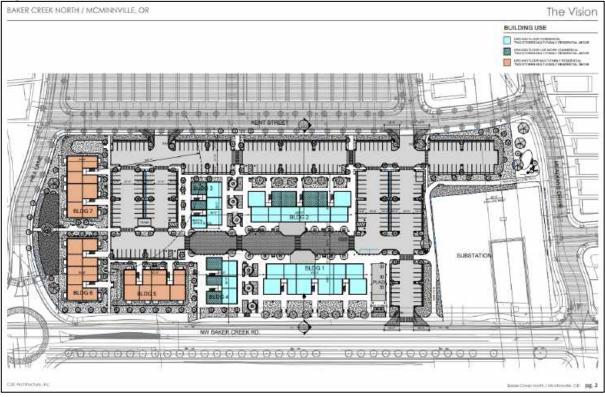
# Figure 1. Vicinity Map



# Figure 2. Zoning Map



# Figure 3. Proposed Master Plan – Site Plan



### Figure 4 - Perspectives Perspective View of Mixed-Use Buildings 1&2 and Plaza - Looking Northwest from Baker Creek Road



#### Perspective View of Mixed-Use Building 1 and Plaza – Looking Southwest from New Interior Street



#### Perspective View of Mixed-Use Building 2 – Looking Northeast from New Interior Street



#### Perspective View of Mixed-Use Building 4 - Looking Southwest from New Interior Street



#### Perspective View of Residential Building 5 - Looking Southwest from Site



#### Figure 5 – Select Elevations – Mixed-Use Building 1



1/16" = 1'-0"

# Select Elevations – Residential Building #5





(See application for additional site plan diagrams, cross-sections, and perspective views).

## Public Comments

Notice was mailed to surrounding property owners. Written comments received are listed in Section IV of this Decision Document and are attached.

### Agency Comments

Notice of the proposal was sent to affected agencies and departments. Comments received from agencies are provided in Section IV of this Decision Document.

#### II. CONDITIONS:

Planned Development Amendment PDA 3-23 is approved subject to the following conditions:

- 1. The conditions of approval of Ordinance 5086 are hereby amended as follows (text to be removed is shown with <del>strikeout</del>, text to be added is **bold and underlined**):
  - 1. That Ordinance 4633 is repealed in its entirety.
  - 2. That up to 120 144 multiple family dwelling units plus 9 ground floor work-live units in the commercial mixed-use area are allowed within the Planned Development Overlay District, but only if the multiple family units are integrated with neighborhood commercial uses. "Integrated" means that uses are within a comfortable walking distance and are connected to each other with direct, convenient and attractive sidewalks and/or pathways. This integration of multiple family units and neighborhood commercial uses shall either be within a mixed use building or in a development plan that integrates the uses between buildings in a manner found acceptable to the Planning Commission.
  - 3. For the purposes of this Planned Development Overlay District, allowed neighborhood commercial uses are defined as those that are permitted in the C-1 (Neighborhood Business) zone in Section 17.27.010 of the MMC. In addition, "Restaurant" shall be permitted as a neighborhood commercial use in this Planned Development Overlay District. No retail uses should exceed 10,000 square feet in size, except for grocery stores. The applicant may request any other use to be considered permitted within the Planned Development Overlay District at the time of the submittal of detailed development plans for the site.
  - 4. That stand-alone drive-through facilities shall be prohibited within the Planned Development Overlay District.
  - 5. Detailed development plans showing elevations, site layout, signing, landscaping, parking, and lighting must be submitted to and approved by the Planning Commission before actual development may take place. The provisions of Chapter 17.51 of the McMinnville Zoning Ordinance may be used to place conditions on any development and to determine whether or not specific uses are permissible. The detailed development plans shall identify the site design components listed below. The applicant may propose alternative design components when detailed development plans are submitted for review. The Planning Commission may review and approve these alternative design components if they are found to be consistent with the intent of the required site design components listed below.

- a. That the future commercial development of the site is designed with shared access points and shared internal circulation. Parking and vehicle drives shall be located away from building entrances, and not between a building entrance and the street, except as may be allowed when a direct pedestrian connection is provided from the sidewalk to the building entrance.
- b. Parking shall be oriented behind the buildings or on the sides. Surface parking shall not exceed 110% of the minimum parking requirements for the subject land uses. Shared parking is encouraged. The applicant may request a reduction to or waiver of parking standards based on a parking impact study. The study allows the applicant to propose a reduced parking standard based on estimated peak use, reductions due to easy pedestrian accessibility; and a significant bicycle corral that is connected to the BPA bicycle/pedestrian trail. Parking lot landscaping will meet or exceed city standards.
- c. Buildings shall be oriented towards the surrounding right-of-ways and must have at least one primary entrance directly fronting a public right-of-way. Building facades shall be designed to be human scale, for aesthetic appeal, pedestrian comfort, and compatibility with the design character of the surrounding neighborhoods. Special attention should be paid to roof forms, rhythm of windows and doors, and general relationship of buildings to public spaces such as streets, plazas, the public parks and the adjacent neighborhood. No building shall exceed a height of three stories without a variance. If any building is proposed to exceed 35 40 feet, the building shall be designed with a step back in the building, except buildings with a pitched roof, and two buildings with architectural towers may have a maximum height of 45 feet without a step back in the building for those towers.
- d. Pedestrian connections shall be provided between surrounding sidewalks and right-of-ways. The plans shall also identify how the development provides pedestrian connections to adjacent residential development and the BPA Bike/Pedestrian Trail system located adjacent and to the east of the site.
- e. The commercial development shall maximize connectivity with the BPA Bike/Pedestrian Trail and the other adjacent public parks but minimize bicycle and pedestrian conflicts within the site.
- f. Sidewalks and/or plazas will be provided with weather protection (e.g. awnings/canopies). Appropriate pedestrian amenities such as space for outdoor seating, trash cans, sidewalk displays, outdoor café seating and public art will also be provided.
- g. That landscape plans **including street tree plans** be submitted to and approved by the McMinnville Landscape Review Committee. A minimum of 14 percent of the site must be landscaped with emphasis placed at the street frontage. All public right-of-ways adjacent to the site will be improved with street tree planting as required by Chapter 17.58 of the MMC.
- h. The plan must provide a community gathering space that is easily accessible via pedestrian and bicycle access from all of the uses within the commercial development as well as the adjacent BPA Bike/Pedestrian Trail. If multiple family dwelling units are developed on the site, a minimum of 10 percent of the site must be designated as usable open space. The usable open space will be in addition to the minimum 14 percent of the site that must be landscaped, and may be combined with the community gathering space required for the commercial uses. The usable open space shall be in a location of the site that is easily accessible from all buildings and uses, shall not be located in a remnant area of the site, and shall not be disconnected from buildings by parking or driving areas.

- i. That signs located within the planned development site be subject to the following limitations:
  - 1. All signs, if illuminated, must be indirectly illuminated and nonflashing, and the light source may not be visible from any public right of way and may not shine up into the night sky;
  - 2. No individual sign exceeding thirty-six (36) square feet in size shall be allowed.
  - 3. Internally illuminated, signs on roofs, chimney and balconies, and off-site signage are prohibited.
  - 4. Each building may have a maximum of two signs to identify the name and street address of the building. These signs must be integral to the architecture and building design and convey a sense of permanence. Typically these sign are secondary or tertiary building elements as seen on historic urban buildings. Maximum sign area shall be no more than 6 square feet. Maximum sign height shall be 18 feet above the sidewalk to the top of the sign.
  - 5. Each building may have one directory sign immediately adjacent to a front/main or rear entry to the building. A directory sign is allowed at each entry to a common space that provides access to multiple tenants. Directory signs shall be limited to 12 square feet in area and their design shall integrate with the color and materials of the building.
  - 6. One freestanding monument sign shall be permitted within 20 feet of each driveway access to a public right-of-way. The maximum sign area shall be 24 square feet. Monument signs must be positioned to meet the City's clear vision standards. The maximum height from the ground of the monument sign shall be 6 feet.
  - 7. Each building may have a total of two signs per tenant identifying the leased/occupied space. These signs must be located on the façade containing the primary entry or façade immediately adjacent to the primary entry to the tenant's space. In all cases these signs must be on a wall attached to the space occupied by the tenant. Tenants may select from the following sign types: Awning, Project/Blade or Wall.

A. Awning Sign

- i. Maximum sign area shall be 6 square feet on the main awning face or 3 square feet of the awning valance.
- ii. Lettering may appear but shall not dominate sloped or curved portions, and lettering and signboard may be integrated along the valance or fascia, or free-standing letters mounted on top of and extending above the awning fascia.
- iii. Lettering and signboard may be integrated along the valance or awning fascia.
- B. Projecting and Blade Sign
  - i. Maximum sign area shall be 4 square feet (per side).
  - ii. The sign must be located with the lower edge of the signboard no closer than 8 feet to the sidewalk and the top of the sign no more 14 feet above the sidewalk.
  - iii. For multi-story buildings, at the ground floor tenant space signage, the top signboard edge shall be no higher than the sill or bottom of the average second story window height.
  - iv. Distance from building wall to signboard shall be a maximum of 6 inches.

- v. Maximum signboard width shall be 3 feet with no dimension to exceed 3'.
- vi. Occupants/tenants above the street level are prohibited from having projecting blade signage.
- C. Wall Signs
  - i. Maximum sign area shall be a maximum of 10 square feet. For small tenant spaces the ARC may limit sign size to less than 10 square feet.
  - ii. The sign shall be located on the tenant's portion of the building. Maximum sign height for multiple story buildings shall be 14 feet above the sidewalk to the top of the sign The maximum sign height for single story buildings is 18 feet above the sidewalks to the top of the sign. The measurement is from the top of the sign to the lowest point on the sidewalk directly below the sign.
  - iii. Applied lettering may be substituted for wall signs. Lettering must fit within the size criteria above.
- j. Outside lighting must be directed away from residential areas and public streets.
- 6. No use of any retail commercial use shall normally occur between the hours of 1:00 a.m. and 5:00 a.m.
- 7. All business, service, repair, processing, storage, or merchandise displays shall be conducted wholly within an enclosed building except for the following:
  - a. Off-street parking and loading;
  - b. Temporary display and sales of merchandise, providing it is under cover of a projecting roof and does not interfere with pedestrian or automobile circulation;
  - c. Seating for food and beverage establishments; and
  - d. Food carts.
- 8. Prior to any future development of the site, a traffic impact analysis shall be provided. The traffic impact analysis shall include an analysis of the internal circulation system, the shared access points, and the traffic-carrying capacity of all adjacent streets and streets required to provide eventual access to Baker Creek Road. The traffic impact analysis shall include an analysis of the intersection of Baker Creek Road and Michelbook Lane and the intersection of Baker Creek Road and Highway 99W, but shall not be limited to only those intersections.
- 9. The minimum commercial development shall be five acres. Five acres of this site must retain ground floor commercial uses, allowing multiple family development to occur on the remainder of the site and as part of a mixed-use development. The five acres of commercial development will be calculated based upon all of the development requirements associated with the commercial development including any standards related to the mixed-use residential development.

### 10. <u>The final approved Master Plan shall be placed on file with the Planning</u> <u>Department and become a part of the zone and binding on the owner and</u> <u>developer.</u>

The developer will be responsible for requesting approval of the Planning Commission for any major change in the details of the adopted master plan. Minor changes to the details of the adopted plan may be approved by the City Community Development Director. It shall be the Planning Director's decision as

Attachments:

to what constitutes a major or minor change. An appeal from a ruling of the Community Development Director may be made only to the Commission. Review of the Planning Director's decision by the Planning Commission may be initiated at the request of any one of the commissioners.

- 11. <u>No sign shall be installed without first applying for applicable sign permits, building permits, and electrical permits.</u> <u>As part of the sign permit application review, signs will also be reviewed for consistency with Conditions in Subsection (5)(i) of Ordinance 5086.</u>
- 12. <u>The applicant shall address the requirements of the Engineering Department</u> related to provision of public improvements and stormwater management.
  - a. <u>The applicant will enter into a Construction Permit Agreement with the</u> <u>City's Engineering Department. Provide an Engineer's Estimate of the</u> <u>public improvements to the City as a requirement of the Construction</u> <u>Permit Agreement.</u>
  - b. Any necessary Stormwater conveyance and or detention system will be designed per the City's Storm Drainage Master Plan. The applicant shall submit a stormwater report and design for the any necessary detention system consistent with Oregon drainage law to the City Engineer for review and approval.
  - c. <u>Provide the City with an approved 1200C Permit from DEQ prior to</u> <u>construction activities.</u>
  - d. <u>ADA Sidewalk and Driveway Standards are now being applied to all new</u> <u>construction and remodels. These standards are intended to meet the</u> <u>most current ADA Standards as shown in the "PROWAG" Design</u> <u>Guidelines. Prior to final occupancy, the applicant shall construct new</u> <u>driveways and sidewalks in the right-of way that conform to these</u> <u>standards.</u>
  - e. <u>Street grades and profiles shall be designed and constructed to meet</u> <u>the adopted Land Division Ordinance/Complete Streets standards and</u> <u>the requirements contained in the Public Right-of-Way Accessibility</u> <u>Guidelines (PROWAG). Additionally, corner curb ramps shall be</u> <u>constructed to meet PROWAG requirements.</u>
  - f. <u>That the street improvements shall have the City's typical crown</u> <u>section.</u>
  - g. <u>That prior to any construction activity, the applicant shall secure all</u> <u>required state and federal permits, including, if applicable, those related</u> to the federal Endangered Species Act (if applicable), Federal <u>Emergency Management Act, and those required by the Oregon Division</u> of State Lands, and U.S. Army Corps of Engineers. Copies of the approved permits or evidence of lack of requirement shall be submitted to the City prior to construction plan approval.

