

ATTACHMENT 1: APPLICATION FORM



Planning Department  
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<b>Office Use Only:</b>	
File No.	<u>PDA 3-23</u>
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569-23-000418-PLNG

## Planned Development Amendment Application

### Applicant Information

Applicant is:  Property Owner    Contract Buyer    Option Holder    Agent    Other \_\_\_\_\_

Applicant Name Baker Creek 2, LLC Phone (503)257-6050

Contact Name Mark DeLapp Phone (503)970-9918  
*(If different than above)*

Address 8408 N. Brandon Avenue, #201

City, State, Zip Portland, Oregon 97217

Contact Email markd@rivercitycompanies.net

### Property Owner Information

Property Owner Name \_\_\_\_\_ Phone \_\_\_\_\_  
*(If different than above)*

Contact Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Contact Email \_\_\_\_\_

### Site Location and Description

*(If metes and bounds description, indicate on separate sheet)*

Property Address New Development

Assessor Map No. R4 T4 - 18 - 100 R4418 00100 Total Site Area 6.63 acres

Subdivision \_\_\_\_\_ Block \_\_\_\_\_ Lot \_\_\_\_\_

Comprehensive Plan Designation Commercial Zoning Designation C-3





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:

See Application Section 5. in Narrative Page 26

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

See Application Section 6. in Narrative Page 26

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.

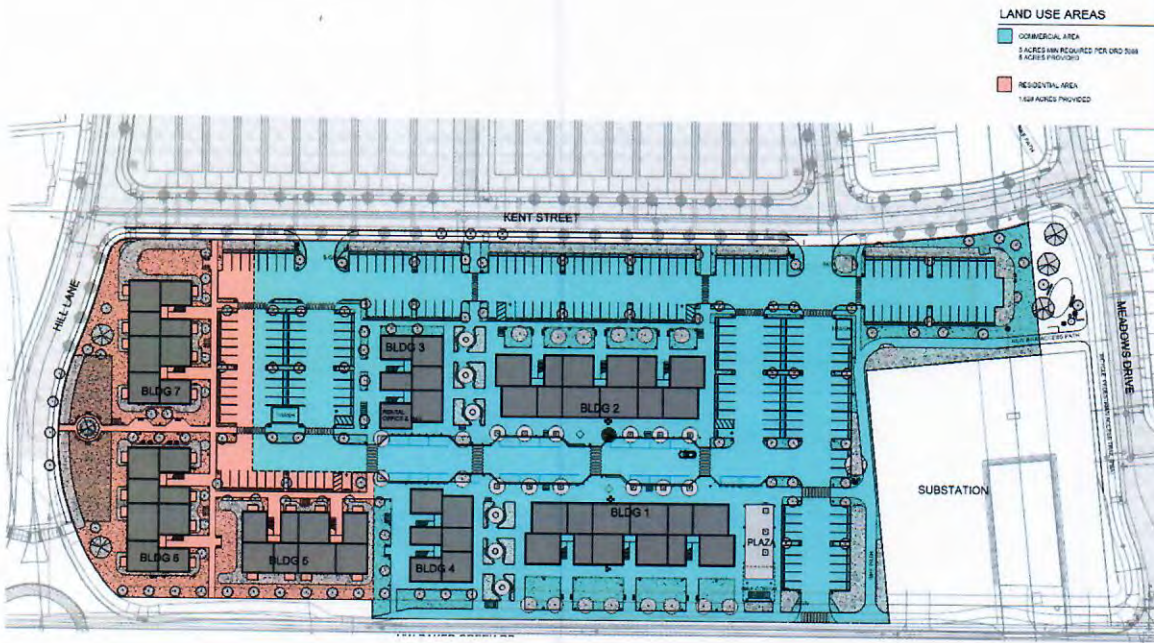
**I certify the statements contained herein, along with the evidence submitted, are in all respects true and are correct to the best of my knowledge and belief.**

  
Applicant's Signature

July 31, 2023  
Date

\_\_\_\_\_  
Property Owner's Signature

\_\_\_\_\_  
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

# CONTENTS

<b>Section A: Executive Summary</b>	<b>Page 3</b>
The Site	Page 3
The Request	Page 4
The Approval Criteria	Page 11
The Conclusion	Page 14
<b>Section B: Narrative</b>	<b>Page 16</b>
<b>Application Form Information item:</b>	
1) How Request will amend the Planned Development	Page 17
2) How Request will meet Goals and Policies	Page 19
Great Neighborhood Principles	Page 26
3) How Amendment is orderly and timely	Page 30
4) What changes in the area support this Request	Page 31
5) How will utilities serve the site	Page 31
6) What will the traffic impacts be	Page 32
<b>Section C: Code:</b>	<b>Page 33</b>
17.72 APPLICATIONS AND REVIEW PROCESS	Page 33
17.51 PLANNED DEVELOPMENT OVERLAY	Page 37
17.74 REVIEW CRITERIA	Page 37
17.11 RESIDENTIAL DESIGN AND DEVELOPMENT STANDARDS	Page 38
<b>Attachments:</b>	
1) Application Form	
2) Site Plan	
3) Legal Description of the Subject Site	
4) Copy of Ordinance 5086	
5) Traffic Impact Analysis	
6) Neighborhood Meeting Documentation	

# SECTION A: EXECUTIVE SUMMARY

This Planned Development Amendment Application includes request for approval of the mixed-use 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 District is met while its minor adjustments are meeting the housing needs of McMinnville.

# 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.

**Conditions of Approval #2.:** 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.

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.

**Conditions of Approval #3.:** 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.

4. 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.



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.

**Condition of Approval #(5)(a), (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.

**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 PBA trail. 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.
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:
- j. Outside lighting must be directed away from residential areas and public streets.

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

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

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

- 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.

**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.

**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.

# 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.
3. 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:

- 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.

***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

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.



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.

# 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-foot 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

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.

## 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.

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):

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..."

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

- c. "...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 eaves 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.

**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.

**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**

**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:**



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:** 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:**

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:**

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

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 one-half 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

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 providing 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.
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).

**COMMENT:**

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.

- 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.
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 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.

- 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.



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.

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 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.

(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).

**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:**

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.

# 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.

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

**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 ½ x 11" 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

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.

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.
3. 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.
4. 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.
2. 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:

1. A copy of the meeting notice mailed to surrounding property owners;
2. A copy of the mailing list used to send the meeting notices;
3. One photograph for each waterproof sign posted on the subject site, taken from the adjacent right-of-way;
4. One 8 ½ x 11" copy of the materials presented by the applicant at the neighborhood meeting; and
5. Notes of the meeting, which shall include:



- 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;

- 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.

<b>Housing Types</b>	<b>R-1</b>	<b>R-2</b>	<b>R-3</b>	<b>R-4</b>	<b>R-5</b>	<b>O-R</b>	<b>C-1</b>	<b>C-2</b>	<b>C-3</b>
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.**

