



**DAVID EVANS  
AND ASSOCIATES INC.**

October 6, 2022

Tom Schauer, AICP  
Senior Planner  
City of McMinnville  
231 NE 5th Street  
McMinnville, OR 97128

**SUBJECT: Review of three 3ML quasi-judicial land use applications**

Dear Mr. Schauer,

At your request, David Evans and Associates, Inc. (DEA) staff have previously reviewed three separate, but related, land use applications and provided city staff with comments. We have now reviewed a supplemental "sensitivity analysis" provided by Kittelson and Associates (KAI) dated May 4, 2022, ODOT's May 19, 2022 and May 23, 2022 comments, and KAI's June 8, 2022 response memo.

Our comments are as follows:

- We are comfortable with the analysis and results of the TPR findings and how KAI approached the update in the May 4, 2022 memo, with the revisions and corrections reflected in the June 8, 2022 memo.
- The City had previously communicated to the applicants that they would require any "significant effects" to be mitigated to the applicable performance standard per the TPR rather than the discretionary "no further degradation" standard authorized by the TPR. For those intersections where there would be "significant effect", the applicants' analysis identifies mitigation to mitigate to the applicable performance standard. We concur with conditions which are consistent with the applicant's identified mitigation to mitigate to the applicable performance standards.
- The applicant has identified certain intersections that would exceed the performance standards of the applicable facilities under the baseline worst case scenario of the existing zoning by the end of the planning horizon, where there would not be "significant effect" with further degradation beyond the baseline conditions as a result of the map amendments. Under the TPR, mitigation is not required for the map amendment.
- A "Development Review" TIA would be required at the time of application for the specific use and development plan, and the application will be required to comply with the applicable standards. The analysis and mitigation for TPR compliance is different than the requirements for the Development Review TIA, and this TIA doesn't address the requirements for the Development Review TIA or any opening day mitigation that may be required.



- Conditions of approval for the mitigation to address TPR impacts should include specificity regarding items such as the storage distance of the turn lanes. (See attached examples of conditions).
- Prior to submittal of the application for the specific PD development plan, the applicant should work with the City and ODOT to design the east-west frontage road system through the development site and connecting to the surrounding properties.
- NOTE: KAI has referenced the source of future traffic data as being "provided" by DEA. Please be aware that the traffic volumes are provided by ODOT's Transportation Planning Analysis Unit (TPAU), and the source is the 2015-2041 Oregon Small Urban Model (OSUM) dataset.

The following are DEAs suggestions for Transportation Conditions of Approval:

### **Transportation**

- At the time of submittal of the Planned Development development plan, the applicant shall submit a "Development Review" traffic impact analysis (TIA) which addresses the specific uses, site plan, and access configuration for the entire area and all properties within the 3MLAP Retail Center Subarea. If the TIA indicates the proposed development would cause any transportation facilities to fail to meet applicable standards of the TSP or ODOT standards, the applicants shall identify proposed mitigation to mitigate the impacts back to the applicable standard.

At a minimum, the TIA shall address opening day traffic and mitigation and may be required to address beyond opening day consistent with guidelines and direction provided by the City of McMinnville.

*(Note: This analysis has different requirements than the "TPR" traffic analysis conducted for the proposed map amendments).*

- The preliminary development plan shall address extension of streets through the property and beyond the subject property to address connectivity of streets to and through adjacent properties to the point of connection with existing transportation facilities. The review shall be coordinated between the City and ODOT, including the east-west frontage road/collector road system.
- The following shall be addressed to ensure adequacy of transportation facilities, comply with the Transportation Planning Rule, the Comprehensive Plan, and to incorporate additional voluntary conditions proffered by the applicants.

The applicant shall provide sufficiently detailed plans showing the proposed transportation improvements and any impacts on on-street parking and bicycle facilities to determine whether the mitigation will involve pavement re-striping or whether any widening would be required.