- i. <u>A detailed, engineered sanitary sewage collection plan, which</u> <u>incorporates the requirements of the City's adopted Conveyance</u> <u>System Master Plan, must be submitted to and approved by the City</u> <u>Engineering Department.</u>
- j. <u>Provide any necessary recorded survey documents to the City</u> <u>Engineering Department.</u>
- k. <u>NW Baker Creek Rd is classified as a minor arterial and therefore is</u> required to have 96' of right of way per the City's Transportation System Plan. Provide survey research to confirm there is 48' of right of way to the centerline along the Baker Creek Rd frontage of the applicant's property. If there is not 48' of right of way to the centerline along the Baker Creek Rd frontage then the applicant will dedicate the necessary 48' of right of way to the City free of charge.
- I. <u>The applicant shall dedicate any necessary public utility easements</u> <u>along the street frontage.</u>
- 13. <u>The plans shall comply with the vision clearance standards in Chapter 17.54 of</u> <u>the Zoning Ordinance.</u>
- 14. <u>The applicant shall submit details of the proposed lighting to demonstrate the downcast/shielded nature of lighting such that it won't shine or cause glare facing streets or other properties.</u>
- 15. <u>The applicant shall contact the appropriate utility-locate service (dial 811 or 800-332-2344) prior to any excavation to ensure that underground utilities are not damaged.</u>
- 16. <u>This project will require an Extension Agreement between McMinnville Water & Light and the owner of the property. Please contact McMinnville Water & Light for details and for Design Application and Fees.</u>

# III. ATTACHMENTS:

- 1. PDA 2-23 Application and Attachments (on file with the Planning Department)
- 2. TIA Review Letter (on file with the Planning Department)
- 3. Written Public Comments Received

# IV. COMMENTS:

## Agency Comments

This matter was referred to the following public agencies for comment: McMinnville Fire Department, Police Department, Engineering Department, Building Department, Parks Department, Public Works Department, Waste Water Services, City Manager, and City Attorney; McMinnville Water and Light; McMinnville School District No. 40; Yamhill County Planning Department; Frontier Communications;

Attachments:

Comcast; Recology; Oregon Department of State Lands; and Northwest Natural Gas. The following comments were received:

- <u>McMinnville Building Department</u> No building code concerns at this time. All will need a permit prior to development.
- <u>McMinnville Engineering Department</u> Suggested Conditions of Approval:
  - The applicant will enter into a Construction Permit Agreement with the City's Engineering Department. Provide an Engineer's Estimate of the public improvements to the City as a requirement of the Construction Permit Agreement.
  - Any necessary Stormwater conveyance and or detention system will be designed per the City's Storm Drainage Master Plan. The applicant shall submit a stormwater report and design for the any necessary detention system consistent with Oregon drainage law to the City Engineer for review and approval.
  - Provide the City with an approved 1200C Permit from DEQ prior to construction activities.
  - ADA Sidewalk and Driveway Standards are now being applied to all new construction and remodels. These standards are intended to meet the most current ADA Standards as shown in the "PROWAG" Design Guidelines. Prior to final occupancy, the applicant shall construct new driveways and sidewalks in the right-of way that conform to these standards.
  - Street grades and profiles shall be designed and constructed to meet the adopted Land Division Ordinance standards and the requirements contained in the Public Right-of-Way Accessibility Guidelines (PROWAG). Additionally, corner curb ramps shall be constructed to meet PROWAG requirements.
  - That the street improvements shall have the City's typical crown section.
  - That prior to any construction activity, the applicant shall secure all required state and federal permits, including, if applicable, those related to the federal Endangered Species Act (if applicable), Federal Emergency Management Act, and those required by the Oregon Division of State Lands, and U.S. Army Corps of Engineers. Copies of the approved permits or evidence of lack of requirement shall be submitted to the City prior to construction plan approval.
  - That the applicant submit evidence that all fill placed in the areas where building sites are expected is engineered. Evidence shall meet with the approval of the City Building Division and the City Engineering Division.
  - A detailed, engineered sanitary sewage collection plan, which incorporates the requirements of the City's adopted Conveyance System Master Plan, must be submitted to and approved by the City Engineering Department.
  - Provide any necessary recorded survey documents to the City Engineering Department.
  - NW Baker Creek Rd is classified as a minor arterial and therefore is required to have 96' of right of way per the City's Transportation System Plan. Provide survey research

# • McMinnville Water & Light

Please contact McMinnville Water & Light for Design Application and Fees. This project will require an Extension Agreement between McMinnville Water & Light and the owner of the property. Please contact McMinnville Water & Light for details.

# • Oregon Department of State Lands

For official comment, please check the project area on the SWI for mapped resources and submit a WLUN if there is overlap for official comment on behalf of the removal-fill program. Thanks for including Erin who will get this to the appropriate staff person if comment is needed on behalf of the real property and waterway program.

[Staff Note: No mapped resources are shown on the SWI].

# Public Comments

Notice of the application and the September 7, 2023 public hearing was mailed to surrounding property owners. The following written comments were received.

- 1. August 22, 2023, e-mail from Eric Groves
- 2. September 4, 2023, Letter from Friends of Yamhill County

# V. FINDINGS OF FACT - PROCEDURAL FINDINGS

- 1. The application was submitted on July 31, 2023.
- 2. The application was deemed complete on August 11, 2023.
- 3. On August 15, 2023, notice of the applications was referred to the following public agencies for comment in accordance with Section 17.72.120 of the Zoning Ordinance: McMinnville Fire District, Police Department, Engineering Department, Building Department, Parks Department, Public Works Department, Waste Water Services, City Manager, and City Attorney; McMinnville Water and Light; McMinnville School District No. 40; Yamhill County Planning Department; Frontier Communications; Comcast; Recology; Oregon Department of State Lands; and Northwest Natural Gas.

Comments received from agencies are addressed in Section IV of this Decision Document.

- 4. On August 15, 2023, notice of the application and the September 7, 2023 Planning Commission public hearing was mailed to property owners within 300 feet of the subject property in accordance with Section 17.72.120 of the Zoning Ordinance.
- 5. Notice of the application and the September 7, 2023 Planning Commission public hearing was published in the News Register on Friday, September 1, 2023, in accordance with Section 17.72.120 of the Zoning Ordinance.
- 6. On September 7, 2023, the Planning Commission held a duly noticed public hearing to consider the application and voted to recommend approval to the McMinnville City Council.

7. On October 10, 2023, the City Council considered Ordinance No. 5140 and voted to approve it.

## VI. FINDINGS OF FACT - GENERAL FINDINGS

- 1. Location:
  - a. Address: NE Corner of Baker Creek Road and Hill Road
  - b. Map & Tax Lot: R4418 00100
- 2. Size: Approximately 6.63 acres
- 3. Comprehensive Plan Map Designation: Commercial
- 4. **Zoning:** C-3 PD (General Commercial with Planned Development Overlay, Ordinance 5086)
- 5. Other Overlay Zones/Special Districts/Area Plans: N/A
- 6. Current Use: Undeveloped
- 7. Inventoried Significant Resources:
  - a. Historic Resources: None
  - b. **Other:** None identified
- 8. Other Features:
  - a. **Slopes:** The site is generally flat.
  - b. Easements: No public easements identified.
- 9. **Utilities:** Utilities are available to serve the property subject to requirements of the utility providers.
- 10. **Transportation:** The subject property has frontage on Baker Creek Road, Hill Road, and Kent Street.

# VII. CONCLUSIONARY FINDINGS:

The Conclusionary Findings are the findings regarding consistency with the applicable criteria and standards for the application.

## McMinnville Zoning Ordinance

The following Sections of Title 17 of the McMinnville Municipal Code (The Zoning Ordinance) provide criteria applicable to the request:

# Chapter 17.51. Planned Development Overlay

**APPLICANT'S RESPONSE:** The Applicant recognizes that this site has already been shown to meet the criteria for a planned development and has been granted approval for a planned development overlay. With the modifications proposed it would continue to meet these planned development criteria.

**FINDING:** The property is subject to a Planned Development Overlay (Ordinance 5086). The request is for a Planned Development Amendment. The criteria for a Planned Development Amendment are provided in Section 17.64.070, addressed below.

1<u>7.74.070 Planned Development Amendment - Review Criteria.</u> An amendment to an existing planned development may be either major or minor. Minor changes to an adopted site plan may be approved by the Planning Director. Major changes to an adopted site plan shall be processed in accordance with Section 17.72.120, and include the following:

- An increase in the amount of land within the subject site;
- An increase in density including the number of housing units;
- A reduction in the amount of open space; or
- Changes to the vehicular system which results in a significant change to the location of streets, shared driveways, parking areas and access.

An amendment to an existing planned development may be authorized, provided that the proposal satisfies all relevant requirements of this ordinance, and also provided that the applicant demonstrates the following...

**APPLICANT'S RESPONSE:** The request is a Planned Development Amendment because it requests modification to Condition of Approval #2 to approve an increase in density including the number of housing units. There is no change in the amount of land, nor amount of open space, nor any significant change to streets, driveways, parking areas or access.

**FINDING: SATISFIED WITH CONDITIONS.** This is a major amendment to the existing Planned Development. It is being processed per Section 17.72.120 and consistent with the provisions of the Planned Development Ordinance 5086 which applies to the property. As addressed under the respective relevant provisions of the Zoning Ordinance below, findings have been made that, with conditions, the application satisfies all relevant provisions of this ordinance and the provisions of 17.74.070(A)-(F) below.

A. There are special physical conditions or objectives of a development which the proposal will satisfy to warrant a departure from the standard regulation requirements;

**APPLICANT'S RESPONSE:** The Applicant has three special objectives that warrant the requested departure from two of the current conditions of approval, where the other standard regulations and conditions of approval are met:

- 1. The desire to provide additional housing to meet the City of McMinnville's rental housing supply needs which are demonstrated by the City of McMinnville housing needs analysis to be very high at this time.
- 2. The desire to make the project financially viable in the near term by allowing buildings at a scale that makes providing housing, commercial space and substantial attractive site amenities possible.
- 3. The desire to provide work-live spaces such that the mixed-use character of the area is reinforced while also giving the site flexibility to meet the needs of the market over time.

**FINDING, SUBSECTION (A): SATISFIED WITH CONDITIONS.** The subject properties are subject to a previously approved Planned Development Overlay, Ordinance 5086. No master plan has yet been adopted for the property, so per Chapter 17.51, no development of the property may occur until a master plan has been approved. The applicant is requesting a Planned Development Amendment for approval of the master plan. In addition, the applicant is requesting modifications to some of the conditions of Ordinance 5086. As described in Section I, Application Summary, of this document, the applicant is not requesting a departure from the provisions of the C-3 zone, but rather from the more

restrictive/specific provisions of the Planned Development Overlay Ordinance 5086. The request is consistent with the intent of Ordinance 5086 and development objectives, for a viable pedestrian-oriented mixed-use development that provides for amenities, open space, and landscaping consistent with the intent of Ordinance 5086 and the applicable development standards.

B. Resulting development will not be inconsistent with the Comprehensive Plan objectives of the area;

**APPLICANT'S RESPONSE:** The current Planned Development Overlay District demonstrated in the findings to its approval through Ordinance 5086 that the Comprehensive Plan objectives were met with conditions. The conditions as amended will continue to conform as did the original. The amendments further allow development of the site to meet the housing needs of the city. This makes development of the site more in compliance with the Comprehensive Plan which promotes development of housing as a policy. Furthermore, the underlying C-3 zone, which implements the Comprehensive Plan, allows:

- buildings taller than proposed here (consistent with requested modification to COA #5.c.);
- density greater than the 144 Apartments proposed here (both of which are consistent with requested modification to COA#3); and
- work-live units.

Thus, the proposal in this Planned Development Amendment is consistent with the Comprehensive Plan objectives of the area and the underlying C-3 zone.

**FINDING: SATISFIED WITH CONDITIONS.** In the respective sections below, findings have been made regarding consistency with the Goals and Polices in Volume II of the Comprehensive Plan and the objectives of the area, including the Great Neighborhood Principles. The proposed use and development, with the requested amendments, is also consistent with the applicable Commercial Comprehensive Plan Map Designation and C-3 zoning which continue to apply.