# **ATTACHMENT 1**

**Application**

**Form**

# **ATTACHMENT 2**

## **SITE PLAN**

# Baker Creek North Site - McMinnville, OR

Baker Creek I, LLC  
DESIGN REVIEW APPLICATION  
11.29.2022

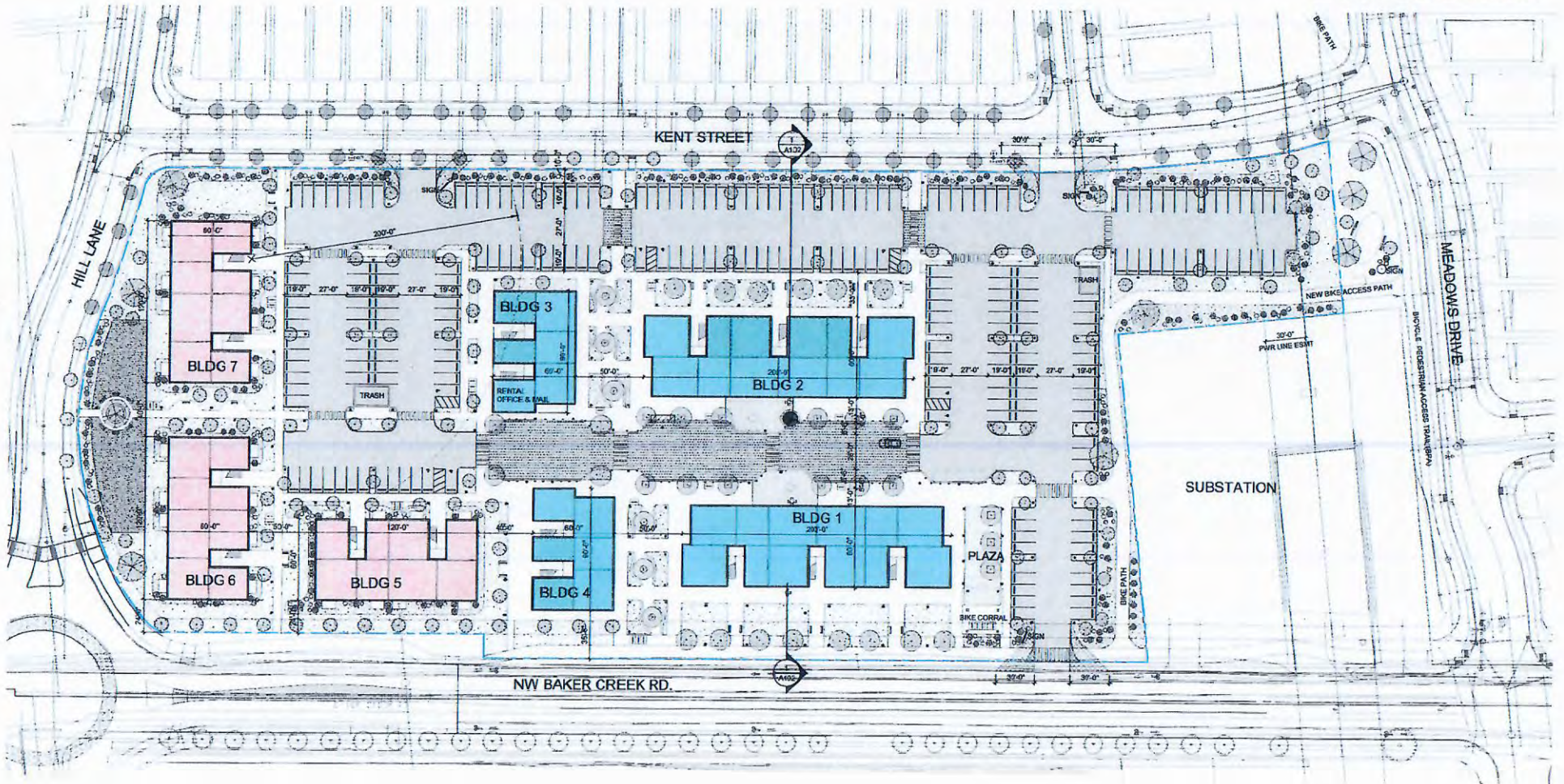


C2K Architecture, Inc.  
1645 NW Hoyt St.  
Portland, OR 97207  
503.444.2200







C2K  
ARCHITECTURE

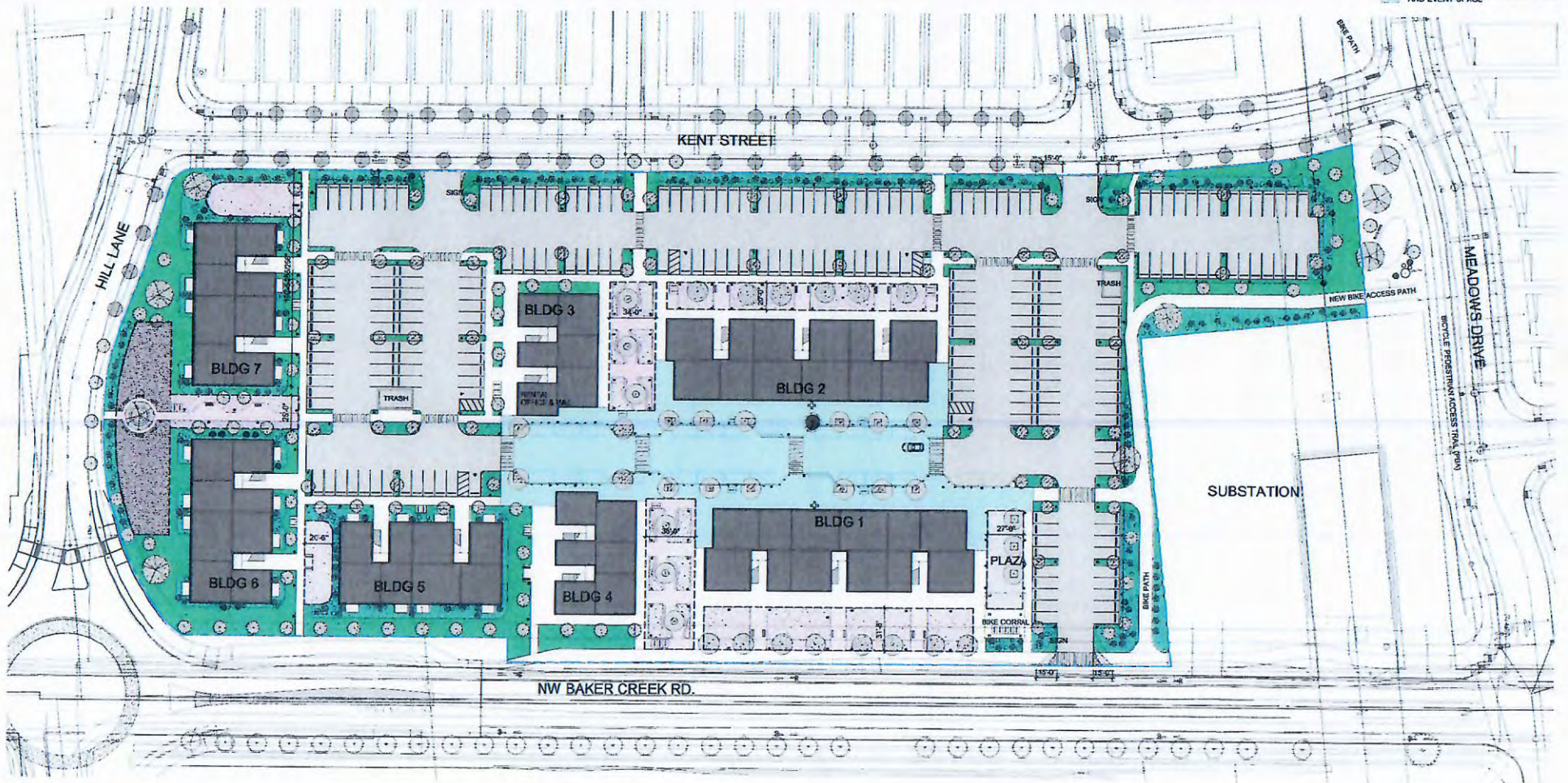
**BUILDING USE**

- GROUND FLOOR COMMERCIAL  
TWO STORES MULTI-FAMILY RESIDENTIAL ABOVE
- GROUND FLOOR LINE-WORK COMMERCIAL  
TWO STORES MULTI-FAMILY RESIDENTIAL ABOVE
- GROUND FLOOR MULTI-FAMILY RESIDENTIAL  
TWO STORES MULTI-FAMILY RESIDENTIAL ABOVE



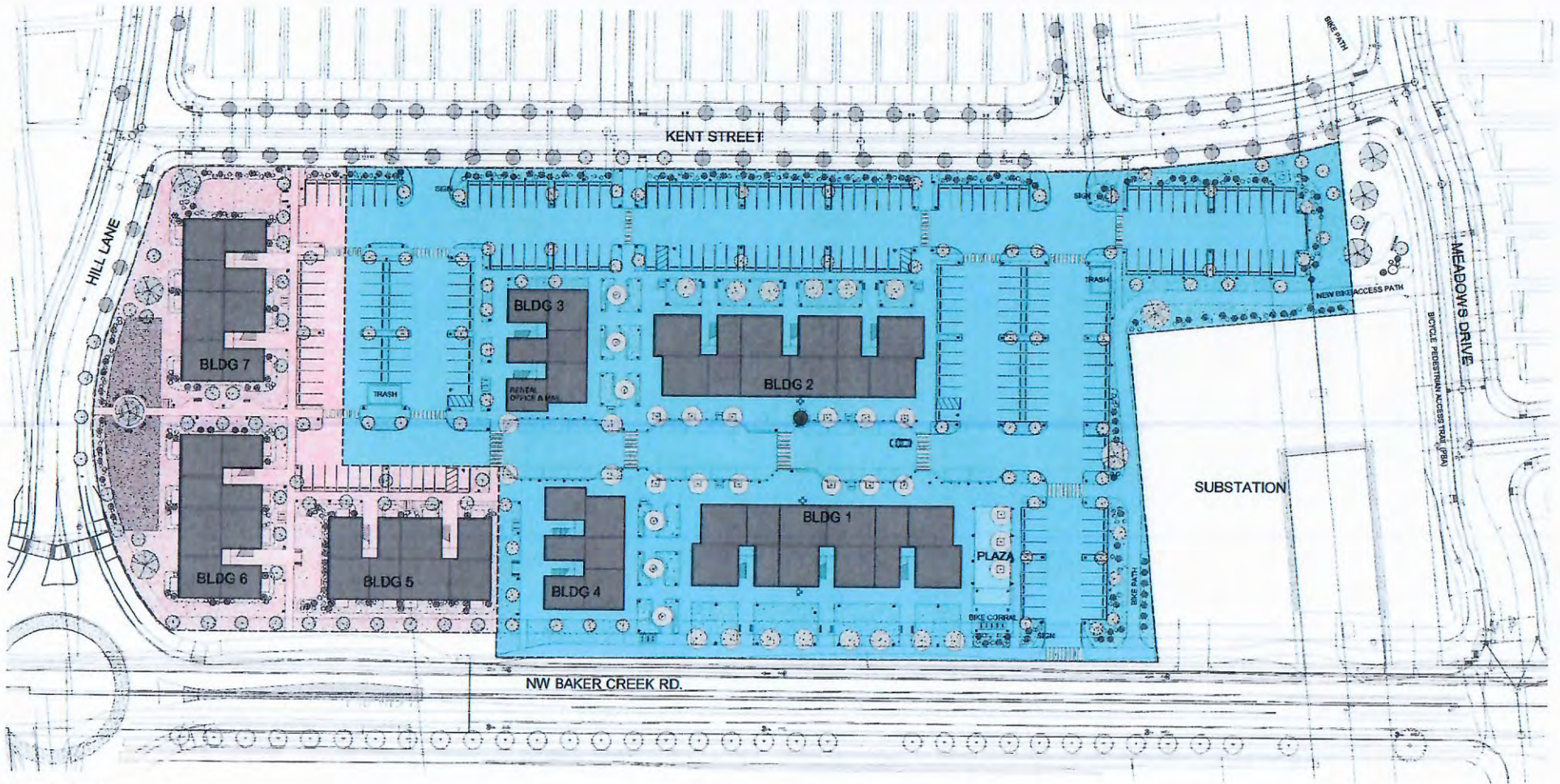
LANDSCAPE AND OPEN SPACE

	LANDSCAPE AREA 14.00% OF SITE REQUIRED PER CRD 5086		PARKING AREA 100,528 SF
	40,420 SF REQUIRED 73,003 SF PROVIDED		USEABLE OPEN SPACE / COMMUNITY GATHERING AREA 10.00% OF SITE PER CRD 5086
	LANDSCAPE PARKING AREA 5.00% OF PARKING AREA REQUIRED PER CRD 5113		28,872 SF REQUIRED 30,238 SF PROVIDED
	5,026 SF REQUIRED 11,399 SF PROVIDED		ADDITIONAL COMMUNITY GATHERING AND EVENT SPACE



LAND USE AREAS

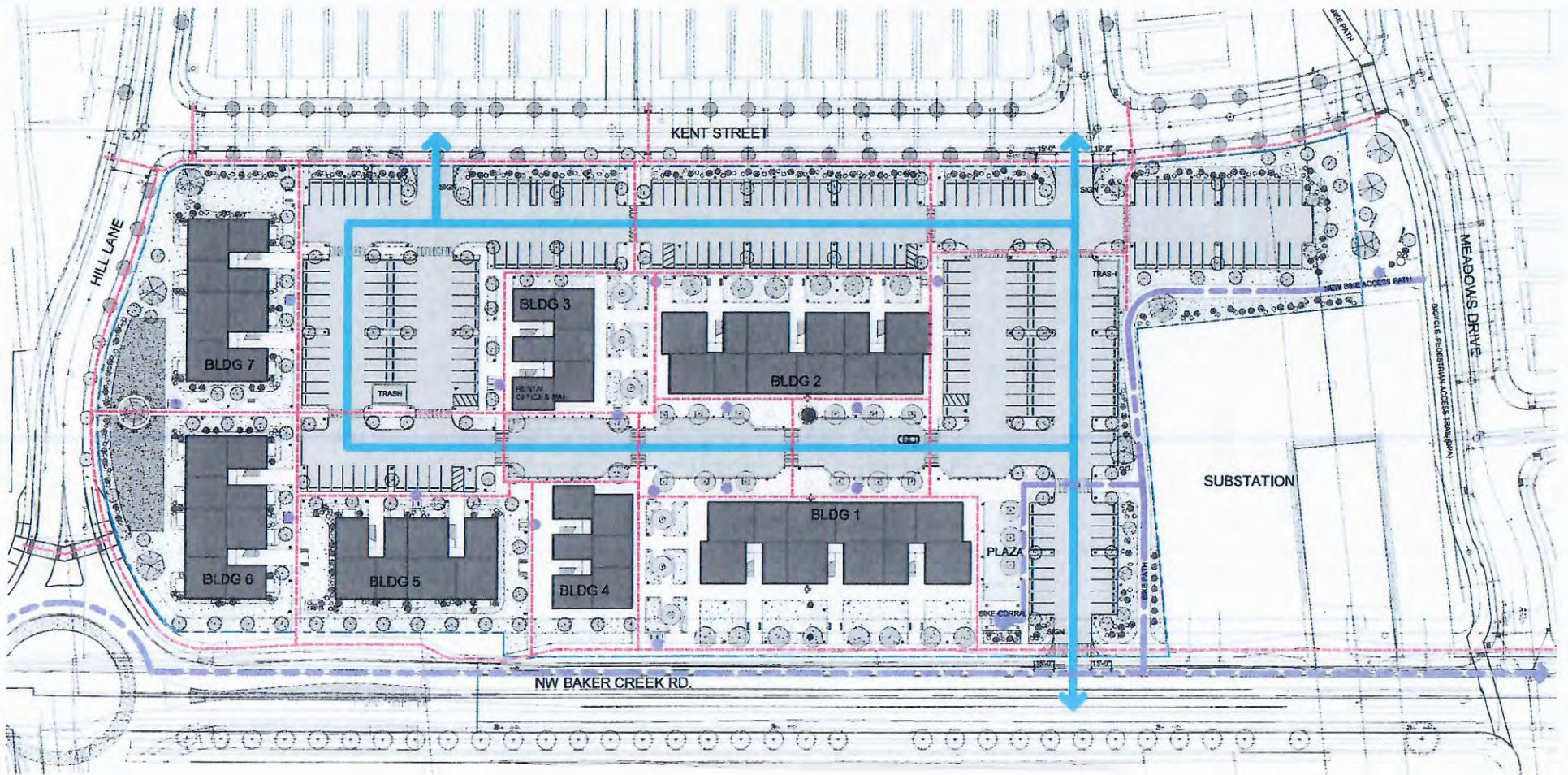
- COMMERCIAL AREA  
5 ACRES MIN REQUIRED PER ORD 5916  
5 ACRES PROVIDED
- RESIDENTIAL AREA  
1,628 ACRES PROVIDED