The design shall be provided at the time of submittal of the PD master plan to be submitted for all properties within the Three Mile Lane Retail Center Subarea. Detailed civil drawings



shall be submitted and approved prior to issuance of any site work or building permits for any of the properties within the Three Mile Lane Retail Center Subarea.

Construction of the following transportation improvements shall be completed prior to occupancy of any building within the Three Mile Lane Retail Center Subarea.

- a. **NE 3<sup>rd</sup> Street and NE Johnson Street.** Install a north-bound left-turn lane (with a minimum of 75 feet of storage) at the NE 3<sup>rd</sup> Street/NE Johnson Street intersection.
- b. **NE Three Mile Lane/NE 1<sup>st</sup> Street.** Install a traffic signal at the NE Three Mile Lane/NE 1<sup>st</sup> Street intersection. Install an eastbound right turn lane (with a minimum of 125 feet of storage). If right-of-way dedication would be required, the City could acquire the right-of-way and the applicant shall incur any costs associated with the City's right-of-way acquisition. The City may elect to require an agreement for future right-of-way acquisition and construction by the applicant.
- c. **Highway 39 (OR 18)/SE Norton Lane.** Install a southbound turn lane (with a minimum of 100 feet of storage), modify the traffic signal, and update the signal timing and phasing at the Highway 18/SE Norton Lane intersection subject to approval by ODOT. With the installation of the southbound right-turn lane, the curb radius at the southwest corner of Cumulus and Norton shall be reduced to improve channelization of the eastbound right-turn lane and to reduce the pedestrian crossing distance of Cumulus.
- d. **Highway 39 (OR 18)//NE Cumulus Avenue.** Install two northbound left-turn lanes (with a minimum of 250 feet of storage), northbound right-turn lane (with a minimum of 175 feet of storage), eastbound right-turn lane (with a minimum of 400 feet of storage), modify the traffic signal, and update the signal phasing at the Highway 39 (OR 18)/NE Cumulus Avenue intersection. Note: Installation of the two northbound left-turn lanes might require construction of a "shadow" on the north leg of the intersection to meet applicable standards for lane offsets through the intersection. This need will be determined during design of the intersection.
- e. **North Side Frontage Road.** Construct the portion of the frontage road on the north side of Highway 39 (OR 18) to be located on the City-owned Tax Lot R4424C 00800, between the Loop Road right-of-way and the west property line of the subject property, approximately 1,020 lineal feet.
- f. **NE Three Mile Lane/SE Nehemiah Lane-NE Cumulus Avenue-NE Pacific Street.** At the City's discretion and prior to occupancy, install northbound and southbound left-turn pockets on NE Three Mile Lane (each with a minimum of 50 feet of storage) OR, contribute a fee-in-lieu payment toward future relocation and signalization of the NE Three Mile Lane/SE Nehemiah Lane-NE Cumulus Avenue-NE Pacific Street intersection.
- g. **Highway 39 (OR 18)/Lafayette Highway.** Submit a proportional share calculation for the proposed developments impact to the Highway 39 (OR 18)/Lafayette Highway intersection for review by City and ODOT staff. Prior to



occupancy, contribute a proportional share fee-in-lieu payment toward the planned multi-lane roundabout at Highway 39 (OR 18)/Lafayette Highway.

If the project becomes entirely ODOT funded through the STIP, the proportional share funds may be allocated to other transportation projects in the Three Mile Lane corridor.

***Note:** The applicant currently estimates their proportional share, based on traffic volumes associated with the development vs. total traffic volumes, to be approximately \$307,000 in 2022 dollars. However, this is not a determination or final approval by city or ODOT and the final proportional share and resulting cost will need to be reviewed and agreed upon by City and ODOT.*

Sincerely,

**DAVID EVANS AND ASSOCIATES, INC.**

A handwritten signature in blue ink, appearing to read 'Josh Anderson', is written over a light blue circular stamp.

Josh Anderson, PE, PTOE  
Senior Associate