C. The development shall be designed so as to provide for adequate access to and efficient provision of services to adjoining parcels;

**APPLICANT'S RESPONSE:** Adequate access is already provided to adjoining parcels by the existing street network as shown on the Site Plans. Since the site is surrounded on all sides by streets, the only adjoining parcels are the Substation and City Park parcel to the east, both of which have frontage on a public street already provided with services.

**FINDING: SATISFIED.** Surrounding properties in the UGB to the south and are already developed and are in the process of developing consistent with approved plans, and the street network is already established. Adequate access and services have been provided to the lots in conjunction with the development.

D. The plan can be completed within a reasonable period of time;

**APPLICANT'S RESPONSE:** Upon approval of the amendments, work on a subsequent application for final landscaping plans, building permits, and civil site improvements can be prepared and submitted for approval within one year.

*E.* The streets are adequate to support the anticipated traffic, and the development will not overload the streets outside the planned area;

**APPLICANT'S RESPONSE:** Adequate access is provided as shown on the Site Plan, and streets are adequate and will not be overloaded as addressed in the traffic impact analysis attached.

**FINDING: SATISFIED WITH CONDITIONS.** The request is for approval of a specific master plan, so the traffic impact analysis (TIA) is an "opening day" development review analysis. The city's transportation consultant reviewed the TIA and found it was prepared according to accepted practices and addressed the applicable issues.

Table 8 of the TIA, excerpted below, provides the capacity analysis demonstrating the intersections meet the City's mobility standards.

Intersection & Condition	Mobility Standard	AM Peak Hour		PM Peak Hour			
		V/C	LOS	Delay (s)	V/C	LOS	Delay (s)
	1. NW Ba	ker Creek	Road at	the Site Acce	:55		2 Long
2026 Buildout Condition	0.90	0.05	В	12	0.07	В	13
	2. NW Bake	r Creek Ro	oad at NV	V Meadows I	Drive	- Ballan	
2023 Existing Condition	0.90	0.15	В	15	0.08	С	16
2026 Background Condition		0.18	С	17	0.11	С	19
2026 Buildout Condition		0.23	С	17	0.17	C	21
3	. NW Baker	Creek Ro	ad at NW	Michelbook	Lane	Sec. 1	R BROOM
2023 Existing Condition	0.90	0.22	C	16	0.22	В	14
2026 Background Condition		0.36	С	22	0.48	С	24
2026 Buildout Condition		0.44	D	26	0.59	D	31
10	4. NW Ba	ker Creek	Road at	N Baker Stre	et		
2023 Existing Condition	0.90	0.53	В	14	0.54	В	16
2026 Background Condition		0.62	В	16	0.62	В	18
2026 Buildout Condition		0.65	В	16	0.63	В	18

*F.* Proposed utility and drainage facilities are adequate for the population densities and type of development proposed;

**APPLICANT'S RESPONSE:** Adequate utility and drainage infrastructure have been improved and stubbed to this parcel concurrent with adjacent residential development of the surrounding public street system. Additional on-site utility and drainage facilities will be improved at time of future application for building permits and civil site improvements with appropriate drainage reports and utility plans following approval of this request to amend conditions and approve the Site Plans.

**FINDING: SATISFIED WITH CONDITIONS.** Affected agencies and departments have reviewed the proposed development plans. Subject to conditions of approval, including requirements for provision of utilities and requirements addressing drainage, the development will have adequate utility and drainage facilities.

G. The noise, air, and water pollutants caused by the development do not have an adverse effect upon surrounding areas, public utilities, or the city as a whole.

**APPLICANT'S RESPONSE:** An additional 24 dwelling units will not create a substantial difference in noise, air, or water pollutants from the development already allowed on-site by Ordinance 5086, nor will allowing 9 work/live spaces in the ground floor commercial buildings. Certainly, that marginal difference will not result in any adverse effects on the City. On the contrary, it will help the City meet its housing objectives at a site that is already designated for development, decreasing the burden to meet these needs in other areas where such pollutants could have adverse effects.

**FINDING: SATISFIED.** There are no aspects of this development as a Planned Development that are substantively different than would otherwise occur if the site was developed without a Planned Development overlay as a permitted use in the underlying C-3 zone for this property. There are no unique noise, air, or water pollutants associated with this development. The provisions of Planned Development Ordinance 5086 will continue to apply and include use limitations that are more restrictive than the full list of permitted uses in the C-3 zone. The ordinance also limits hours of operation for commercial uses.

#### Planned Development Application Form Questions

**Staff Note:** The Planned Development Amendment application form asks for the following information. The applicant has provided responses to each question, and these are provided below. Other than Question #2, these questions are not criteria for a Planned Development Amendment, but provide information related to applicable criteria. Therefore, staff has not provided findings in this section, but findings are instead made under the applicable criteria.

1. Show in detail how your request seeks to amend the existing Planned Development Overlay. State the reasons for the request and the intended use(s) of the property.

## APPLICANT'S RESPONSE:

[STAFF NOTE: The applicant's responses in the original application submittal and revisions as submitted in the addendum are both provided below. The general issues and findings remain applicable].

#### **Original Submittal:**

This request seeks to amend Ordinance No. 5086 Approving A Planned Development Overlay Amendment as follows:

As shown in the attached site plans.

Change COA #2. to state (strike through is removed text and bold is added text):

2. "That up to 120144 multiple family dwelling units **plus 9 ground floor worklive units in the commercial mixed-use area** are allowed within the Planned Development Overlay District..."

Attachment 1 - Application and Attachments; Attachment 2 - TIA Review Letter; Attachment 3 - Public Testimony

Change COA #5.c. to state (strike through is removed text and bold is added text):

- 3. "...No building shall exceed a height of two-three stories without a variance. If any building is proposed to exceed 35 feet, the building shall be designed with a step back in the building wall above 35 feet to reduce the visual impact of the height of the building, except that buildings with a pitched roof, and two buildings with architectural towers may have a maximum height of 45 feet without a step back in the building wall."
- a. b. c. to be amended or to grant Applicant a variance to approve this Project with regards to the location and orientation of buildings, parking and ROW's as explained in The Request below.

The reasons for the requests are as follows:

- 1. The desire to provide additional housing to meet the City of McMinnville's rental housing supply needs which are demonstrated by the City of McMinnville housing needs analysis to be very high at this time.
- 2. The desire to make the project financially viable in the near term by allowing buildings at a scale that makes providing housing, commercial space and substantial attractive site amenities possible.
- 3. The desire to provide work-live spaces such that the mixed-use character of the area is reinforced while also giving the site flexibility to meet the needs of the market over time.
- 4. Ensure the most efficient use of land to meet the City's policy objectives with the least impact on other resources.

Reasons also include those other reasons stated throughout the entirety of this application.

**3-story buildings.** The intended use of the property is 3-story multi-family residential apartment buildings and 3-storied mixed-use buildings, too, with commercial and retail on the ground floor and multi-family residential apartments on the two stories above. The ground floor commercial will include the use of 9 work/live spaces. Three-story buildings for the apartments and the commercial buildings are the most efficient use of this property in meeting the requirements of the Overlay. Without the three-story buildings the Applicant cannot get the currently allowed 120 apartments and still provide 5 acres of ground floor commercial buildings.

**45 Feet height.** Allowing 45 feet of height, as described here, allows Applicant to use pitched roofs on the apartment buildings to create a variety of roof lines for greater visual interest of the development. The pitched roofs on the apartments at the end of the project help with the contained village feel we are attempting to create. The eves of these buildings are 31 feet in eight and the ridges are 41 feet in height. Also, on one corner of buildings 1 and 2 are "tower" features creating a dramatic entrance into the project. The "tower" on building 1 is on the NE corner of the building and is 17' x 17' in width and 45 feet tall. The "tower" on the SE corner of building 2 is 25' x 27' in width and 40 feet tall.

**<u>144 apartments.</u>** As this project was designed with 5 acres of mixed-use buildings and the remaining as apartments, with all of the necessary parking, landscaping and open spaces, the most efficient use of the land came out to more than 120 apartments.

Our proposal is 144 apartments (plus the 9 work/live spaces). The additional 24 apartments work very well on the site and in no way diminish the livability of the neighborhood and do not diminish the remaining objectives of the approved Planned Development Overlay.

**9 work/live spaces.** The Applicant's opinion is 5 acres of commercial/retail space (30,258 square feet) is a lot of commercial space to bring online in that area, and that a lot of the space could sit vacant for an extended period of time. A lot of vacant storefronts is not good for anybody. The request to allow work-live spaces on the ground floor of the commercial mixed-use buildings is to promote more rapid initial lease-up and use of the commercial space. This flexibility of the commercial spaces provides an opportunity to help the project initially. These work/live spaces can easily be converted to retail only uses in the future when commercial demand increases. This initial flexibility helps in the financing of the project and reduces the amount of empty commercial spaces the neighbors will look at upon full build out. The total size of these 9 spaces is 6,147 square feet (leaving 24,111 square feet of commercial space initially).

It is Important to note that these work/live spaces are first designed to be commercial/retail spaces. All the ground floor spaces will be designed and built for commercial/retail use. These spaces are then divided into smaller spaces and by adding kitchens and bathrooms (and shades to the windows) we create work/live spaces. The buildings still have commercial/retail storefronts, windows and doors and can be changed to retail uses quite easily.

The Applicant is of the opinion these 9 work/live spaces will eventually be converted to retail or office uses. Thus, the Applicant does not include these units in the total apartment count of 144. In addition, these work-live spaces can meet valuable housing and commercial demand in the interim, as opposed to being empty, if only allowed as commercial space. Should demand for the ground floor commercial space in this area not increase, these spaces can continue to productively meet the demand in McMinnville for work/live units if approval of the modification of Condition of Approval #2 is granted.

Location and Orientation of buildings, parking and ROW's. The Ordinance presupposes a certain type of commercial development on this site. We believe the proposed project as designed creates a commercial and residential development which meets the intended objectives of the ordinance. The ordinance states that all buildings and their primary entrances should be oriented to the ROW. The entire project, as opposed to any one particular building or its specified entrance, is oriented towards the Public ROWs. The project would not have the intended pedestrian scale if we oriented all of these buildings to the ROW's that abut this project. To the extent the proposed project does not strictly meet the requirements of 5.a, b. and c. Applicant request the COA's be deemed amended to approve this project.

#### **Revisions Per Addendum:**

Applicant, Baker Creek 2, LLC submits the following Addendum to it's Planned Development Amendment Application of July 31, 2023.

1. Applicant removes pages 18 and 19 from Attachment 2 the Site Plan. These pages are the sheets setting forth the proposed design of buildings 5, 6 and 7, the 3-story apartment buildings. These Pages will be replaced with pages 22 and 23.

- 2. In addition, we are adding pages 9, 10, 11 and 12 to the Site Plan to illustrate some of the elevations of the proposed buildings. (The total number of pages in the Site Plan is now 23 instead of 19.)
- 3. Applicant requests to amend Condition of Approval #5(c) to allow maximum roof height of 45 without a step back for the gabled roofs of buildings 5, 6 and 7 and for the "towers" of buildings 1 and 2. In addition to allow parapet heights of up to 40 feet on the mixed use buildings no.s 1, 2, 3 and 4.

#### COA #5.c. shall read:

c. "... No building shall exceed a height of two-three stories without a variance. If any building is proposed to exceed 35 40 feet, the building shall be designed with a step back in the building wall above 35 40 feet to reduce the visual impact of the height of the building, except buildings with a pitched roof, and two buildings with architectural towers may have a maximum height of 45 feet without a step back in the building wall for those towers."

As explained throughout the Planned Development Amendment Application of July 31, 2023 allowing 45 feet maximum height without step back allows this project to have the three story apartment buildings in buildings 5, 6 and 7 with pitched roofs. The eves for these three buildings will still be under 35 feet. This allows a differentiation between the mixed-use buildings and the residential-only buildings to enhance a village-like feel. The 45 feet heights also allow for the addition of the two architectural "towers" on buildings 1 and 2 to provide a dynamic entrance into the piazza.

Raising the height of the mixed-use buildings 1, 2, 3 and 4 from 35 feet to 40 feet allows the project to have varying heights of the parapets for more interest and architectural appeal and design to the project. Given the size of these buildings it is important to vary the height of the roof line – in this case the parapets. Most of the parapets are 35 feet but it would be very difficult to design these buildings with parapets lower than 35 feet; hence the need to design some parapets higher than 35 and up to 40 feet.

2. Show, in detail, but citing specific goals and polices, how your request is consistent with applicable goals and policies of the Comprehensive Plan.

# APPLICANT'S RESPONSE: (See applicant's responses under findings regarding Comprehensive Plan Goals and Policies below).

3. Considering the pattern of development in the area and surrounding land uses, show, in detail, how the proposed amendment is orderly and timely.

#### APPLICANT'S RESPONSE:

1. Completion of the adjacent residential subdivisions (by others) has made the development of this site for commercial and further residential uses timely as such development will maximize the use of these new public facilities. Approval of the requested amendment will make development of the site financially feasible and facilitate the project proceeding soon to take advantage of the available public infrastructure.