CIRCULATION

- VEHICLE ROUTE
- BICYCLE ROUTE
- PEDESTRIAN ROUTE
- BICYCLE PARKING
- BICYCLE PEDESTRIAN ACCESS TRAIL (BPA)





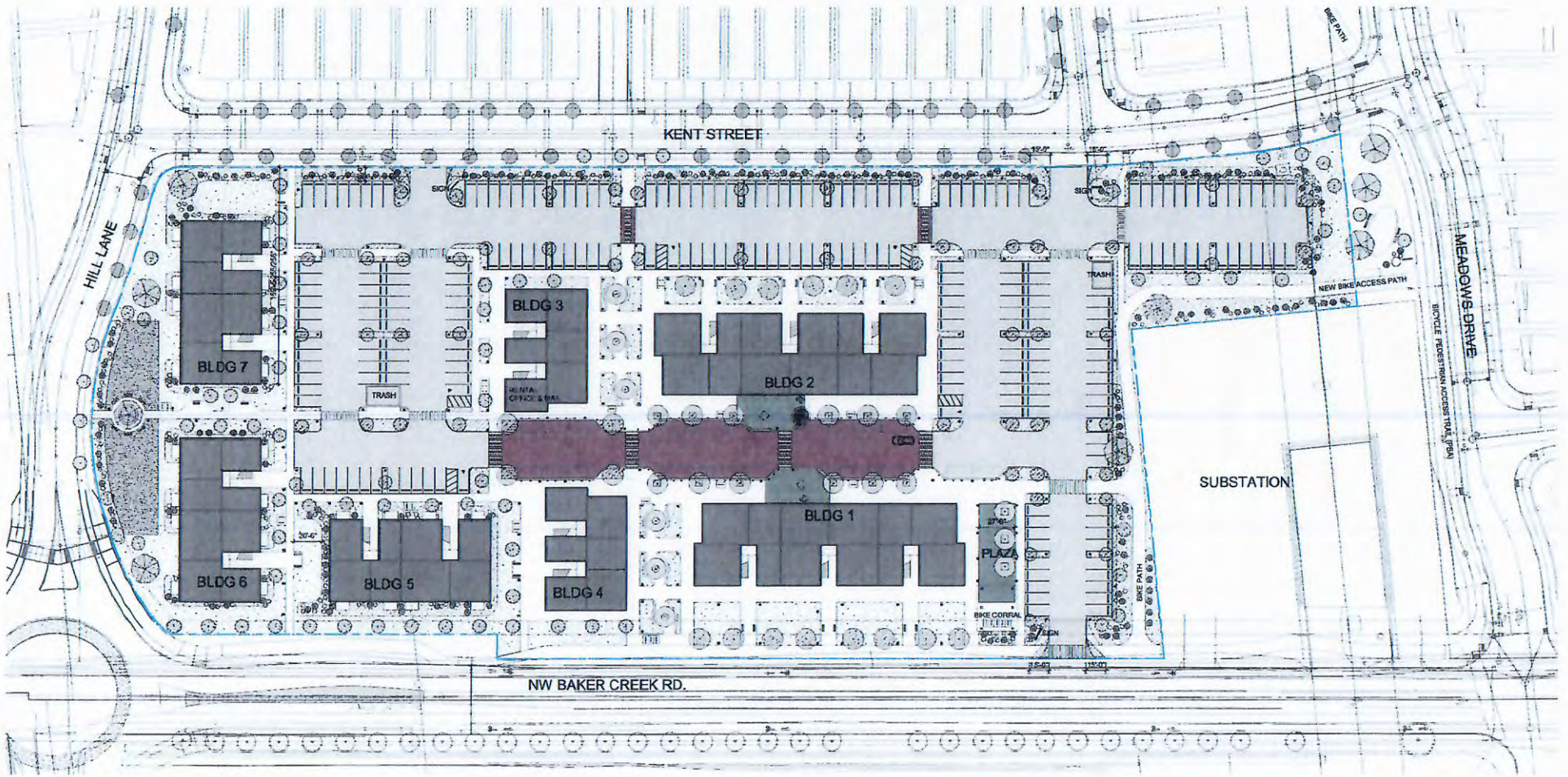
POLE MOUNTED LIGHT FIXTURE EXAMPLE @ PARKING

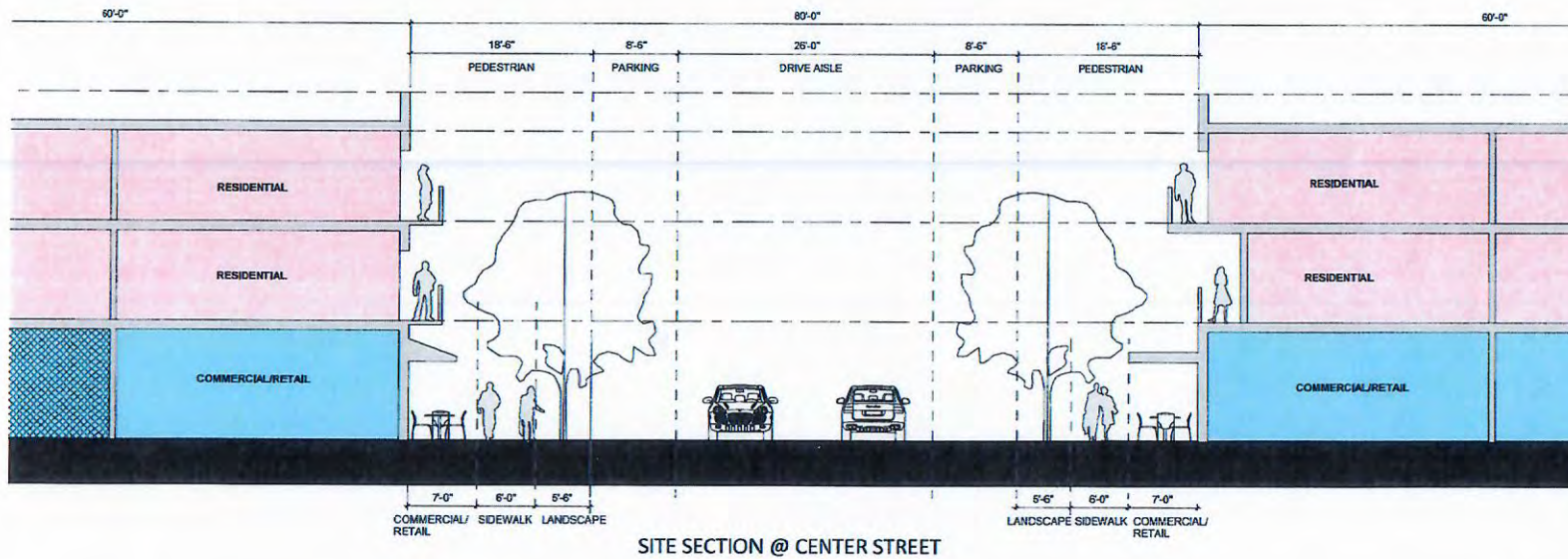
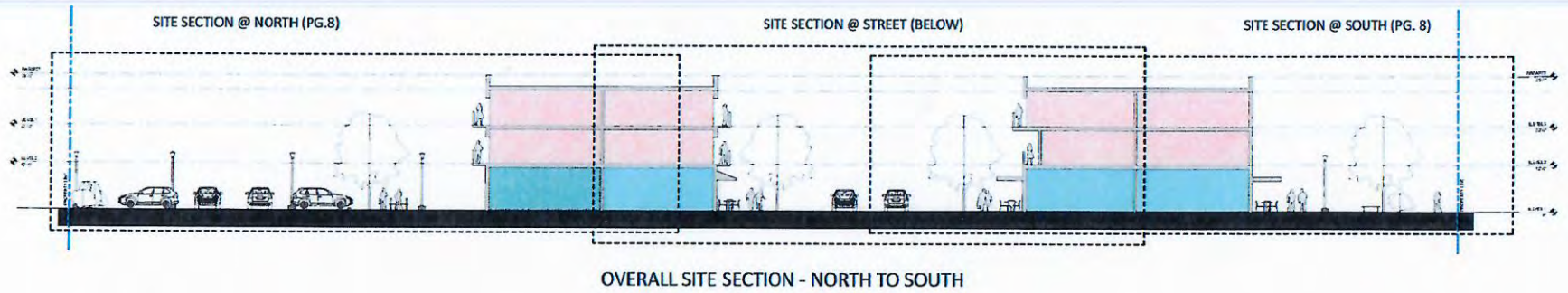
POLE MOUNTED LIGHT FIXTURE EXAMPLE @ PEDESTRIAN AREAS