2. Adjacent residential subdivision developments will need the mixed-use commercial site to provide services and shopping opportunities nearby to reduce travel demands, so approval of the requested amendments will facilitate development of the site advancing

sooner, bringing the commercial uses the site can provide to the new residents of the site and those of the adjacent residential subdivision developments sooner than otherwise, as approval makes it more feasible to be built soon.

3. The new McMinnville Power and Light substation project has advanced, ensuring power availability to the new development site, so the few added units the proposal requests approval of will be able to be served, too.

4. Various public capital improvement projects have been completed or will be moving forward (i.e., Hill Road and Michelbook Lane and Hwy 99W and Baker Creek Road), which make the marginal added trips that will come with the additional dwelling units requested reasonable and feasible for the transportation system to handle if approval is granted and this site is developed soon (see attached traffic impact analysis).

## [STAFF NOTE: The City has budgeted for a signal at Michelbook. ODOT previously modified signal operations at Hwy 99W].

4. Describe any changes in the neighborhood or surrounding area which might warrant support or warrant the request.

**APPLICANT'S RESPONSE:** The multi-family apartments across Baker Creek Road to the south are three-storied and received a variance approving a height adjustment greater than 35-feet. The site of this proposed project is farther from rural residential development to the west than the existing apartments and other development to the south, and thus less impactful, and farther from adjacent urban single-family detached dwellings because this parcel is separated from nearby urban single-family detached dwellings by a public street, which the apartments across Baker Creek Road (on the south side) were not.

In addition, more single-family lots are coming online/being built in this area, and this project will be a great addition to the neighborhood providing residential oriented retail stores and social gathering spaces. Thus, approval of this request will reduce existing area traffic driving out of this area to services currently non-existent in the area.

5. Document how the site can be efficiently provided with public utilities , including water, sewer, electricity, and natural gas, if needed, and that there is sufficient capacity to serve the proposed use.

**APPLICANT'S RESPONSE:** The parcel already has all utilities stubbed to it by current and previous subdivisions, and these changes proposed to the conditions do not significantly affect the need for utilities to the approved Overlay District beyond what is already available.

6. Describe, in detail, how the proposed use will affect traffic in the area. What is the expected trip generation?

**APPLICANT'S RESPONSE:** Approval of this request for amendment to the planned development conditions of approval will result in insignificant difference in traffic from the density originally approved. Condition of approval #8 is met with the traffic impact analysis attached to this development plan.

#### Planned Development Overlay Ordinance 5086:

That the requested Planned Development Amendment is approved, subject to the following conditions:

1. That Ordinance 4633 is repealed in its entirety.

**APPLICANT'S RESPONSE:** This conditions is met by default.

#### FINDING: NOT APPLICABLE.

2. That up to 120 multiple family dwelling units are allowed within the Planned Development Overlay District, but only if the multiple family units are integrated with neighborhood commercial uses. "Integrated" means that uses are within a comfortable walking distance and are connected to each other with direct, convenient and attractive sidewalks and/or pathways. This integration of multiple family units and neighborhood commercial uses shall either be within a mixed use building or in a development plan that integrates the uses between buildings in a manner found acceptable to the Planning Commission.

**APPLICANT'S RESPONSE:** Approval of a modification to this condition is requested so an additional 24 dwelling units are allowed plus 9 work-live spaces in ground floor commercial buildings, so that up to 144 permanent dwelling units and 9 interim work-live within the Planned Development Overlay District.

**FINDING: APPROVED WITH CONDITIONS.** As part of the application, the applicant has requested a modification to this condition to allow up to 144 units. Subject to approval of that changes the master plan is consistent with this condition. The multi-dwelling units are integrated vertically in four mixed-use buildings with two stories of residential above commercial, and horizontally for the three 3-story multi-dwelling buildings as illustrated in the applicant's site plan and site analysis diagrams. There is internal connectivity and along the frontage. The internal pedestrian-connectivity routes also provide more than minimum-width sidewalk, rather providing a mix of wider facilities for direct and convenient access as well as comfort and attractive amenities.

3. For the purposes of this Planned Development Overlay District, allowed neighborhood commercial uses are defined as those that are permitted in the C-1 (Neighborhood Business) zone in Section 17.27.010 of the MMC. In addition, "Restaurant" shall be permitted as a neighborhood commercial use in this Planned Development Overlay District. No retail uses should exceed 10,000 square feet in size, except for grocery stores. The applicant may request any other use to be considered permitted within the Planned Development Overlay District at the time of the submittal of detailed development plans for the site.

**APPLICANT'S RESPONSE:** This condition is met by default. The Applicant acknowledges the neighborhood commercial uses allowed by this condition, and that any other use may be considered at the time of detailed development plan submittal for the site.

FINDING. SATISFIED. The proposed uses will be subject to compliance with this condition.

4. That stand-alone drive-through facilities shall be prohibited within the Planned Development Overlay District.

**APPLICANT'S RESPONSE:** This condition is met, as no stand-alone drive-through facilities are proposed.

FINDING. SATISFIED. No stand-alone drive-through uses are proposed.

5. Detailed development plans showing elevations, site layout, signing, landscaping, parking, and lighting must be submitted to and approved by the Planning Commission before actual

Attachments: Attachment 1 - Application and Attachments; Attachment 2 – TIA Review Letter; Attachment 3 - Public Testimony

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development may take place. The provisions of Chapter 17.51 of the McMinnville Zoning Ordinance may be used to place conditions on any development and to determine whether or not specific uses are permissible. The detailed development plans shall identify the site design components listed below. The applicant may propose alternative design components when detailed development plans are submitted for review. The Planning Commission may review and approve these alternative design components if they are found to be consistent with the intent of the required site design components listed below.

- a. That the future commercial development of the site is designed with shared access points and shared internal circulation. Parking and vehicle drives shall be located away from building entrances, and not between a building entrance and the street, except as may be allowed when a direct pedestrian connection is provided from the sidewalk to the building entrance.
- b. Parking shall be oriented behind the buildings or on the sides. Surface parking shall not exceed 110% of the minimum parking requirements for the subject land uses. Shared parking is encouraged. The applicant may request a reduction to or waiver of parking standards based on a parking impact study. The study allows the applicant to propose a reduced parking standard based on estimated peak use, reductions due to easy pedestrian accessibility; and a significant bicycle corral that is connected to the BPA bicycle/pedestrian trail. Parking lot landscaping will meet or exceed city standards.
- c. Buildings shall be oriented towards the surrounding right-of-ways and must have at least one primary entrance directly fronting a public right-of-way. Building facades shall be designed to be human scale, for aesthetic appeal, pedestrian comfort, and compatibility with the design character of the surrounding neighborhoods. Special attention should be paid to roof forms, rhythm of windows and doors, and general relationship of buildings to public spaces such as streets, plazas, the public parks and the adjacent neighborhood. No building shall exceed a height of 45 feet without a variance. If any building is proposed to exceed 35 feet, the building shall be designed with a step back in the building wall above 35 feet to reduce the visual impact of the height of the building.
- d. Pedestrian connections shall be provided between surrounding sidewalks and right-ofways. The plans shall also identify how the development provides pedestrian connections to adjacent residential development and the BPA Bike/Pedestrian Trail system located adjacent and to the east of the site.
- e. The commercial development shall maximize connectivity with the BPA Bike/Pedestrian Trail and the other adjacent public parks but minimize bicycle and pedestrian conflicts within the site.
- f. Sidewalks and/or plazas will be provided with weather protection (e.g. awnings/canopies). Appropriate pedestrian amenities such as space for outdoor seating, trash cans, sidewalk displays, outdoor café seating and public art will also be provided.
- g. That landscape plans be submitted to and approved by the McMinnville Landscape Review Committee. A minimum of 14 percent of the site must be landscaped with emphasis placed at the street frontage. All public right-of-ways adjacent to the site will be improved with street tree planting as required by Chapter 17.58 of the MMC.
- h. The plan must provide a community gathering space that is easily accessible via pedestrian and bicycle access from all of the uses within the commercial development as well as the adjacent BPA Bike/Pedestrian Trail. If multiple family dwelling units are developed on the site, a minimum of 10 percent of the site must be designated as usable open space. The usable open space will be in addition to the minimum 14 percent of the site that must be landscaped, and may be combined with the community gathering space required for the commercial uses. The usable open space shall be in a location of the site that is easily accessible from all buildings and uses, shall not be located in a remnant area of the site, and shall not be disconnected from buildings by parking or driving areas.

- *i.* That signs located within the planned development site be subject to the following limitations:
  - 1. All signs, if illuminated, must be indirectly illuminated and nonflashing, and the light source may not be visible from any public right of way and may not shine up into the night sky;
  - 2. No individual sign exceeding thirty-six (36) square feet in size shall be allowed.
  - 3. Internally illuminated, signs on roofs, chimney and balconies, and off-site signage are prohibited.
  - 4. Each building may have a maximum of two signs to identify the name and street address of the building. These signs must be integral to the architecture and building design and convey a sense of permanence. Typically these sign are secondary or tertiary building elements as seen on historic urban buildings. Maximum sign area shall be no more than 6 square feet. Maximum sign height shall be 18 feet above the sidewalk to the top of the sign.
  - 5. Each building may have one directory sign immediately adjacent to a front/main or rear entry to the building. A directory sign is allowed at each entry to a common space that provides access to multiple tenants. Directory signs shall be limited to 12 square feet in area and their design shall integrate with the color and materials of the building.
  - 6. One freestanding monument sign shall be permitted within 20 feet of each driveway access to a public right-of-way. The maximum sign area shall be 24 square feet. Monument signs must be positioned to meet the City's clear vision standards. The maximum height from the ground of the monument sign shall be 6 feet.
  - 7. Each building may have a total of two signs per tenant identifying the leased/occupied space. These signs must be located on the façade containing the primary entry or façade immediately adjacent to the primary entry to the tenant's space. In all cases these signs must be on a wall attached to the space occupied by the tenant. Tenants may select from the following sign types: Awning, Project/Blade or Wall.
    - A. Awning Sign
      - *i.* Maximum sign area shall be 6 square feet on the main awning face or 3 square feet of the awning valance.
      - *ii.* Lettering may appear but shall not dominate sloped or curved portions, and lettering and signboard may be integrated along the valance or fascia, or free-standing letters mounted on top of and extending above the awning fascia.
      - *iii.* Lettering and signboard may be integrated along the valance or awning fascia.
    - B. Projecting and Blade Sign
      - *i.* Maximum sign area shall be 4 square feet (per side).
      - *ii.* The sign must be located with the lower edge of the signboard no closer than 8 feet to the sidewalk and the top of the sign no more 14 feet above the sidewalk.
      - *iii.* For multi-story buildings, at the ground floor tenant space signage, the top signboard edge shall be no higher than the sill or bottom of the average second story window height.
      - *iv.* Distance from building wall to signboard shall be a maximum of 6 inches.
      - v. Maximum signboard width shall be 3 feet with no dimension to exceed 3'.
      - vi. Occupants/tenants above the street level are prohibited from having projecting blade signage.

- C. Wall Signs
  - *i.* Maximum sign area shall be a maximum of 10 square feet. For small tenant spaces the ARC may limit sign size to less than 10 square feet.
  - ii. The sign shall be located on the tenant's portion of the building. Maximum sign height for multiple story buildings shall be 14 feet above the sidewalk to the top of the sign The maximum sign height for single story buildings is 18 feet above the sidewalks to the top of the sign. The measurement is from the top of the sign to the lowest point on the sidewalk directly below the sign.
  - *iii.* Applied lettering may be substituted for wall signs. Lettering must fit within the size criteria above.
- j. Outside lighting must be directed away from residential areas and public streets.

#### APPLICANT'S RESPONSE (5c):

[Staff Note: The applicant submitted an addendum to the original application, slightly modifying the requested change to Condition 5(c) of Ordinance 5086 regarding building height. The original request and the revised request are both provided below].

#### (Applicant's Original Submittal):

Approval of a variance to condition of approval 5.c. is requested to allow all buildings to have three stories, just like allowed in the underlying zoning district. This is needed for efficient use of the land. Also, the request is to allow maximum roof height of 45' without a step back for gabled roofs of the apartment buildings 5, 6 and 7 and for the "towers" on the corners of buildings 1 and 2. Except for these two "towers" the flat roofed buildings 1, 2, 3 and 4 will continue to have a maximum height of 35'. The gabled roofs have eaves 32' high and the ridge heights no greater than 45'.

The tower features are on the NE corner of Building 1 and the SE corner of Building 2. The tower on building 1 is 17' x 17' wide and the tower on building 2 is 25' x 27' wide. The "towers" are design features to give the piazza a formal and obvious entrance.

#### (Applicant's August 25, 2023 Addendum):

Applicant requests to amend Condition of Approval #5(c) to allow maximum roof height of 45 feet without a step back for the gabled roofs of buildings 5, 6 and 7 and for the "towers" of buildings 1 and 2. In addition to allow parapet heights of up to 40 feet on the mixed-use buildings no.s 1, 2, 3, and 4.

#### COA #5.c. shall read:

c. "... No building shall exceed a height of two-three stories without a variance. If any building is proposed to exceed 35 40 feet, the building shall be designed with a step back in the building wall above 35 40 feet to reduce the visual impact of the height of the building, except buildings with a pitched roof, and two buildings with architectural towers may have a maximum height of 45 feet without a step back in the building wall for those towers."

As explained throughout the Planned Development Amendment Application of July 31, 2023 allowing 45 feet maximum height without step back allows this project to have the three story apartment buildings in buildings 5, 6 and 7 with pitched roofs. The eves for these three buildings will still be under 35 feet. This allows a differentiation between the mixed-use buildings and the residential-only buildings to enhance a village-like feel. The

45 feet heights also allow for the addition of the two architectural "towers" on buildings 1 and 2 to provide a dynamic entrance into the piazza.

Raising the height of the mixed-use buildings 1, 2, 3 and 4 from 35 feet to 40 feet allows the project to have varying heights of the parapets for more interest and architectural appeal and design to the project. Given the size of these buildings it is important to vary the height of the roof line – in this case the parapets. Most of the parapets are 35 feet but it would be very difficult to design these buildings with parapets lower than 35 feet; hence the need to design some parapets higher than 35 and up to 40 feet.

APPLICANT'S RESPONSE (5a, b, and c): Applicant seeks a variance or amendment to part of these COA's so as to conform with this proposed design: (a) in part states "Parking and vehicle drives shall be located away from buildings entrances and not between a building entrance and the street . . .." (b) in part states "Parking shall be oriented behind buildings or on the sides." (c) in part states "Buildings shall be oriented towards the surrounding rights-of-ways and must have at least one primary entrance directly fronting a public right-of-way. " To the extent that this proposed design does not strictly meet these conditions applicant seeks a variance or amendment to these COA's so as to conform with this proposed design.

Our current proposal does not face the buildings towards the current public ROW of Baker Creek Road and Kent Street. This was intentional as these are not "pedestrian friendly" streets in the sense of large numbers of people using them to access commercial and retail spaces, despite them having sidewalks. Our project proposes an internal "pedestrian friendly street" that we feel meets the intent of pedestrian scale and accessibility of pedestrians outside of vehicular traffic. We refer to this area as the 'piazza'. Our buildings front this piazza as the intent of the project is to create a commercial hub that is intended for pedestrian use primarily. We scaled the buildings appropriately, created sidewalks that are extra wide to allow for tables, displays, etc. and groups to pass one another without stepping onto a street. We lined it with landscaping and spots to stop and sit as well. There is vehicle traffic allowed in the piazza, but it is reduced with a handful of parallel parking spots and can be shut off entirely for special events.

While orienting all of the building's primary entrances towards the internal right-of-way and internal circulation, these buildings are further designed so as to not have a "rear façade". All four sides of all seven buildings are designed with intention and purpose to serve their orientation on the site. Buildings 1, 2, 3 and 4 have primary entrances on each side of the buildings. Where we have strictly residential buildings, (buildings 5, 6, & 7), the sides of the buildings are still the primary exterior walls for the units inside. None of these buildings (or units) have fences, or backyards. The units will face the existing ROW's as their primary source of daylighting and views.

We believe the proposed project as designed creates a commercial and residential development which meets the intended objectives of the ordinance. The ordinance states that all buildings and their primary entrances should be oriented to the ROW. The entire project, as opposed to any one particular building or its specified entrance, is oriented towards the Public ROWs. The project would not have the intended pedestrian scale if we oriented all of these buildings to the ROW's that abut this project. The buildings are oriented towards each other and the common area of circulation that has been created – the piazza. As previously stated, the current ROW's that abut the project are not what we would consider "pedestrian friendly" but rather sidewalks on arterial roads. In addition to this, the parking for the buildings is oriented to emphasize and support the buildings and piazza along with the other common areas for pedestrians, bicycles and vehicles. Other than a small handful of parallel spots

within the piazza the parking is located around the buildings to support the pedestrian experience. The buildings as designed, the current ROW at the property edges, and the parking areas all have access to pedestrian connections throughout the site. We believe the intent of the ordinance is to create spaces that are pedestrian scaled, pedestrian friendly, and 'destination' type environments. The orientation of our buildings for this project and the piazza they create do just that.

APPLICANT'S RESPONSE (5a-j): Other Notes on Condition of Approval #5:

a. Buildings are designed at a human scale with ample spacing between buildings, plazas and setbacks to street walkways (see sections in the Site Plans). Sloped roofs are used on the residential buildings to match the character of the surrounding residential neighborhood, where most roofs are sloped.

The proposed design creates a commercial and residential development which meets the intended objectives of the Ordinance. The buildings are oriented towards each other and the common area of circulation – the piazza. The entire project, as opposed to any particular building , is oriented towards the right of ways. The parking for the buildings is oriented to emphasize the piazza and other common areas for pedestrians, bicycles and vehicles.

Access points and circulations ways are shared as shown on the Site Plan. Where located between the building and street direct connections are made with sidewalks from the entrances to the street.

Our parking is located to support the buildings and the pedestrian experience. The buildings are spaced to create the optimal pedestrian experience for this site. In addition to the building locations, the entire site is connected throughout with pedestrian connections as listed within the ordinance requirements so as no matter where visitors or residents are coming from to experience this destination, they will have paths that are clearly marked and take them to everywhere around the site.

b. The Site Plans show connections to sidewalks, rights-of-way, and the BPA trail. See Page 5 of the Design Packet.

The proposed parking is based upon 1.5 parking stalls for every residential unit and 1 parking stall for every 250 square feet of commercial use. The shared parking total is 30% based on the minimum parking requirements and the total number of stalls being proposed. No reduction in parking minimums is requested, thus no parking impact study is provided. We currently are estimating that the parking usage will be 10% retail, 25% dining, and 65% office (professional and other) on the commercial side. This would make the average between the 1/250 and 1/300. We are estimating that residential usage will be higher during the off hours of the commercial side. We feel the 30% shared parking is right in line with the city's ordinance and the mixed uses of the site. Section 5(b), encourages the use of "Shared parking" between residential and commercial buildings and thus no reduction in parking minimums is requested and no parking impact study is provided.

Additionally, we have numerous bike parking around the site and a large, covered bike corral at an easily accessible area off of the public plaza with a connection to the BPA and other Bike/Pedestrian access.

c. "Building facades shall be designed to human scale, for aesthetic appeal, pedestrian comfort and compatibility with the design character of the surrounding neighborhood." This is our primary focus. We have designed buildings that meet this portion of this section as written "pedestrian friendly, aesthetic appeal, . . .. " This is why we created the internal pedestrian friendly street to allow a more pedestrian scaled experience than what is currently within the public ROW that abuts the project.

Further, 5(c) requires "Special attention should be paid to roof forms, rhythm of windows and doors, and general relationship of buildings to public spaces . . .." We feel our project does an excellent job of this by using some pitched roofs and varying the flat roofs and the by adding the "towers". All the buildings meet this portion of the condition as the varying heights, with varying materials and stepping of the facades across the buildings "reduce the visual impact" of the overall building heights.

- d. These conditions are met. The Site Plans show connections to sidewalks, rights-of-way, and the BPA tail. See Page 5 of the Design Packet.
- e. These conditions are met. See Page 5 of the Design Packet. Connection to the BPA trail is maximized with a direct route on-site to it and to it via sidewalks along Kent Street and Baker Creek Road, as shown on the Site Plans.
- f. These conditions are met. Sidewalks and plazas are provided with amenities like awnings and seating.
- g. These conditions will be met. Landscaping Plans and Street Tree Plans will be submitted as required. Site Plans show the required area of open space is included.
- h. These conditions are met. See Page 3 of the Design Packet. Multi-family dwellings are proposed, so the total area of Usable Open Space/Community Gathering Area equals more than 10% of the site. This is in addition to the required 14% of the site that is landscaped. There is a designated "Plaza" to be used as a community gathering place at the east end of building 1 adjacent to the main entrance off Baker Creek Road to ensure high visibility. The BPA/Pedestrian trail connects to it from the east side of the property where the sheltered bike coral is located. The proposed site also includes additional usable open spaces in between most of the buildings to provide additional gathering spaces for the residential units and those visiting for the commercial/retail experience. These contribute to more than the 10% requirement.
- i. Details were omitted for brevity. These conditions will be met. Signs will meet the requirements of these conditions upon application for building/sign permit, as applicable.
- j. These conditions will be met. Outside lighting will be directed away from residential areas and streets and will be shown upon application for site development/construction and building permit, as applicable.

**FINDING (Condition #5): SATISFIED WITH CONDITIONS.** The applicant has requested an amendment to portions of Condition #5c regarding two issues: maximum number of stories without a variance, and step backs for buildings over 35' in height. Findings have been made addressing the requested changes, and subject to approval of these requested amendments, the master plan is consistent with the applicable Planned Development conditions,

These requests are made concurrent with the request for approval of the proposed master plan, so the effect of the requested amendments is evidenced with the proposed master plan which becomes part of the Planned Development. The plan demonstrates attention has been paid to the roof forms, rhythms of windows and doors, and general relationships to public spaces.

Regarding the requested amendment related to the height-based stepbacks, the three residential buildings are proposed to have pitched roofs with eave lines not exceeding 35 feet, so the sloping rooflines will achieve step-backs over 35 feet with the exception of the gable ends. The highest point of the tallest ridgelines would not exceed 45 feet. For the four mixed-use buildings, the applicant is proposing parapets of various heights to provide visual interest and variety. Proposed parapet heights are approximately 35-, 37-, 40-, and 45-feet in height. See *Figure 5 for elevations*. The predominant parapet heights are approximately 35 and 37 feet, The maximum 45-foot height is limited to the taller corner "tower" features of Buildings 1 and 2 which are setback from property lines. The applicant is requesting up to 40 feet for the predominant parapet heights to provide flexibility regarding final design and up to 45 feet only for the two tower features. One the public street facing sides, the buildings are setback a greater distance. *See Figure 4 for perspective drawings*.

In part, Condition #5 also authorizes an applicant to propose "alternative design components when detailed development plans are submitted for review:"

...The detailed development plans shall identify the site design components listed below. The applicant may propose alternative design components when detailed development plans are submitted for review. The Planning Commission may review and approve these alternative design components if they are found to be consistent with the intent of the required site design components listed below...

The applicant has proposed and requested approval of alternative design components related to conditions 5a, b, and c together with the submittal of the detailed development plans, demonstrating consistency with the intent.

As part of the master plan, the applicant has proposed alternative design components regarding these standards to address the intent. In summary, the site has three frontages, Baker Creek Road is a minor arterial which has access control limitations.

The provisions the applicant is addressing with alternative design components are intended to create an active, pedestrian-oriented street edge with pedestrian interest and activity. The conditions specify this is to be achieved by orienting buildings to the street, generally limiting offstreet parking lots between the building and the street and sidewalk, and providing for building entrances to be oriented to the streets. While the site design provides for buildings to be directly oriented to two of the frontages – Baker Creek Road and Hill Road, due to Baker Creek Road's minor arterial width, design, scale, speed limit and no on-street parking, and relationship to the other side of the street, etc. Baker Creek Road does not have the characteristics typical of a more traditional pedestrian-oriented shopping street.

There are numerous examples of developments with frontage on similar arterials throughout the country that comply with similar code provisions, but don't truly achieve the intent – the architectural designs may be pedestrian scaled, but the site design often remains auto-oriented without truly providing a pedestrian-focused site design or experience.

The applicant's proposal addresses this intent. The applicant has proposed to orient the southerly buildings and a plaza to Baker Creek Road and Hill Road consistent with the standards, and to also create what is essentially a new east-west private pedestrian-oriented street-like design (the "piazza") on a portion of the site with distinguishing pavement treatments, traditional parallel parking, buildings facing on both sides with wider sidewalks and street trees, bump-outs and crosswalks, outdoor seating, and other pedestrian amenities, etc. The site is also designed so this portion of the site could be temporarily closed off to vehicular traffic while still allowing access to on-site circulation and parking on the rest of the site, Further, the

applicant proposes to create a north-south pedestrian "paseo" in the middle of the site that aligns with and provides for pedestrian connectivity to the north, providing a pedestrian route to and through the site.

Because the on-site pedestrian street-like feature and its parallel parking are private, some aspects of the site design are considered to rely on "alternative design components" specified in Ordinance 5086, In addition, this is needed to address the site design relative to the relationship to the frontage to the north. A single aisle of parking is provided along the north side of the property, and direct pedestrian connections are provided to and through the site and connecting through the pedestrian way to the north. The predominant parking areas are internal to the site – on the east, providing separation from the substation, and on the west, providing some delineation between residential and commercial.

The site also incorporates a bicycle path along the east side of the property from the BPA trail, connecting near the northeast corner of the property and connecting to Baker Creek Road bike lane and providing a connection to the plaza area and providing for a bike corral.

6. No use of any retail commercial use shall normally occur between the hours of 1:00 a.m. and 5:00 a.m.

**APPLICANT'S RESPONSE**: This condition is applicable to future commercial uses at the site. The Applicant acknowledges this limit on commercial operation hours at this site.