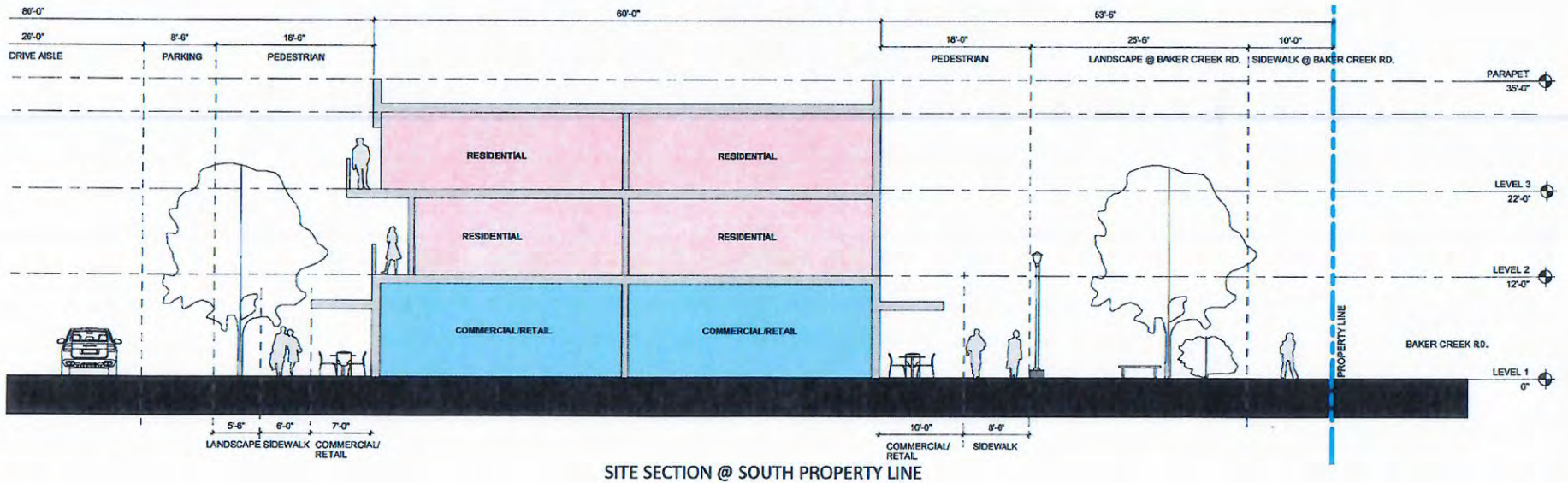
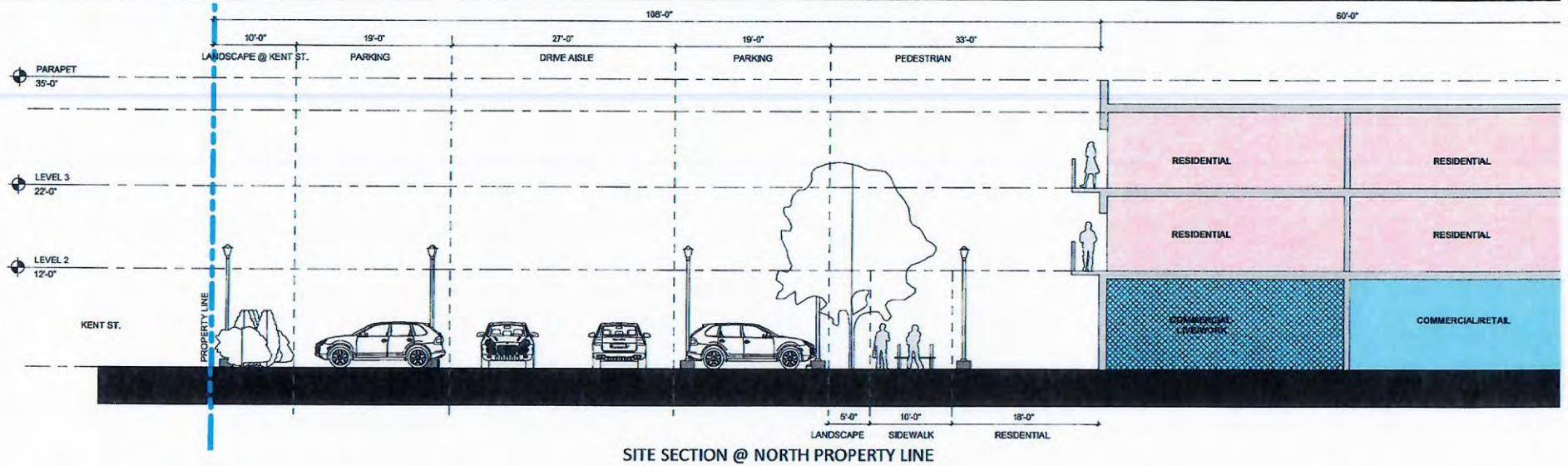
LIGHTED BOLLARD FIXTURE EXAMPLE

**HARDSCAPE AND LIGHTING LEGEND**

- HARDSCAPE MATERIAL - PAVERS
  - HARDSCAPE MATERIAL - STAMPED CONCRETE
  - HARDSCAPE MATERIAL - ASPHALT
  - POLE MOUNTED LIGHT FIXTURE
  - LIGHTED BOLLARD FIXTURE
  - SIDEWALKS AND OTHER INTERNAL AREAS TO BE PANELIZED CAST-IN-PLACE CONCRETE
- SITE MONUMENT SIGNAGE INDICATED AT ENTRANCES TO SITE. ALL BUILDING, SITE AND TENANT SIGNS TO CONFORM TO THE REQUIREMENTS LISTED IN CITY OF MCMINNVILLE ORDINANCE #5086







**SITE** 6.628 ACRES  
288,716 SF

**COMMERICAL** 5 ACRES (MIN)  
217,800 SF

**RESIDENTIAL** 1.628 ACRES  
70,916 SF

**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	12	8	4	24		10,596	31,788	
BLDG 2	3	10,596	21,192	12	8	4	24		10,596	31,788	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	13,599	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	
<b>TOTAL</b>		<b>49,755</b>	<b>119,007</b>				<b>144</b>		<b>30,258</b>	<b>149,265</b>	

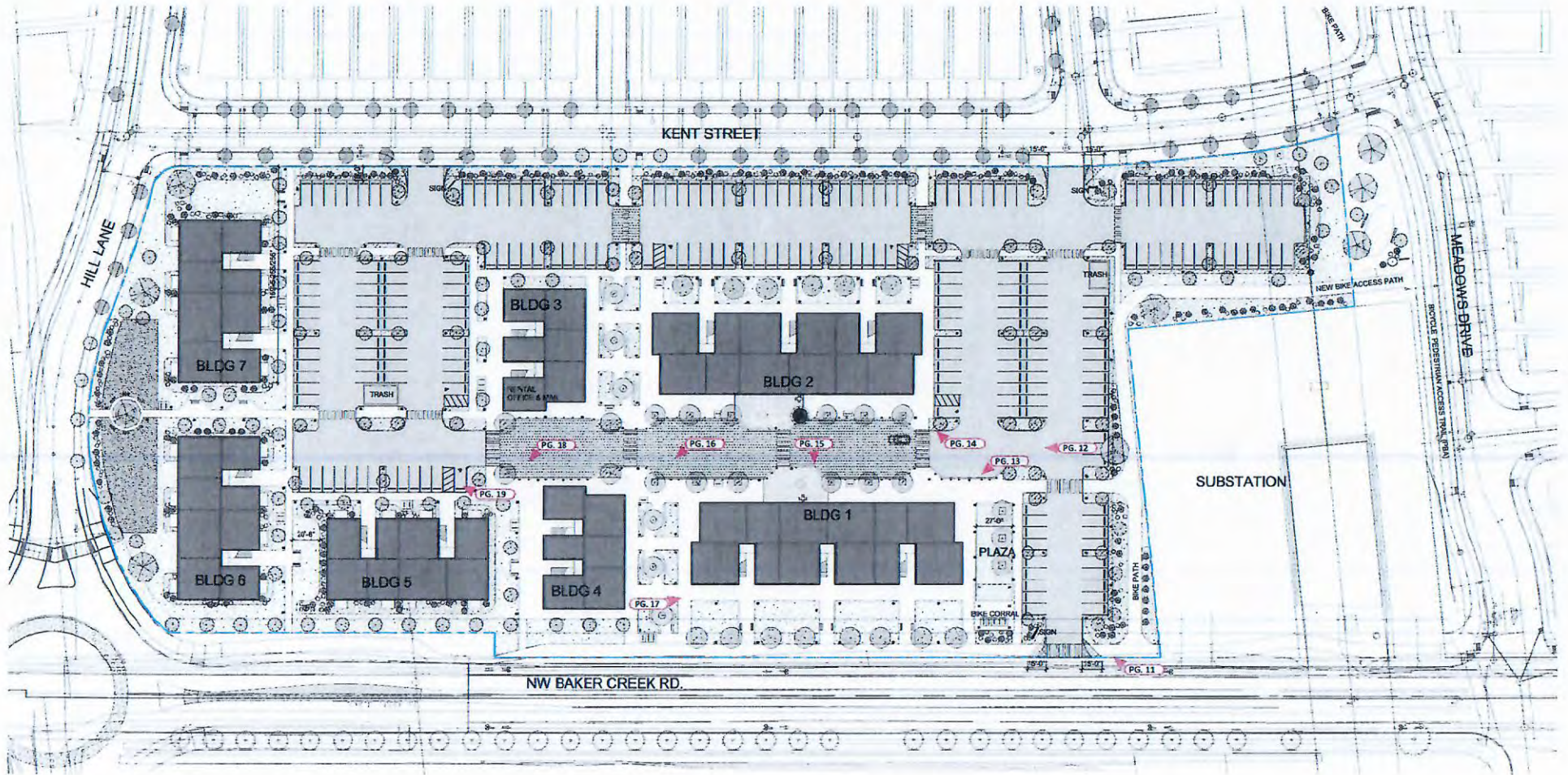
% OF SITE 17.23%

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
<b>TOTAL</b>	<b>338</b>	<b>260</b>	78 SHARED SPACES 30% SHARED SPACES

BICYCLE PARKING	REQ'D	PROVIDED	NOTES
COMMERICAL USES		13	1 SPACE PER 10 AUTOMOBILE SPACES
RESIDENTIAL USES	NONE REQUIRED		RESIDENTIAL USES ARE EXEMPT FROM BIKE PARKING REQUIREMENTS
<b>TOTAL</b>		<b>13</b>	

**SITE COVERAGE**  
25% BUILDINGS MAX  
17.23% BUILDINGS PROPOSED

**LEGEND FOR PROJECT RENDERINGS**



ENTRANCE TO PROJECT



MAIN STREET ENTRANCE





**BUILDING ONE**



BUILDING TWO



**BUILDING ONE MID-BLOCK**



**BUILDING FOUR**



**BUILDING ONE ALONG BAKER CREEK RD.**



**BUILDING FIVE**



**BUILDING SIX & SEVEN**



# **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, Yamhill County Deed Records, said point recorded as being South  $00^{\circ}08'00''$  East 691.80 feet and South  $89^{\circ}52'00''$  West 323.00 feet and South  $00^{\circ}08'00''$  East 724.19 feet and North  $84^{\circ}07'51''$  West 1173.44 feet and North  $0^{\circ}02'49''$  East 264.33 feet from the northeast corner of said Section 18; thence North  $89^{\circ}57'11''$  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  $89^{\circ}57'11''$  West 167.50 feet along the north line of said property to the northwest corner thereof; thence South  $0^{\circ}02'49''$  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  $84^{\circ}07'51''$  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  $5^{\circ}52'09''$  East 18.00 feet to the northeast corner of said City of McMinnville tract; thence North  $84^{\circ}07'51''$  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  $37^{\circ}08'37''$  East and the chord of which bears North  $42^{\circ}16'08''$  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  $32^{\circ}37'50''$  West 3.01 feet) 3.01 feet along the north line of said tract to the beginning of a 191.00-foot radius non-tangent curve concave to the Northeast; thence Northwesterly along the arc of said curve (whose radius point bears North  $57^{\circ}49'15''$  East and the chord of which bears North  $22^{\circ}03'14''$  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, Yamhill County Deed Records to the northeast corner thereof; thence North  $11^{\circ}55'43''$  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  $7^{\circ}02'26''$  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  $12^{\circ}38'27''$  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  $23^{\circ}56'47''$  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  $58^{\circ}09'50''$  East 24.46 feet) 26.32 feet to a like iron rod at a point of tangency; thence South  $84^{\circ}07'51''$  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  $87^{\circ}02'31''$  East 83.80 feet) 83.84 feet to a like iron rod at a point of tangency; thence South  $89^{\circ}57'11''$  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  $83^{\circ}58'36''$  East 68.74 feet) 68.86 feet to a like iron rod; thence South  $0^{\circ}02'49''$  West 128.08 feet to the TRUE POINT OF BEGINNING.

**ATTACHMENT 4**

**Ordinance 5086**

**ORDINANCE NO. 5086**

**AN ORDINANCE APPROVING A PLANNED DEVELOPMENT 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**

**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

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

- 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 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.