FINDING: SATISFIED. This requirement will apply to proposed uses.

- 7. All business, service, repair, processing, storage, or merchandise displays shall be conducted wholly within an enclosed building except for the following:
  - a. Off-street parking and loading;
  - b. Temporary display and sales of merchandise, providing it is under cover of a projecting roof and does not interfere with pedestrian or automobile circulation;
  - c. Seating for food and beverage establishments; and
  - d. Food carts.

**APPLICANT'S RESPONSE**: This condition placing limits on conduct of commercial activity at this site is acknowledged by the Applicant.

FINDING: SATISFIED. This requirement will apply to proposed uses.

8. Prior to any future development of the site, a traffic impact analysis shall be provided. The traffic impact analysis shall include an analysis of the internal circulation system, the shared access points, and the traffic-carrying capacity of all adjacent streets and streets required to provide eventual access to Baker Creek Road. The traffic impact analysis shall include an analysis of the intersection of Baker Creek Road and Michelbook Lane and the intersection of Baker Creek Road and Michelbook Lane and the intersection of Baker Creek Road and Hwy 99W, but shall not be limited to only those intersections.

**APPLICANT'S RESPONSE:** This condition is met with the Traffic Impact Analysis attached to this application.

**FINDING: SATISFIED.** The applicant conducted the required traffic impact analysis and demonstrated consistency with the applicable mobility standards. **The TIA scoping was conducted in conjunction with the city's transportation consultant.** With the first part of the analysis, the applicant conducted trip generation and distribution analysis and provided information regarding traffic volumes at multiple intersections, including those listed above.

Based on the first part of the analysis, intersections exceeding a certain number of additional trips were further analyzed. Those intersections and the results of that analysis are addressed in Table 8 of the TIA and demonstrate consistency with the City's adopted mobility standards.

9. The minimum commercial development shall be five acres. Five acres of this site must retain ground floor commercial uses, allowing multiple family development to occur on the remainder of the site and as part of a mixed-use development. The five acres of commercial development will be calculated based upon all of the development requirements associated with the commercial development including any standards related to the mixed-use residential development.

**APPLICANT'S RESPONSE:** This condition is met, as evidenced by the Site Plan page 4, Land Use Areas. Five acres of the site is made of commercial ground floor uses and all of the associated development requirements of this use and the mixed-use residential development.

**FINDING: SATISFIED:** The applicant has submitted as site plan and analysis with calculations demonstrating consistency with this requirement.

#### Comprehensive Plan Volume II:

The implementation of the goal, policy, and proposal statements in Volume II of the Comprehensive Plan shall occur in one of two ways. First, the specific goal, policy, or proposal shall be applied to a land use decision as a criterion for approval, denial, or modification of the proposed request. In this case the goal, the policy, or the proposal is directly applied. The second method for implementing these statements is through the application of provisions and regulations in ordinances and measures created to carry out the goals and policies. This method involves the indirect application of the statements.

Certain Goals, Policies, and Proposals from Volume II of the Comprehensive Plan provide criteria applicable to this request. The implementation of many of the goals, policies, and proposals as they apply to quasi-judicial land use applications are accomplished through the provisions, procedures, and standards in the city codes and master plans, which are sufficient to adequately address applicable goals, polices, and proposals as they apply certain applications, and are not addressed below.

The following findings are made relating to specific Goals and Policies:

#### CHAPTER IV. ECONOMY OF MCMINNVILLE

#### Goal IV.2: TO ENCOURAGE THE CONTINUED GROWTH OF MCMINNVILLE AS THE COMMERCIAL CENTER OF YAMHILL COUNTY IN ORDER TO PROVIDE EMPLOYMENT OPPORTUNITIES, GOODS, AND SERVICES FOR THE CITY AND COUNTY RESIDENTS.

**APPLICANT'S RESPONSE:** The commercial element of the mixed-use project doesn't financially make sense on its own, rather the nexus of the residential use allowed by Ordinance 5086 is the catalyst to make the project feasible. Approval of the proposed amendment for 3 story buildings will provide the minimum number apartments that give the project the marginal difference it needs to work. The additional 24 apartments and 9 work/live spaces provide the City more housing and provide a larger cushion for the development of a great project. Approval will allow development and the continued growth of McMinnville commercially as envisioned by this policy.

**FINDING: SATISFIED**. The proposal would support mixed-use development as envisioned in the Comprehensive Plan and Planned Development Ordinance.

#### GOAL IV 3: TO ENSURE COMMERCIAL DEVELOPMENT THAT MAXIMIZES EFFICIENCY OF LAND USE THROUGH UTILIZATION OF EXISTING COMMERCIALLY DESIGNATED LANDS, THROUGH APPROPRIATELY LOCATING FUTURE COMMERCIAL LANDS, AND DISCOURAGING STRIP DEVELOPMENT.

**APPLICANT'S RESPONSE:** Development of the site with approval of this amendment would allow 3storied mixed-use buildings which would be maximizing the efficiency of land use through this existing commercial land as envisioned by this policy. Developing the site with only 2 stories would not maximize its use.

**FINDING: SATISFIED**. The proposed 3-story development, co-located with the vertical mixed-use, with residential above commercial, and shared parking and circulation all contribute to efficient land use,. This site is appropriately located at the intersection of two arterials and proximate to nearby residential with a design and location that allows for trips by all modes and with a design that avoids strip development.

#### General Policies:

Policy 22.00: The maximum and most efficient use of existing commercially designated lands will be encouraged as will the revitalization and reuse of existing commercial properties.

**APPLICANT'S RESPONSE:** As mentioned above, Development of the site with approval of this amendment would allow 3-storied apartments and mixed-use buildings which would maximize the efficiency of these existing commercially designated lands as envisioned by this policy. Developing the site with only 2 stories would not maximize its use.

**FINDING: SATISFIED**. For reasons noted, the proposal would provide for efficient use of existing commercially designated land.

#### Locational Policies:

Policy 25.00: Commercial uses will be located in areas where conflicts with adjacent land uses can be minimized and where city services commensurate with the scale of development are or can be made available prior to development.

**APPLICANT'S RESPONSE:** There will be insignificant impacts to adjacent land uses by the proposed marginal increase of building height to 45-feet for 3-storied pitched roofed buildings because the site is located adjacent to a minor arterial on the south side and buffered from adjacent high-density residential land by a full public street on all other sides. In addition, a power substation is located to the east side of the commercial zoned land. The proposed commercial land location has readily available City utility services, including sanitary sewer services installed in 2018. To the south are similarly scaled multifamily apartment buildings.

**FINDING: SATISFIED**. This site is already located and designated for commercial and mixed use development due to its suitability. The proposed master plan design provides a design that minimizes conflicts, including reasons stated by applicant.

#### CHAPTER V. HOUSING AND RESIDENTIAL DEVELOPMENT

### GOAL V.1: TO PROMOTE DEVELOPMENT OF AFFORDABLE, QUALITY HOUSING FOR ALL CITY RESIDENTS.

General Housing Policies

Policy 59. Opportunities for multiple dwelling and mobile home developments shall be provided in McMinnville to encourage lower-cost renter and owner-occupied housing. Such housing shall be located and developed according to the residential policies in this plan and the land development regulations of the city.

**APPLICANT RESPONSE:** A recent Housing Needs Analysis indicates that over 4,070 housing units need to be developed in McMinnville to meet residential demands during the 2018-2041 planning horizon. McMinnville recently was shown to have a deficit of 217 gross acres of R4 land within the UGB. This site's acreage could go a long way to resolving this deficiency, and an additional 24 apartment units and 9 work/live spaces, will only help to alleviate the deficiency.

**FINDING: SATISFIED.** The zoning and Planned Development Ordinance 5086 already provide for multi-dwelling development of the property as a permitted use, provided it is integrated with the commercial portion of the site. The proposal master plan demonstrates consistency with this requirement.

#### GOAL V.2: TO PROMOTE A RESIDENTIAL DEVELOPMENT PATTERN THAT IS LAND INTENSIVE AND ENERGY-EFFICIENT, THAT PROVIDES FOR AN URBAN LEVEL OF PUBLIC AND PRIVATE SERVICES, AND THAT ALLOWS UNIQUE AND INNOVATIVE DEVELOPMENT TECHNIQUES TO BE EMPLOYED IN RESIDENTIAL DESIGNS.

**APPLICANT'S RESPONSE:** In order to create a more intensive and energy efficient pattern of residential development, the applicant is requesting approval of these amendments to the conditions to allow additional residential dwelling units to make the subject site developed with a more land intensive residential development pattern in accordance with this policy.

**FINDING: SATISFIED.** The proposed development would achieve greater efficiency with the requested planned development amendments and proposed master plan. The co-location and shared parking and circulation also achieve efficiencies. The vertical development is energy efficient, providing more compact development, contributing to an overall pattern that reduces trip distances, frontage and utility extension lengths per unit. The vertical multi-dwelling and mixed-use development is also efficient with respect to energy and building materials, reducing materials for separate foundations, roofs, and exterior walls and siding.

#### Policies:

Policy 68.00: The City of McMinnville shall encourage a compact form of urban development by directing residential growth close to the city center and to those areas where urban services are already available before committing alternate areas to residential use

**APPLICANT'S RESPONSE:** The site already has urban services available, improved by adjacent residential improvements, and is near NW Hill Road, where the City has recently made improvements to urban services to accommodate development in McMinnville. The added dwelling units facilitated by approval of the amendments to the conditions requested will encourage a compact form of development in these areas where urban services exist in support of this policy.

**FINDING: SATISFIED.** For reasons previously described above, the proposed form of development is compact, co-locating uses in on a stie that will also serve the surrounding neighborhood.

Policy 71.13: The following factors should serve as criteria in determining areas appropriate for highdensity residential development...: **APPLICANT'S RESPONSE:** The area has already been selected for high density residential with the approved zone change and planned development overlay district. The requested increase in dwelling units is consistent with high density residential development ratios supported by this policy.

FINDING: SATISFIED. The applicant's response addresses this policy.

#### Planned Development Policies:

Policy 72.00 Planned developments shall be encouraged as a favored form of residential development as long as social, economic, and environmental savings will accrue to the residents of the development and the city.

**APPLICANT RESPONSE:** As this narrative and responses to these Policies have demonstrated, the underlying zoning would allow the type of development sought by amendments to these conditions of approval. This policy is to encourage planned developments. This planned development would ensure there are more residential units provided making this project viable and facilitating the construction of the amenities conditioned in the planned development overlay district, which will provide social benefits to the residents and economic benefits to the city because they'll have more places to shop and receive services in the new mixed-use commercial spaces near their homes in the NW corner of McMinnville.

**FINDING: SATISFIED**. The application addresses the conditions of the Planned Development Ordinance with a responsive master plan that achieves these objectives. The mixed use development and ability to serve the surrounding area in a multi-modal fashion benefit other residents of the development and surrounding area. The compact pattern also results in more efficient provision of public facilities.

Policy 73.00. Planned residential developments which offer a variety and mix of housing types and prices shall be encouraged.

**APPLICANT RESPONSE:** Approval of this requested amendment to conditions will facilitate more apartments and rental housing units being created, a variety of housing types needed in this part of the City and lacking in terms of a ratio of existing unit types.

**FINDING: SATISFIED.** The planned development already authorizes multi-dwelling development. The proposed plan further contributes to the housing mix present in the vicinity.

Policy 77. The internal traffic system in planned developments shall be designed to promote safe and efficient traffic flow and give full consideration to providing pedestrian and bicycle pathways.

**FINDING: SATISFIED.** The proposal provides for shared internal circulation, provides for pedestrian friendly, low-speed, low-volume circulation, and incorporates dedicated circulation for bicycle and pedestrians on portions of the site.

Policy 78. Traffic systems within planned developments shall be designed to be compatible with the circulation patterns of adjoining properties.

**FINDING: SATISFIED.** The surrounding street system was configured considering the use of this site and surrounding properties. This site is also subject to limited access to Baker Creek Road, a minor arterial, and has designed accordingly.

Residential Design Policies:

Policy 79.00: The density allowed for residential developments shall be contingent on the zoning classification, the topographical features of the property, and the capacities and availability of public services including but not limited to sewer and water. Where densities are determined to be less than that allowed under the zoning classification, the allowed density shall be set through adopted clear and objective code standards enumerating the reason for the limitations, or shall be applied to the specific area through a planned development overlay. Densities greater than those allowed by the zoning classification may be allowed through the planned development process or where specifically provided in the zoning ordinance or by plan policy.

**APPLICANT'S RESPONSE:** The underlying zone classification would allow taller buildings and more dwelling units than proposed, so this request conforms with this policy to have residential density contingent on the zoning classification.

**FINDING: SATISFIED**. The underlying C-3 zoning would allow for more intensive development than proposed. There are no topographical limitations of the properties, and the property will be subject to provision of required municipal services and utilities.