3. That this Ordinance shall take effect 30 days after its passage by the City Council.

Passed by the Council this 24<sup>th</sup> day of March, 2020, by the following votes:

Ayes: Drabkin, Menke, Peralta, Stassens

Nays: Garvin, Geary

*Scott A. Hu*

\_\_\_\_\_  
MAYOR

Attest:

*Claudia Gonzalez*  
\_\_\_\_\_  
CITY RECORDER

Approved as to form:

*[Signature]*  
\_\_\_\_\_  
CITY ATTORNEY





**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; 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; 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**  
////////////////////////////////////

City Council: \_\_\_\_\_ Date: 3-26-2020  
Scott Hill, Mayor of McMinnville

Planning Commission: Roger Hall Date: 3-27-2020  
Roger Hall, Chair of the McMinnville Planning Commission

Planning Department:  
Heather Richards, Planning Director



Date: 3/26/2020

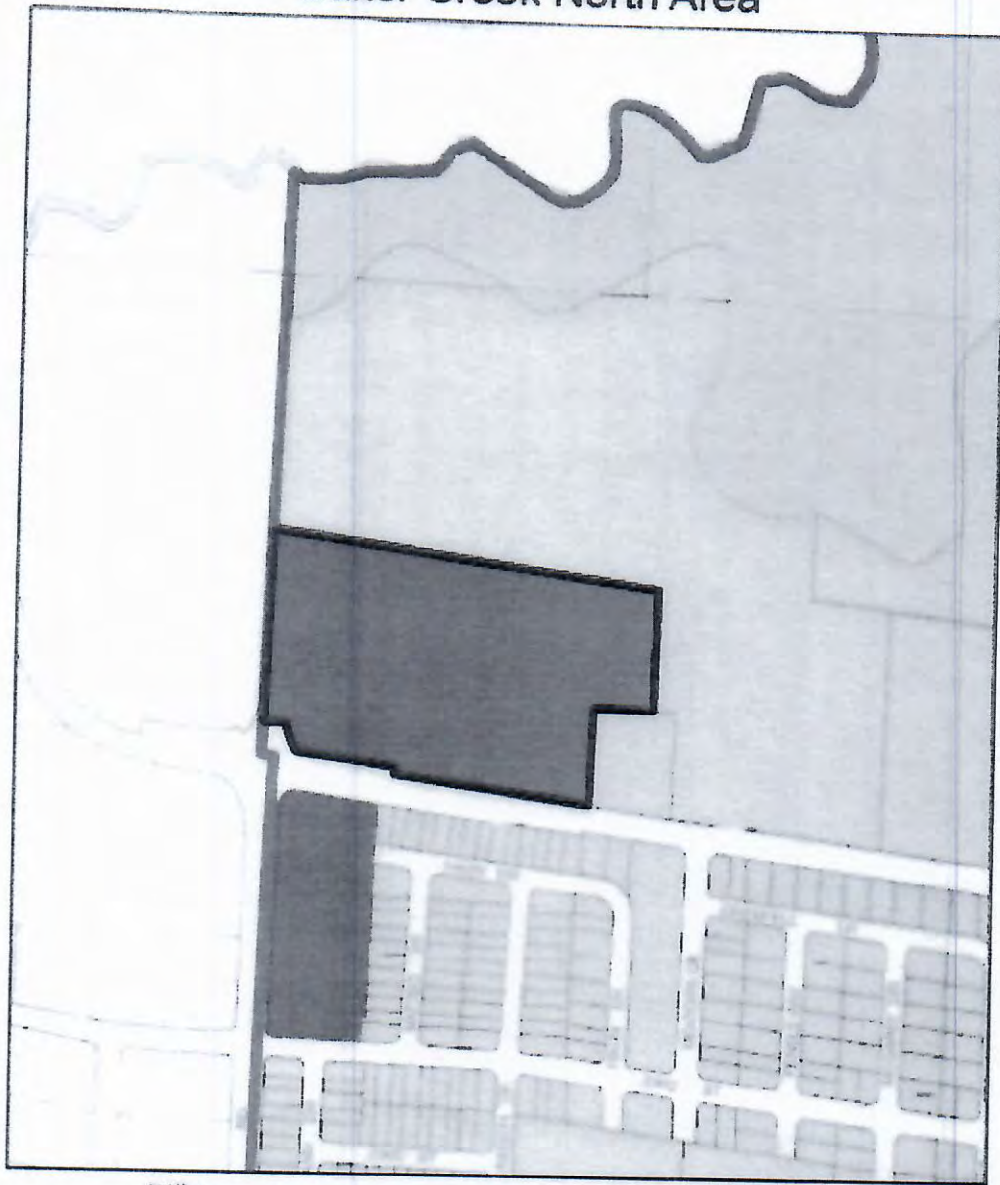
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**Figure 1. Vicinity Map (Subject Site Area Approximate)**








**Figure 2. Ordinance No. 4633 Planned Development Boundary  
Existing Comprehensive Plan Map &  
Planned Development (Ord No. 4633) Boundary  
Baker Creek North Area**



City of McMinnville  
Planning Department  
231 NE Fifth Street  
McMinnville, OR 97128  
(503) 434-7311

-  Tax Lots
-  Existing PD Boundary (Ord 4633)

**Comprehensive Plan**

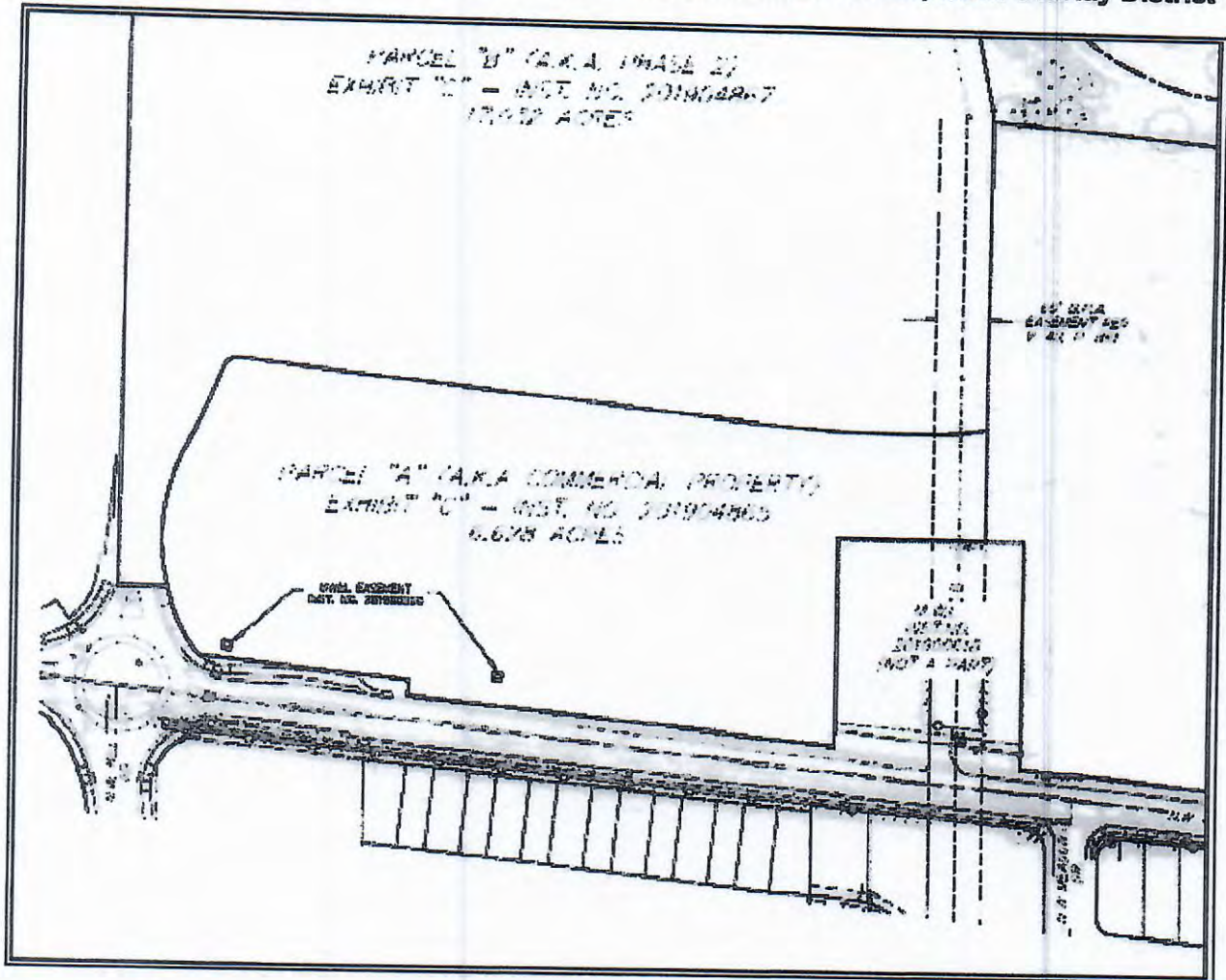
-  Residential
-  Commercial
-  Industrial
-  Mixed Use Urban
-  Flood Plain



0 200 400 600 Feet

### Figure 3. CPA 1-19 Commercially Designated Area

\*Note – Parcel A Identifies proposed reduced size of Planned Development Overlay District



#### 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:

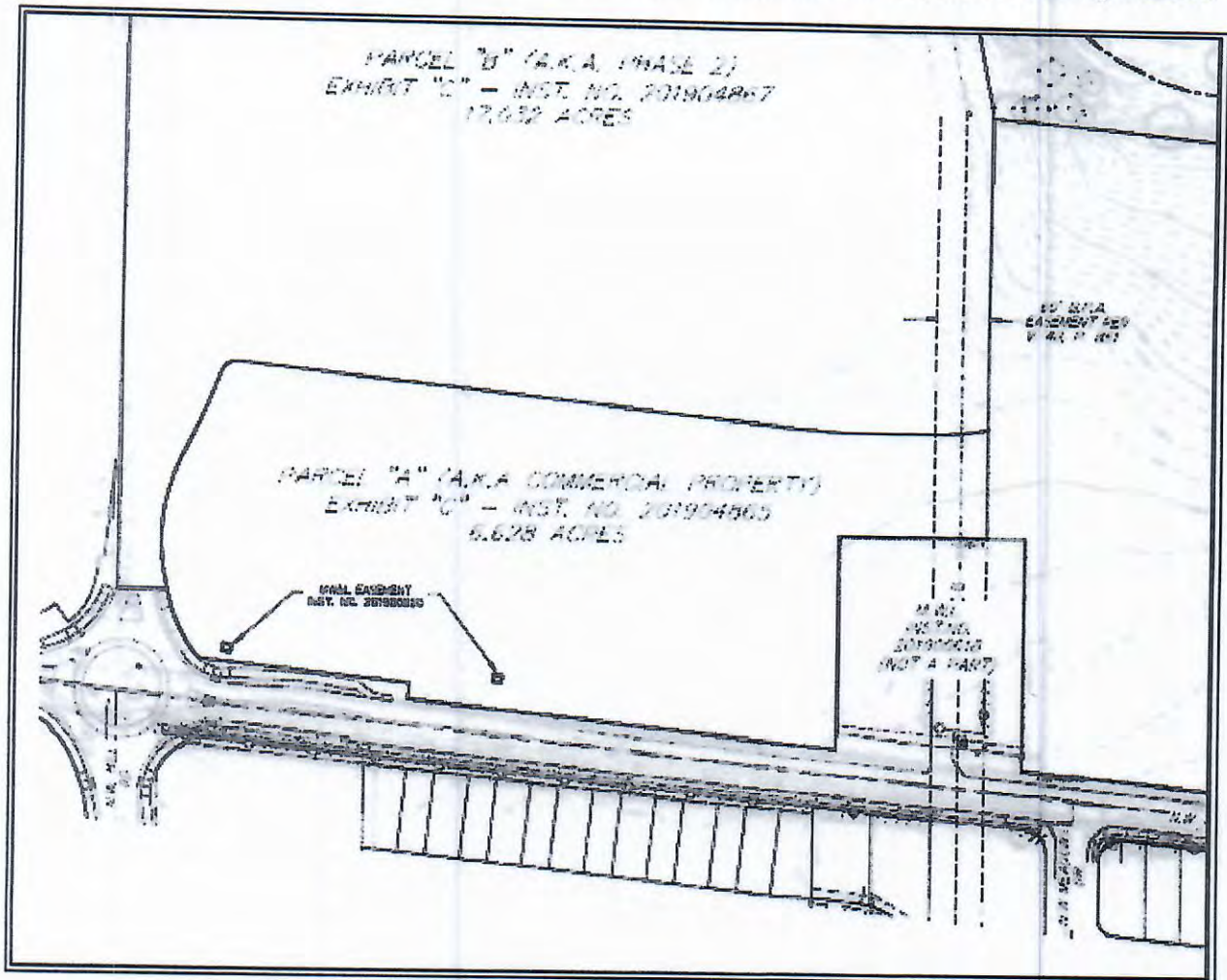
1. That development of the site is subject to the requirements of McMinnville Ordinance No. 4605, Section 2(a) – (g).
2. That no multiple-family residential use shall be allowed on the site.

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



### Figure 3. CPA 1-19 Commercially Designated Area

\*Note – Parcel A identifies proposed reduced size of Planned Development Overlay District



#### 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:

1. 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

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;

- 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 project, and amend 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 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-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 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:
    - 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.

### **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)
    - iii. 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)
    - v. 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)
    - xi. 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)



- 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)
  6. 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)
  7. 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

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.
2. 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.
4. 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

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.

6. 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.
7. 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.
9. 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
2. **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.

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, policies, 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

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-of-way 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.*

**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 COMMERCIALY 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).

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 dwelling units within the Planned Development Overlay District, 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 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

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 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 24.00 The cluster development of commercial uses shall be encouraged rather than auto-oriented 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



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

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. Large-scale, 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 demands than would 10 acres. Future development plans for the commercial property will 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

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

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 is designed with adequate access and internal circulation systems, 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 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 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.

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.

**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. 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

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 Needs Analysis. Current analysis indicates that an additional 4,070 housing units need to be 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.

**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.*

**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 Comprehensive Plan goals 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 McMINNIVILLE.

**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 have access to provide testimony and ask questions during the public review and hearing process.

### **McMinnville Zoning Ordinance**

The following Sections of the McMinnville Zoning Ordinance (Ord. No. 3380) provide criteria applicable to the request:



## Chapter 17.03. General Provisions

**17.03.020 Purpose.** 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 between land uses and the transportation system, and adequate community facilities; to provide 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:

1. 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" 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. Only the 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 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:

3. Multiple-family dwelling subject to the provisions of the R-4 zone;

**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.

**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:** 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.

**17.74.070. Planned Development Amendment – Review Criteria.** [...] 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

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 sight-obscuring 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,

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.*

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.*

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 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

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 and 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 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.

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,

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



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 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. 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**



lancaster  
moble



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

Executive Summary	3
Project Description	4
Introduction	4
Location Description	4
Transit	6
Site Trips	8
Trip Generation	8
Trip Distribution	9
Trip Assignment	9
Traffic Volumes	11
Existing Conditions	11
Background Conditions	11
Buildout Conditions	11
Safety Analysis	15
Crash History Review	15
Sight Distance Evaluation	16
Warrant Analysis	16
Operational Analysis	18
Intersection Capacity Analysis	18
Queuing Analysis	19
Conclusions	21

## List of Appendices

- Appendix A – Site Information
- Appendix B – Volumes
- Appendix C - Safety
- Appendix D - Operations



## List of Figures

Figure 1: Vicinity Map (image from Google Earth)	5
Figure 2: Lane Configurations & Traffic Control	7
Figure 3: Trip Distribution & Assignment	10
Figure 4: Year 2023 Existing Traffic Volumes	12
Figure 5: Year 2026 Background Conditions	13
Figure 6: Year 2026 Buildout Conditions	14

## List of Tables

Table 1: Vicinity Roadway Descriptions	5
Table 2: Study Intersection Descriptions	6
Table 3: Transit Line Description	6
Table 4: Trip Generation Summary	9
Table 5: Collision Type Summary	15
Table 6: Crash Severity and Rate Summary	15
Table 7: Warrant Analysis Results Comparison	17
Table 8: Capacity Analysis Summary	18
Table 9: 95 <sup>th</sup> Percentile Queueing Analysis Summary	20

## Executive Summary

1. 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.
2. 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.
3. 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.
5. 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.
6. 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.
7. 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.



# 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 low-rise 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>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.





**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.

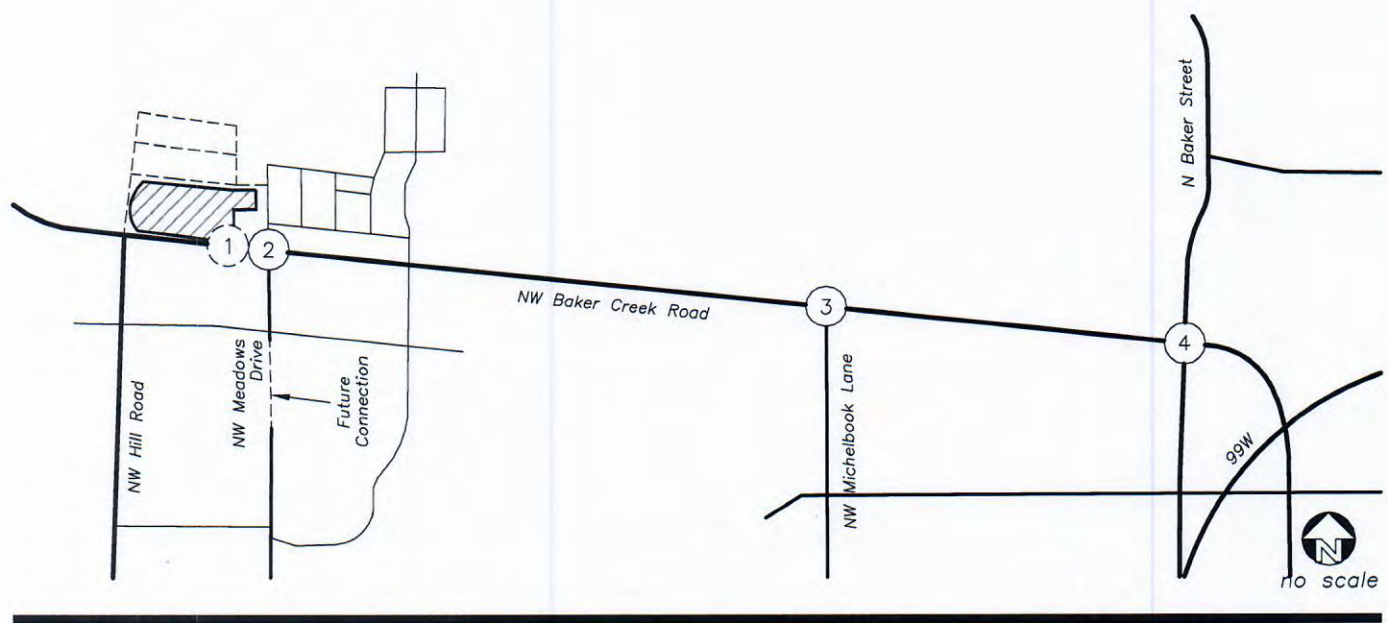
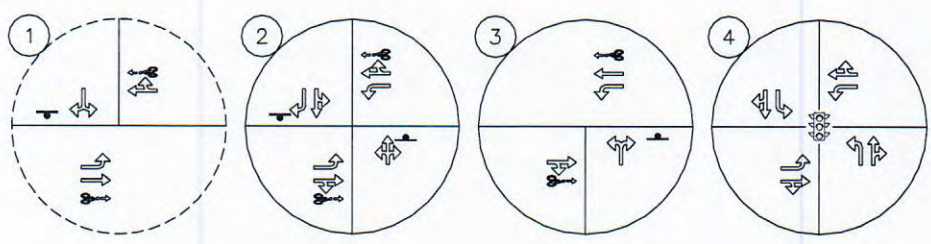
**Table 3: Transit Line Description**

Transit Line (TriMet)	Service Area	Day of Week	Service Times	Typical Headways (Minutes)	Nearest Stops
Route 3	North, Northeast, and Downtown	M - F	8:09 AM - 05:09 PM	60	NE Baker Creek Road & NE Evans Street
		Saturday	No Service	-	
		Sunday		-	
Route 4	West and Linfield University	M - F	7:34 AM - 05:34 PM	60	SW 2 <sup>nd</sup> Street & NW Hill Road
		Saturday	No Service	-	
		Sunday		-	



**LEGEND**

- STUDY INTERSECTION (EXISTING)
- STUDY INTERSECTION (PROPOSED)
- ⊥ STOP SIGN
- ▨ PROJECT SITE
- ARTERIAL ROADWAY
- COLLECTOR ROADWAY
- LOCAL ROADWAY
- - - FUTURE PLANNED ROADWAY



## 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 pass-by 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.

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<sup>2</sup> Institute of Transportation Engineers (ITE), *Trip Generation Handbook*, 3<sup>rd</sup> Edition, 2014.

<sup>3</sup> Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, 2021.



**Table 4: Trip Generation Summary**

Land Use	ITE Code	Size/Rate	Morning Peak Hour			Evening Peak Hour			Weekday Total
			In	Out	Total	In	Out	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
<i>Internal – Multifamily Housing (Low-Rise)</i>			1	1	2	22	10	32	-
<i>Internal – Strip Retail Plaza (&lt;40k)</i>			0	0	0	9	20	29	-
<i>Pass-By Trips (AM: 0%, PM: 40%, ADT: 0%)</i>			0	0	0	40	40	80	-
TOTAL New Site Trips			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.

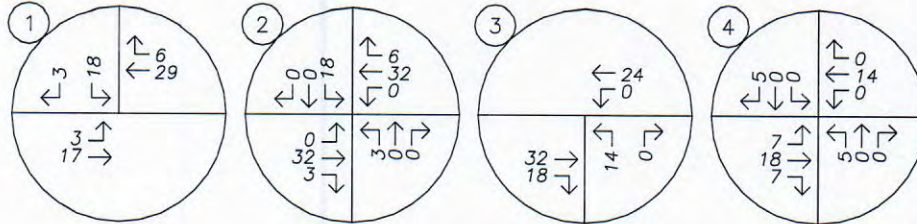
<sup>4</sup> Charbonneau Engineering, LLC, *Traffic Analysis Report for Baker Creek North Subdivision, McMinnville, Oregon*, July 2019.