#### Multiple Dwelling Development Policies:

Policy 90.00 Greater residential densities shall be encouraged to locate along collectors and minor arterials, within one-quarter mile from neighborhood and general commercial shopping centers or within neighborhood activity centers, and within a one-half-mile-wide corridor centered on existing or planned public transit routes.

**APPLICANT'S RESPONSE:** The requested amendment will put greater residential density along Baker Creek Road, a minor arterial and a planned transit corridor. Thus, they are consistent with this policy.

**FINDING: SATISFIED**. The proposed plan and co-located mixed-use development is consistent with this locational policy relative to the minor arterial location and provision of commercial use.

Policy 92.00 High-density housing developments shall be encouraged to locate along existing or potential public transit routes.

**APPLICANT'S RESPONSE:** As discussed above, this proposed development is located along a potential public transit route per current transit planning documents. The applicant is proposing to develop high density housing along this potential public transit route, meeting this policy.

FINDING. SATISFIED. The transit plan identifies this area for potential future transit service.

Policy 92.01. High-density housing shall not be located in undesirable places such as near railroad lines, heavy industrial uses, or other potential nuisance areas unless design factors are included to buffer the development from the incompatible use.

**APPLICANT'S RESPONSE:** No portion of the site is located near incompatible uses such as railroad lines, heavy industrial uses, or other potential nuisance areas.

**FINDING. SATISFIED.** Satisfied for reasons noted by the applicant. In addition, the site design provides for separation from the substation to the east. The transit plan identifies this area for potential future transit service.

Policy 92.02. High-density housing developments shall, as far as possible, locate within reasonable walking distance to shopping, schools, and parks, or have access, if possible, to public transportation.

**APPLICANT'S RESPONSE:** These additional housing units would meet this policy because they would be integrated into a mixed-use commercial development proving shopping within reasonable walking distances. Parks are also nearby. Thus, this policy is met by this request.

**FINDING. SATISFIED.** This location is already approved for commercial and high-density residential development. The proposal plan provides for mixed-use on site in addition to the proximity to other facilities that already exists.

#### Urban Policies.

Policy 99.00. An adequate level of urban services shall be provided prior to or concurrent with all proposed residential development, as specified in the acknowledged Public Facilities Plan. Services shall include, but not be limited to:

1. Sanitary sewer collection and disposal lines. Adequate municipal waste treatment plant capacities must be available.

2. Storm sewer and drainage facilities (as required).

3. Streets within the development and providing access to the development, improved to city standards (as required).

4. Municipal water distribution facilities and adequate water supplies (as determined by City Water and Light).

**APPLICANT'S RESPONSE:** All of these services are available for the additional dwelling units. This policy is met.

**FINDING: SATISFIED WITH CONDITIONS.** Subject to the conditions of approval for provision of utilities, the property will be served with adequate public facilities described above.

#### CHAPTER IX URBANIZATION

- GOAL IX 1: TO PROVIDE ADEQUATE LANDS TO SERVICE THE NEEDS OF THE PROJECTED POPULATION TO THE YEAR 2023, AND TO ENSURE THE CONVERSION OF THESE LANDS IN AN ORDERLY, TIMELY MANNER TO URBAN USES.
- GOAL IX 2: TO ESTABLISH A LAND USE PLANNING FRAMEWORK FOR APPLICATION OF THE GOALS, POLICIES, AND PROPOSALS OF THE MCMINNVILLE COMPREHENSIVE PLAN

#### **GREAT NEIGHBORHOOD PRINCIPLES:**

Policies:

Policy 187.10 The City of McMinnville shall establish Great Neighborhood Principles to guide the land use patterns, design, and development of the places that McMinnville citizens live, work, and play. The Great Neighborhood Principles will ensure that all developed places include characteristics and elements that create a livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood with enduring value, whether that place is a

completely new development or a redevelopment or infill project within an existing built area.

Policy 187.50. The McMinnville Great Neighborhood Principles are provided below. Each Great Neighborhood Principle is identified by number below (numbers 1 – 13), and is followed by more specific direction on how to achieve each individual principle

1. Natural Feature Preservation. Great Neighborhoods are sensitive to the natural conditions and features of the land.

a. Neighborhoods shall be designed to preserve significant natural features including, but not limited to, watercourses, sensitive lands, steep slopes, wetlands, wooded areas, and landmark trees.

**APPLICANT'S RESPONSE:** The subject property is a flat undeveloped portion of land in the NW corner of the city limits. There are no immediate "natural features" to preserve other than the development of the property as proposed. It is part of a subdivision though, that does have significant natural features and as currently designed, the proposed development will bring a higher density of residential living and commercial amenities to incorporate more of the neighborhood and surrounding areas into these natural amenities.

**FINDING: SATISFIED WITH CONDITIONS.** The applicant's response addresses consistency with this policy.

2. Scenic Views. Great Neighborhoods preserve scenic views in areas that everyone can access.

a. Public and private open spaces and streets shall be located and oriented to capture and preserve scenic views, including, but not limited to, views of significant natural features, landscapes, vistas, skylines, and other important features.

**APPLICANT RESPONSE:** This property has scenic views on most sides. Our project is designed to preserve and maximize those views for the people that live there or come to visit. To the West are views of the coast range, foothills, and farmland. To the North are views of the wetlands around which this subdivision is constructed. The current design is to construct these buildings with three stories. We are requesting an amendment for the third story. If granted, the third floor apartments will have great views of the coast range and the wetlands. These views will also be apparent from some of the second floor apartments as well. In addition, the South side of buildings 1 and 4 are also designed for retail spaces to have exterior sitting areas which will have westerly views.

**FINDING: SATISFIED WITH CONDITIONS.** The applicant's response addresses consistency with this policy.

3. Parks and Open Spaces. Great Neighborhoods have open and recreational spaces to walk, play, gather, and commune as a neighborhood.

a. Parks, trails, and open spaces shall be provided at a size and scale that is variable based on the size of the proposed development and the number of dwelling units.

b. Central parks and plazas shall be used to create public gathering spaces where appropriate.

c. Neighborhood and community parks shall be developed in appropriate locations consistent with the policies in the Parks Master Plan.

Attachment 1 - Application and Attachments; Attachment 2 - TIA Review Letter; Attachment 3 - Public Testimony

4. Pedestrian Friendly. Great Neighborhoods are pedestrian friendly for people of all ages and abilities.

a. Neighborhoods shall include a pedestrian network that provides for a safe and enjoyable pedestrian experience, and that encourages walking for a variety of reasons including, but not limited to, health, transportation, recreation, and social interaction.

b. Pedestrian connections shall be provided to commercial areas, schools, community facilities, parks, trails, and open spaces, and shall also be provided between streets that are disconnected (such as cul-de-sacs or blocks with lengths greater than 400 feet).

**APPLICANT'S RESPONSE (3 AND 4):** The foremost objective in the design of this project was to create a 'piazza'. A public space that could function as a community incubator that is framed by the architecture. The goal was to create a space where pedestrians can circulate freely, and where commercial spaces can spill out onto the sidewalk. We aim to create public space that will invite sitting, gathering and function as a destination for the occupants and users of all 7 buildings. The 'piazza' directly connects the mixed-use buildings 1, 2, 3 and 4 but is also oriented to the "neighborhood" of the apartment buildings 5, 6 and 7. The entire project becomes a cohesive collection of residents and visitors mingling among the potential of restaurants, daycare, veterinarian clinic, coffee shop, hair salon and office space easily accessible and walkable from all parts.

In addition to the hardscapes of the piazza there is a tremendous amount of soft landscaping of grass, trees and plantings; areas to sit on the grass or throw a disc.

**FINDING: SATISFIED WITH CONDITIONS.** The property will be developed as a single parcel. As described above, the design provides for internal pedestrian circulation as well as connections from the site to external pedestrian facilities and to the BPA trail. The on-site circulation provides multiple pedestrian routes to and through the site and its amenities and pedestrian gathering places. Gathering areas are provided in the design and with the provision of the plaza. As a condition of approval, the applicant will also construct frontage improvements, including sidewalks and bike lanes.

5. Bike Friendly. Great Neighborhoods are bike friendly for people of all ages and abilities.

a. Neighborhoods shall include a bike network that provides for a safe and enjoyable biking experience, and that encourages an increased use of bikes by people of all abilities for a variety of reasons, including, but not limited to, health, transportation, and recreation.

*b.* Bike connections shall be provided to commercial areas, schools, community facilities, parks, trails, and open spaces.

6. Connected Streets. Great Neighborhoods have interconnected streets that provide safe travel route options, increased connectivity between places and destinations, and easy pedestrian and bike use.

a. Streets shall be designed to function and connect with the surrounding built environment and the existing and future street network, and shall incorporate human scale elements including, but not limited to, Complete Streets features as defined in the Comprehensive Plan, grid street networks, neighborhood traffic management techniques, traffic calming, and safety enhancements.

*b.* Streets shall be designed to encourage more bicycle, pedestrian and transit mobility with a goal of less reliance on vehicular mobility.

Attachment 1 - Application and Attachments; Attachment 2 - TIA Review Letter; Attachment 3 - Public Testimony

Attachments:

7. Accessibility. Great Neighborhoods are designed to be accessible and allow for ease of use for people of all ages and abilities.

a. To the best extent possible all features within a neighborhood shall be designed to be accessible and feature elements and principles of Universal Design.

b. Design practices should strive for best practices and not minimum practices.

**APPLICANT'S RESPONSE (5, 6 AND 7):** The City's Bicycle Pedestrian Access Trail (BPA) runs directly along the East edge of the project. The drawings show and Applicant will ensure that there will be a clear, open and inviting connection from the BPA through this project. Bicyclists and pedestrians will be able to come from all the neighborhoods surrounding this project and ride up to the piazza and stop at any of the retail spots throughout. The people who will live in these apartments will be able to ride right up to their front doors. The center of this project, the "piazza", is designed to act as the heart of this development and is connected to the entire project. Once constructed the piazza will also function as a hub of commercial activity that will then draw from the surrounding neighborhood around it with pedestrian, bike and vehicle entrances from multiple sides. The site and project are all connected by hardscape and landscaping that will incorporate universal design standards making it very accessible to all people using whatever mode of transportation. Applicant feels the design of this project entails the best practices and not just the minimum practices. We feel this is evident in the design.

**FINDING: SATISFIED WITH CONDITIONS.** The property will be developed as single site. The applicant's response addresses this principle.

8. Human Scale Design. Great Neighborhoods have buildings and spaces that are designed to be comfortable at a human scale and that foster human interaction within the built environment.

a. The size, form, and proportionality of development is designed to function and be balanced with the existing built environment.

b. Buildings include design elements that promote inclusion and interaction with the right-ofway and public spaces, including, but not limited to, building orientation towards the street or a public space and placement of vehicle-oriented uses in less prominent locations.

c. Public spaces include design elements that promote comfortability and ease of use at a human scale, including, but not limited to, street trees, landscaping, lighted public areas, and principles of Crime Prevention through Environmental Design (CPTED).

9. Mix of Activities. Great Neighborhoods provide easy and convenient access to many of the destinations, activities, and local services that residents use on a daily basis.

a. Neighborhood destinations including, but not limited to, neighborhood-serving commercial uses, schools, parks, and other community services, shall be provided in locations that are easily accessible to surrounding residential uses.

*b.* Neighborhood-serving commercial uses are integrated into the built environment at a scale that is appropriate with the surrounding area.

c. Neighborhoods are designed such that owning a vehicle can be optional.

10. Urban-Rural Interface. Great Neighborhoods complement adjacent rural areas and transition between urban and rural uses.

Attachment 1 - Application and Attachments; Attachment 2 – TIA Review Letter; Attachment 3 - Public Testimony

a. Buffers or transitions in the scale of uses, buildings, or lots shall be provided on urban lands adjacent to rural lands to ensure compatibility.

**APPLICANT'S RESPONSE (8, 9, AND 10):** The design presented is comprised of 17% building footprints, and 35% parking lots and driveways. The remaining 48% is open spaces comprised of landscaping, grass lawns, sidewalks and the piazza creating a scale very appealing to humans. Applicant also strongly maintains that the project needs to have three story buildings – rather than 1 or 2 stories – as the additional height helps maintain the human scale. As currently designed, the project has so much pedestrian space that it needs the taller buildings to contain it and to bring it all together. When you are sitting, walking, or riding in this piazza you will be in a unique and singular space. Smaller buildings will not create this feeling. Combining the apartments and retail spaces around the piazza and landscaped open spaces will maximize the mix of activities in this neighborhood. At this size, this project will have enough density to attract various retail tenants to the neighborhood. There is an abundance of indoor and outdoor areas for retail customers, apartment residents and members of the surrounding neighborhoods to enjoy a wide variety of activities. The piazza is designed to allow some automobile traffic to facilitate the operation of businesses but designed to keep it at a minimum. The piazza can also be closed off from traffic to allow day or weekend use as a farmers' market, retail bazaar or large community event while keeping all access and parking available.

Likewise, the apartment buildings 5, 6 and 7 on the West end finish the "enclosure" of the complex and, by their design provide a transition from the urban mixed-use buildings to the neighboring farms to the West. The apartment buildings are three stories but designed with a rural or farmhouse type appearance attempting to provide that buffer or transition from the rural to the urban.