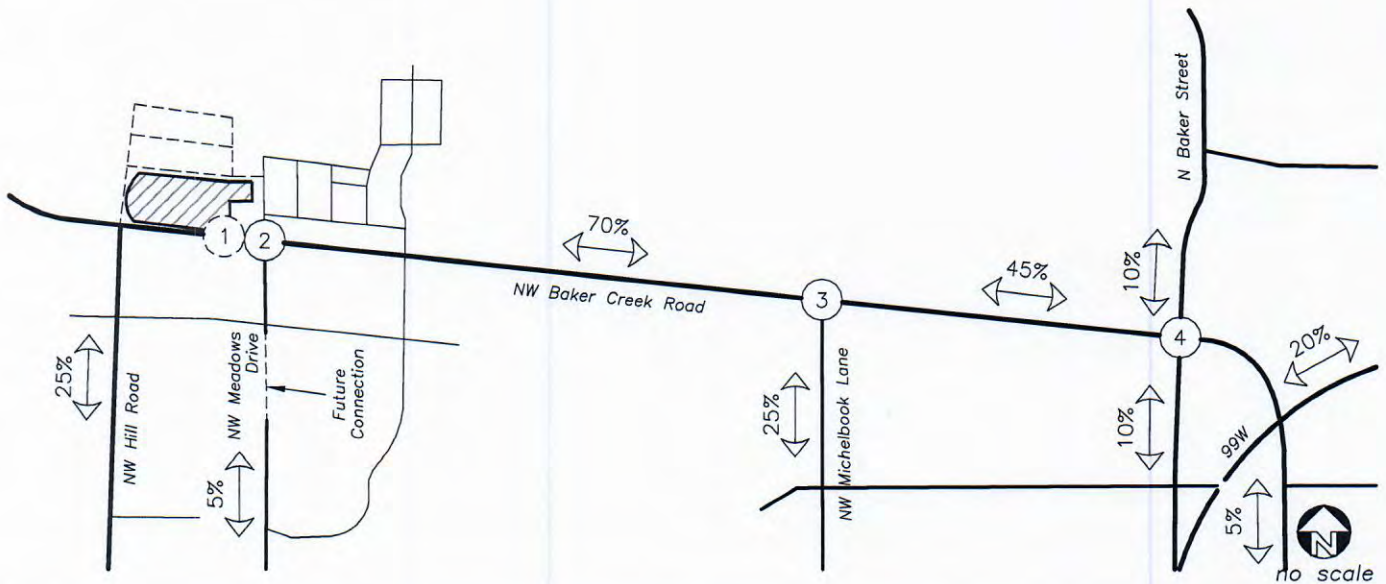
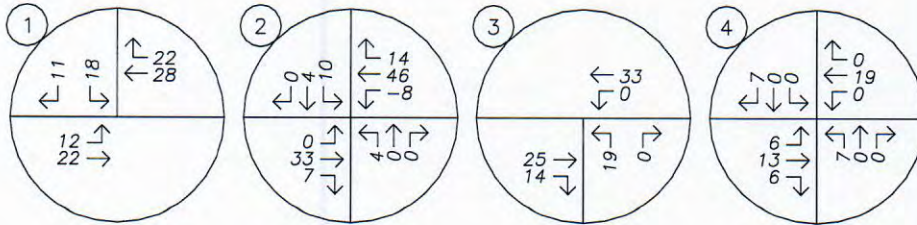
XX% PERCENT OF PROJECT TRIPS

TOTAL NEW SITE TRIPS			
	IN	OUT	TOTAL
AM	56	71	127
PM	75	56	131

AM PEAK HOUR



PM PEAK HOUR



## 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

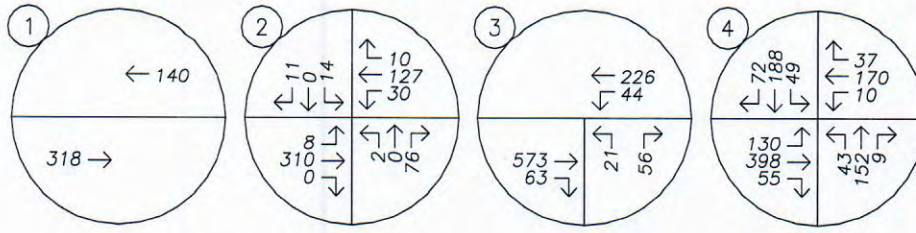
Figure 5 presents the year 2026 background volumes for the morning and evening peak hours.

### Buildout Conditions

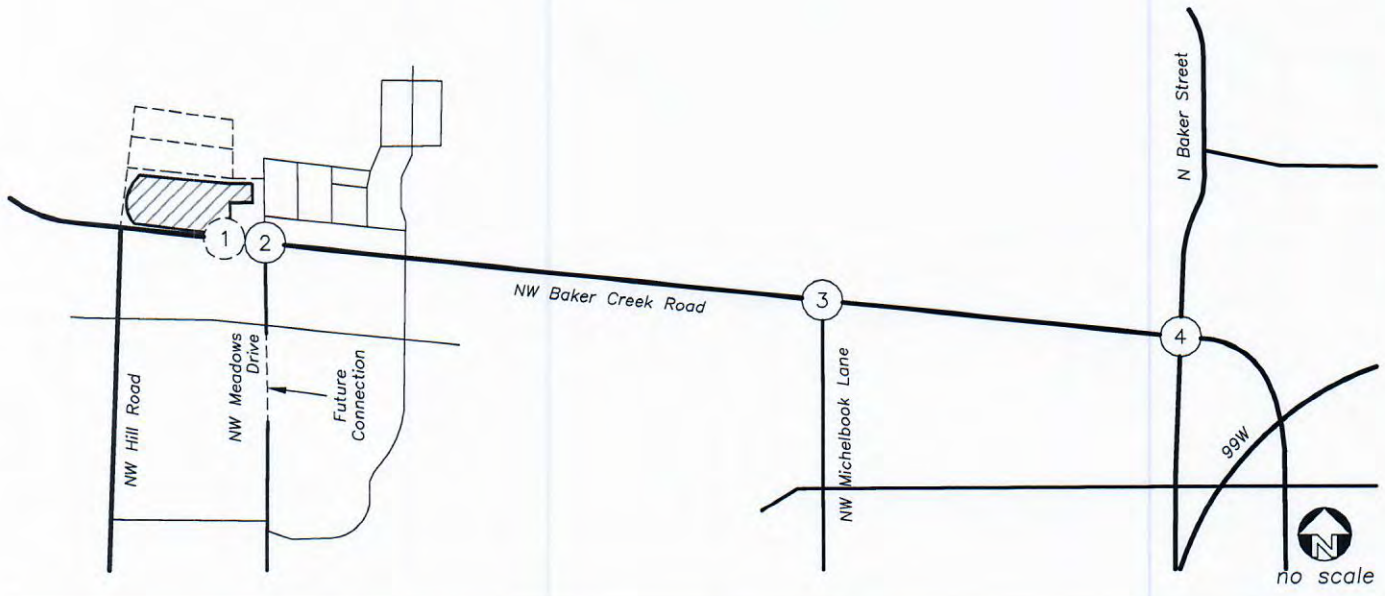
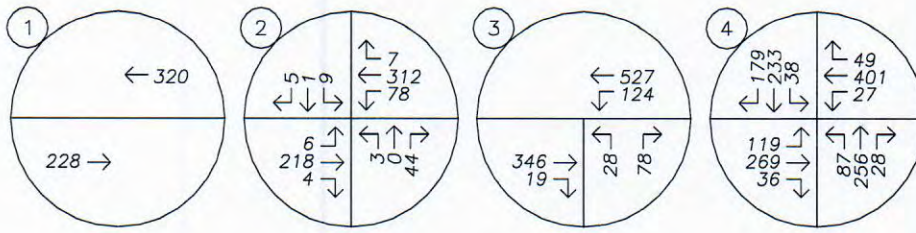
Peak hour trips calculated to be generated by the proposed development, as described earlier within the *Site Trips* section, were added to the background volumes to estimate the buildout volumes.

Figure 6 presents the year 2026 buildout volumes for the morning and evening peak hours.

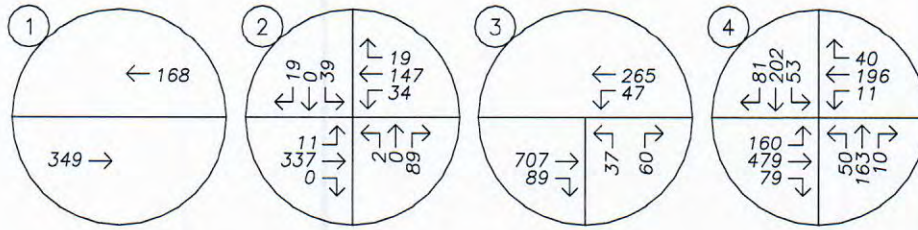
AM PEAK HOUR



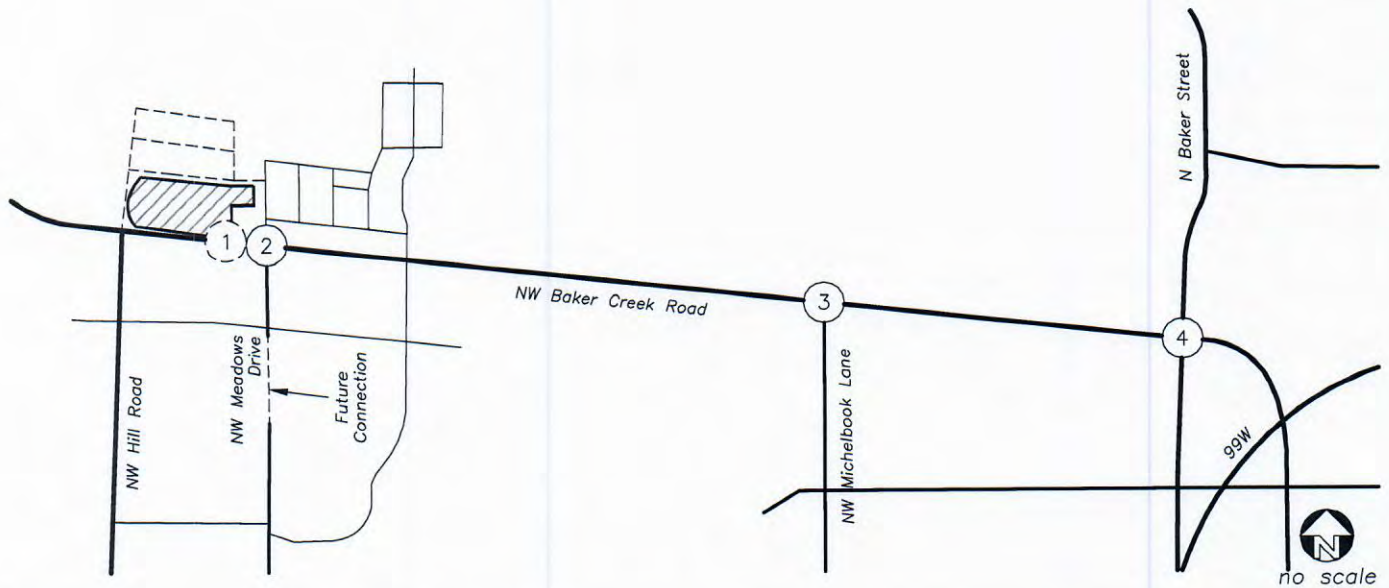
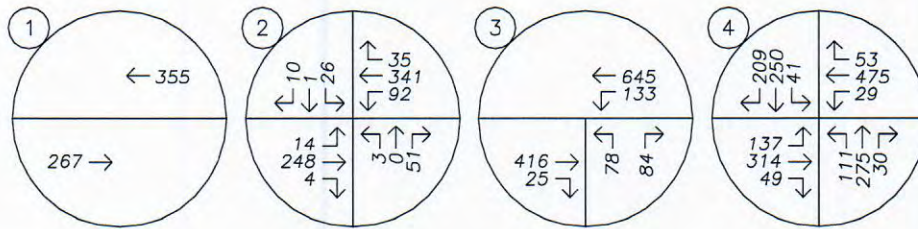
PM PEAK HOUR