The applicant reiterates that 30,000 square feet of retail space is a lot of retail for the outskirts of town. To get this amount of commercial space and the desired number of apartments it is necessary to have three story buildings. Without three stories one cannot get even the currently allowed 120 apartments. And Increasing the number of apartments from 120 to 144 makes this project much more feasible.

**FINDING: SATISFIED.** As previously addressed, the mixed-use and residential designs are human-scaled and oriented to a pedestrian-oriented street/piazza.

The scale of design features – landscaping, trees, lighting, etc. is design to be human-scaled. The master plan includes a mix of uses as well as a mix of on-site amenities.

The site is bounded by urban standard streets on three sides and is predominantly surrounded by residential use and development, (noting the substation immediately to the east). Across Hill Road to the west is land outside the UGB, now planted in a hazelnut orchard. Most of the west side of Hill Road north of the roundabout is already platted for lots for detached homes. The proposed master includes open space on the east side of Hill Road between the multi-dwelling structures and Hill Road.

11. Housing for Diverse Incomes and Generations. Great Neighborhoods provide housing opportunities for people and families with a wide range of incomes, and for people and families in all stages of life.

a. A range of housing forms and types shall be provided and integrated into neighborhoods to provide for housing choice at different income levels and for different generations.

12. Housing Variety. Great Neighborhoods have a variety of building forms and architectural variety to avoid monoculture design.

a. Neighborhoods shall have several different housing types.

b. Similar housing types, when immediately adjacent to one another, shall provide variety in building form and design.

**APPLICANT'S RESPONSE (11 AND 12):** The project offers a variety of much needed housing types for the city. The current project has 144 units with 2bd, 1bd and studio apartments that vary in size providing a range of pricing options. Also within the first floor commercial area is the potential of work/live spaces that will provide another unique housing type allowing people to set up an office at home or a flexible workspace at home to design or create products or services. As the applicant, we believe the design evokes a variety of building forms and appearances that support the intended uses. Applicant's designers have made these buildings fit together but still have variations in appearance creating a visually appealing project.

**FINDING: SATISFIED.** This development will provide options as described by the applicant and will also contribute additional housing forms and types to the neighborhood and surrounding area further diversifying the housing in the area. With the multi-dwelling structures and mixed-use structures, there is variety in architectural design avoiding a repetitive "monoculture" appearance.

13. Unique and Integrated Design Elements. Great Neighborhoods have unique features, designs, and focal points to create neighborhood character and identity. Neighborhoods shall be encouraged to have:

a. Environmentally friendly construction techniques, green infrastructure systems, and energy efficiency incorporated into the built environment.

b. Opportunities for public art provided in private and public spaces.

c. Neighborhood elements and features including, but not limited to, signs, benches, park shelters, street lights, bike racks, banners, landscaping, paved surfaces, and fences, with a consistent and integrated design that are unique to and define the neighborhood.

**APPLICANT'S RESPONSE:** The proposed project with the mixed-use and residential elements starts and ends with unique and integrated design elements. The project uses a mix of differing hardscapes, sidewalks and vehicle paths for everyone to use as they connect throughout the project. In addition to the central piazza space which has seating, streetlights, banners and individualized awnings, there is a plaza with a location for public art, bike shelter, varying types of seating for intimate or larger groups dispersed around the site. All of this is done with careful thought and attention within an integrated design providing a unique feel for what we believe will become a unique destination for the City of McMinnville.

**FINDING: SATISFIED.** While this will be single property, it will serve on-site residents and the public. The applicants response and proposed plans address this principle.

#### CHAPTER X: CITIZEN INVOLVEMENT AND PLAN AMENDMENT

# GOAL X.1. TO PROVIDE OPPORTUNITIES FOR CITIZEN INVOLVEMENT IN THE LAND USE DECISION MAKING PROCESS ESTABLISHED BY THE CITY OF MCMINNVILLE.

#### Policies

**188.00** The City of McMinnville shall continue to provide opportunities for citizen involvement in all phases of the planning process. The opportunities will allow for review and comment by community residents and will be supplemented by the availability of information on planning

requests and the provision of feedback mechanisms to evaluate decisions and keep citizens informed.

#### APPLICANT'S RESPONSE: N/A

**FINDING: SATISFIED**. The proposal includes a proposed amendment to a Planned Development and a master plan. This process provides for public notice and review by the Planning Commission through a public hearing with a final decision made by the City Council.

#### ZONING ORDINANCE

#### Chapter 17.11. Residential Design and Development Standards.

**17.11.011 Applicability.** The residential design and development standards in this chapter are applicable to all new housing construction, residential conversions, and new additions that comprise 50% or more of the structure.

**APPLICANT'S RESPONSE:** The buildings on this site will include new housing construction, thus this code is applicable to the site.

**FINDING: SATISFIED WITH CONDITIONS:** The applicant is requesting approval of the Planned Development master plan at this time. The plan was designed based on these standards However, upon submittal of a building permit application with structural drawings, the applicant will need to demonstrate compliance with applicable design and development standards.

#### 17.11.013 Zoning Table of Allowed Housing Types.

The table below depicts what housing type is allowed in each zone.

Housing Types	R-1	R-2	R-3	R-4	R-5	0-R	C-1	C-2	C-3
Apartments (All Apartment Types) (17.11.090)	N	N	N	L	Y	L	N	N	Y

Y = Yes, Allowed

L = Limited, (see footnotes in housing types development standards tables) N = No, Prohibited

**APPLICANT'S RESPONSE:** The underlying zone of C-3 allows apartments as a housing type at the site. Apartments are proposed.

FINDING: SATISFIED. The proposed use is permitted in the C-3 zone and by Ordinance 5086.

#### Chapter 17.33. C-3 Zone.

**FINDING (Chapter 17.33): SATISFIED.** The property is subject to the provisions of the C-3 zone, as modified by the provisions of the Planned Development Overlay Ordinance 5086. Apartments are a permitted use in the C-3 zone, subject to the provisions of the R-4 zone. Some of those provisions are governed by the provisions of Planned Development Overlay Ordinance 5086, which contains some provisions which are more restrictive than those of the C-3 and R-4 zones. The R-4 zone specifies that density maximum may not apply to permitted housing types other than single attached dwellings. In

. . .

addition, some of the multi-dwelling standards in 17.11.090, including some standards for a lot over 14,000 square feet in size, supersede some provisions of the R-4 zone.

#### Chapter 17.57. Landscaping and Chapter 17.58. Trees

**FINDING (Chapters 17.57 and 17.58):** The applicant has not requested concurrent review of the landscape plan. Therefore, submittal of an application for landscape plan review for review and approval by the Landscape Review committee will be required prior to issuance of a building permit as a condition. The street tree planting plan will be part of the landscape plan submittal.

#### Chapter 17.60. Off-Street Parking and Loading

#### APPLICANT'S RESPONSE:

## [NOTE: This response was included in applicant's response to Condition 5c of Ordinance 5086, and the table below with calculations is attached to as part of the application, at larger scale].

The proposed parking is based upon 1.5 parking stalls for every residential unit and 1 parking stall for every 250 square feet of commercial use. The shared parking total is 30% based on the minimum parking requirements and the total number of stalls being proposed. No reduction in parking minimums is requested, thus no parking impact study is provided. We currently are estimating that the parking usage will be 10% retail, 25% dining, and 65% office (professional and other) on the commercial side. This would make the average between the 1/250 and 1/300. We are estimating that residential usage will be higher during the off hours of the commercial side. We feel the 30% shared parking is right in line with the city's ordinance and the mixed uses of the site. Section 5(b), encourages the use of "Shared parking" between residential and commercial buildings and thus no reduction in parking minimums is requested and no parking impact study is provided.

Additionally, we have numerous bike parking around the site and a large, covered bike corral at an easily accessible area off of the public plaza with a connection to the BPA and other Bike/Pedestrian access.

OMMERICAL	SITE		ACRE5								
OMMERICAL		288,716	SF								
	COMMERICAL 5 ACRES (MIN)										
217,800 SF											
RESIDENTIAL 1.628 ACRES 70,916 SF											
NU'S			UNITS MAX PER OR UNITS PROPOSED	DINANCE 508	16						
UILDING 5	TORIES	FOOTPRINT AREA (GSF)	RESIDENTIAL GSF	2BR	18R	STUDIO	UNITS	STAIRS	COMMERCIAL GSF	TOTAL GSF	NOTES
LDG 1	3	10,596	21,192	12	8	- 4	24		10,595	31,788	
LDG 2	3	10,596	21,192	12	8	4	24		10,595	31,788	Ground floor initially will have (4) Live/Work units. These are in addition to listed total of residential units for building.
KDG 3	3	4,533	9,066	4	6	2	12		4,533	13,599	Ground floor initially will have (2) Live/Work units. These are in addition to listed total of residential units for building.
adg 4	ž	4,533	9,066	4	6	2	12		4,533	13,599	Ground floor initially will have (3) Live/Work units. These are in addition to listed total of residential units for building.
1065	3	6,499	19,497	9	12	3	24			19,497	
LDG 6	3	6,499	19,497	9	12	3	24		8	19,497	
4.DG 7	3	6,499	19,497	90	12	3	24			19,497	
OTAL		49,755	119,007	1			144		30,258	149,265	
6 OF SITE		17.23%									
PARKING REQUIRED REQ'D			PROVIDED						NOTES		
RESIDENTIAL 216								1.5 SPACES/UNIT, LIVE/WORK UNITS CALCULATED AT RESIDENTIAL RATE			
COMMERCIAL 12		172							1 SPACE / 250 SF GENERAL RETAIL RATE		
OTAL			338						260	78	SHARED SPACES 30% SHARED SPACES

# **FINDING (Chapter 17.60. Off-Street Parking and Loading): SATISFIED WITH CONDITIONS.** The plans submitted by the applicant, together with the above responses, demonstrate compliance with the off-street parking and loading standards of Chapter 17.60, subject to review of the final building plans for consistency with additional provisions including ADA parking provisions.

#### Chapter 17.61. Solid Waste and Recycling Enclosure Plan

#### 17.61.030 Guidelines and Standards (Trash Enclosure)

#### 17.61.030 Guidelines and Standards.

A. The location of an enclosure must allow for collection agency drive-in access. A fifty-foot (50) access approach is recommended. In addition to the approach, either an exit that allows the truck to move forward or a turn area with a minimum radius of 46.5 feet is preferred. Both approach and location shall be unobstructed and free of over head wires and low hanging trees. An eighteen-foot (18) minimum height clearance above the enclosure approach is required and a thirty-two-foot (32) vertical clearance is required above the container itself. The enclosure shall be of sufficient size to store trash and recycling receptacles, the size of which shall be determined by the collection agency and will be based on proposed use. A minimum distance of two-feet (2) is required between the container and existing or proposed structures. The enclosure shall be a minimum of six-feet (6) tall or six inches (6) higher than the top of the tallest container.

B. Solid waste enclosures shall not be located within twenty-feet (20) of a required front or exterior yard and should be placed at the rear of a building whenever possible. Should an enclosure be placed within a required landscaped front or exterior yard, additional landscaping must be provided elsewhere on the property to compensate for the encroachment into the required landscaped yard.

Any modifications to required landscaping must meet the approval of the Landscape Review Committee.

C. Any trash or recycling enclosure which is visible from the street must provide landscaping around three (3) sides of the structure. Climbing vines and screening shrubs or hedges are appropriate and landscaping must be a minimum of three-feet (3) in height at the time of planting.

D. Where a commercial or industrial zone abuts a residential zone, enclosures must be placed a minimum of thirty-feet (30) from any residential structure or as otherwise approved by the Planning Director.

*E.* Generally, the design of the structure should match the exterior surface of the building and can be constructed of masonry, wood or concrete blocks in combination with plant material capable of forming a complete evergreen hedge. The floor of the enclosure shall be a concrete holding pad which must extend eight-feet (8) beyond the gates.

*F.* Gates that screen the containers are required and must remain closed at all times except at times of service.

G. Parking is prohibited in front of the enclosure and all parked vehicles must be located at a safe distance. A "No Parking" sign must be visibly placed on the gates of the enclosure.

H. Solid waste and recycling enclosures must be placed in a location that is compatible with the City of McMinnville's Fire Code.

**FINDING (CHAPTER 17.61. SOLID WASTE AND RECYCLING ENCLOSURE PLAN): SATISFIED WITH CONDITIONS.** Upon submittal of the landscape plan and final building plans, the applicant shall demonstrate compliance with these provisions, including landscaping.

#### Chapter 17.62. Signs

## APPLICANT'S RESPONSE: See applicant's response to Conditions of Approval of Ordinance 5086. The applicant is not proposing signage at this time.

**FINDING (Chapter 17.62. Signs): SATISFIED WITH CONDITIONS.** As a condition of approval, the applicant shall separately submit applications for sign permits. The applications will be reviewed for consistency with the applicable sign regulations of this Chapter and the specific provisions of Planned Development Overlay Ordinance 5086.

ΤS