AM PEAK HOUR

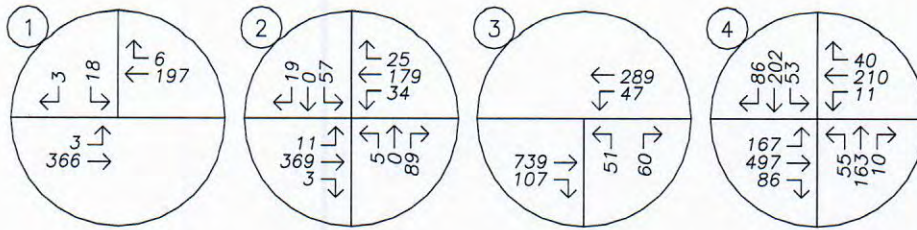


PM PEAK HOUR

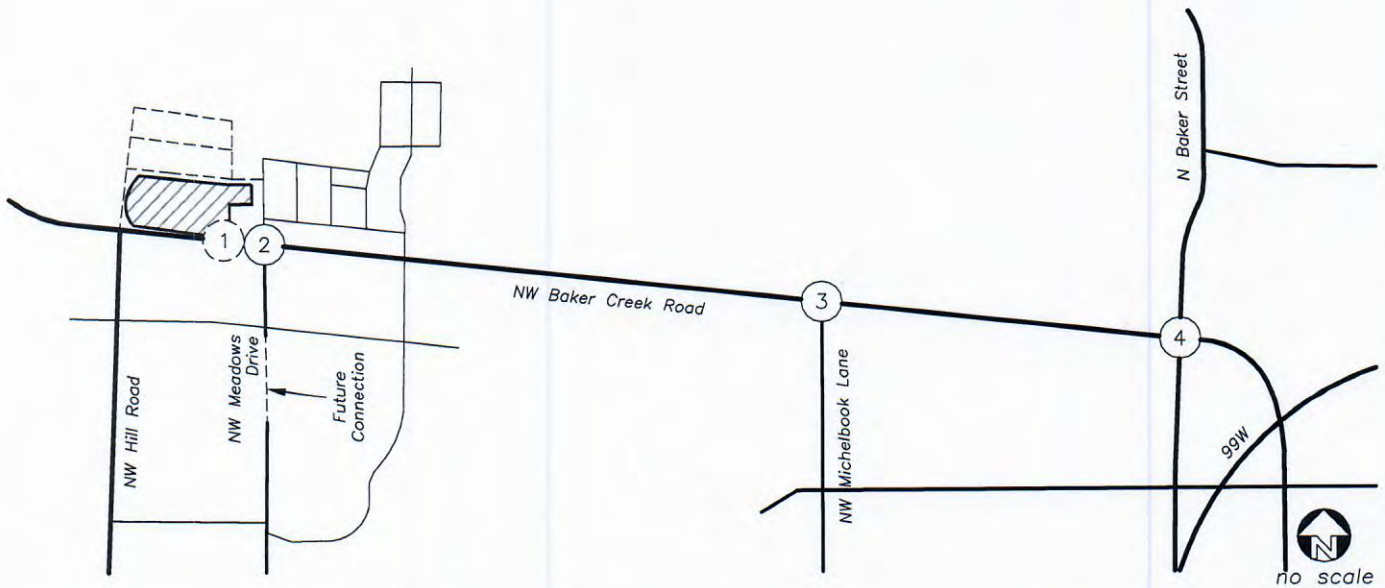
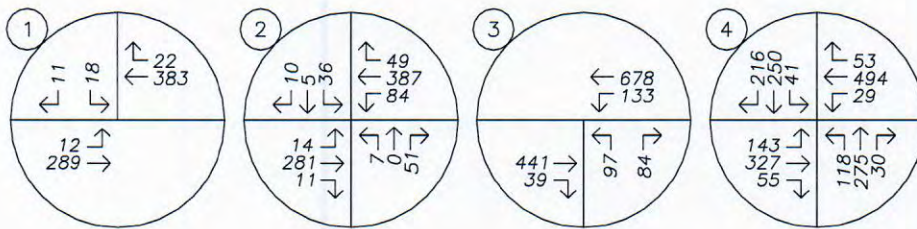




AM PEAK HOUR



PM PEAK HOUR



## 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.

**Table 5: Collision Type Summary**

Intersection	Crash Type							Total Crashes
	Turn	Rear End	Angle	Side swipe	Fixed Object	Ped	Bike	
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 6: Crash Severity and Rate Summary**

Intersection	Severity					Total Crashes	ADT	Crash Rate
	PDO	C	B	A	Fatal			
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



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.

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<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>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.

**Table 7: Warrant Analysis Results Comparison**

Year	Without Baker Creek North Commercial Development (In 2021 Traffic Signal Assessment)		With Baker Creek North Commercial Development	
	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

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>7</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.



## 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.

**Table 8: Capacity Analysis Summary**

Intersection & Condition	Mobility Standard	AM Peak Hour			PM Peak Hour		
		V/C	LOS	Delay (s)	V/C	LOS	Delay (s)
1. NW Baker Creek Road at the Site Access							
2026 Buildout Condition	0.90	0.05	B	12	0.07	B	13
2. NW Baker Creek Road at NW Meadows Drive							
2023 Existing Condition	0.90	0.15	B	15	0.08	C	16
2026 Background Condition		0.18	C	17	0.11	C	19
2026 Buildout Condition		0.23	C	17	0.17	C	21
3. NW Baker Creek Road at NW Michelbook Lane							
2023 Existing Condition	0.90	0.22	C	16	0.22	B	14
2026 Background Condition		0.36	C	22	0.48	C	24
2026 Buildout Condition		0.44	D	26	0.59	D	31

<sup>9</sup> Transportation Research Board, Highway Capacity Manual 6<sup>th</sup> Edition, 2016.



**Table 8: Capacity Analysis Summary**

Intersection & Condition	Mobility Standard	AM Peak Hour			PM Peak Hour		
		V/C	LOS	Delay (s)	V/C	LOS	Delay (s)
4. NW Baker Creek Road at N Baker Street							
2023 Existing Condition	0.90	0.53	B	14	0.54	B	16
2026 Background Condition		0.62	B	16	0.62	B	18
2026 Buildout Condition		0.65	B	16	0.63	B	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.



**Table 9: 95<sup>th</sup> Percentile Queueing Analysis Summary**

Intersection/Movement	Available Storage (ft)	2026 Background Queue (ft)		2026 Buildout Queue (ft)	
		Morning	Evening	Morning	Evening
1. NW Baker Creek Road at the Site Access					
EB Left	150	-	-	25	25
WB Through-Right	340	-	-	0	0
SB Left-Right	50	-	-	50	50
2. NW Baker Creek Road at NW Meadows Drive					
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					
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 Baker Creek Road at N Baker Street					
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

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.



## 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.





## Appendix A – Site Information

Site Plan

Trip Generation Calculations

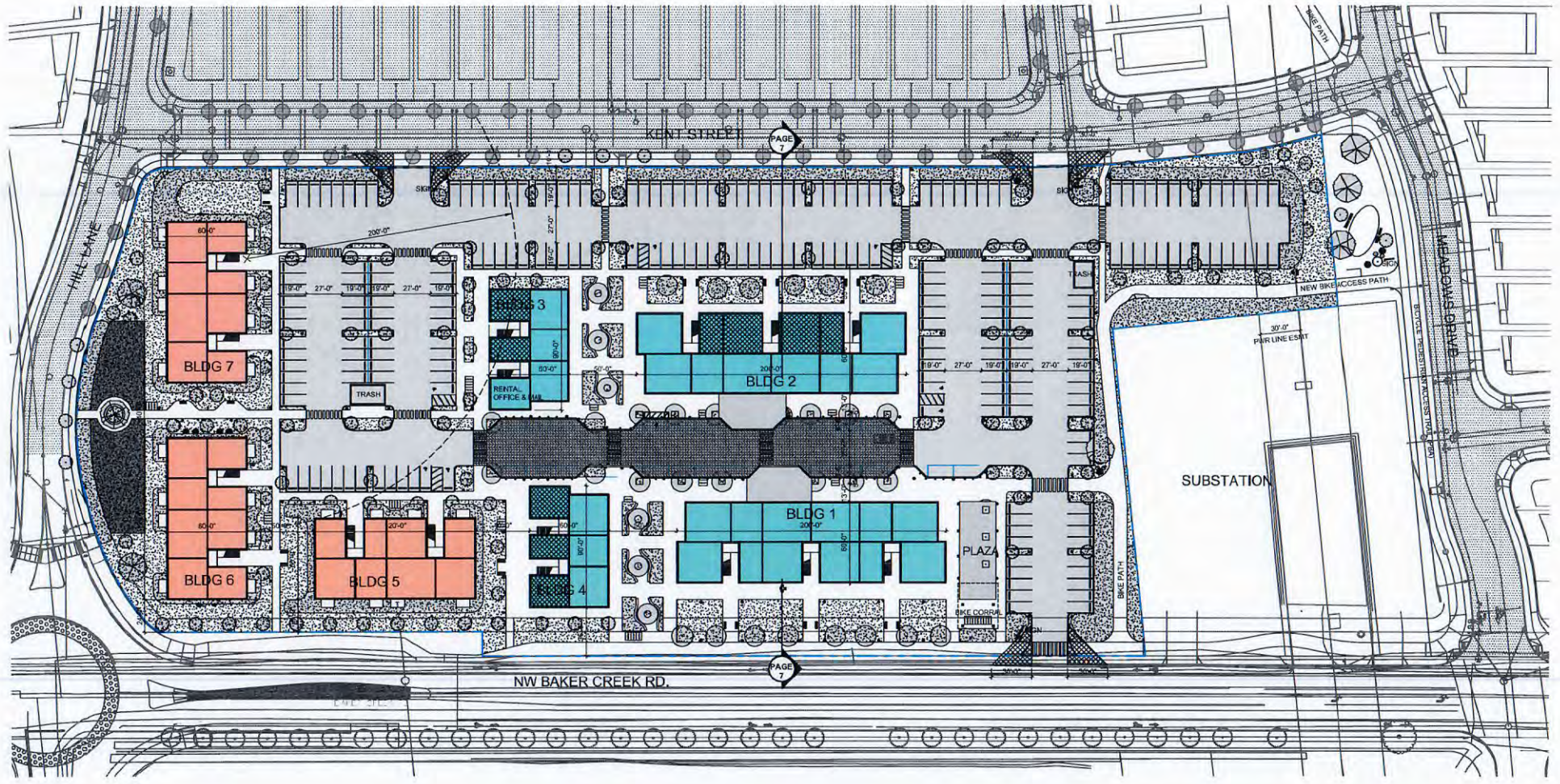
Internal Trip Calculation

Primary & Pass-by Trip Assignments



**BUILDING USE**

	GROUND FLOOR COMMERCIAL TWO STORIES MULTI-FAMILY RESIDENTIAL ABOVE
	GROUND FLOOR LIVE-WORK COMMERCIAL TWO STORIES MULTI-FAMILY RESIDENTIAL ABOVE
	GROUND FLOOR MULTI-FAMILY RESIDENTIAL TWO STORIES MULTI-FAMILY RESIDENTIAL ABOVE





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

*Trip Rate:* 0.4

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	14	44	58

PM PEAK HOUR

*Trip Rate:* 0.51

	Enter	Exit	Total
Directional Split	63%	37%	
Trip Ends	46	27	73

WEEKDAY

*Trip Rate:* 6.74

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	485	485	970

SATURDAY

*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

Trip Rate: 2.36

	Enter	Exit	Total
Directional Split	60%	40%	
Trip Ends	43	28	71

#### PM PEAK HOUR

Trip Rate: 6.59

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	100	99	199

#### WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	824	824	1,648

#### SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

NCHRP 8-51 Internal Trip Capture Estimation Tool			
<b>Project Name:</b>	Baker Creek North	<b>Organization:</b>	River City Companies
<b>Project Location:</b>	NW Baker Creek Rd & NW Hill Rd	<b>Performed By:</b>	LM
<b>Scenario Description:</b>	Buildout	<b>Date:</b>	3/24/2023
<b>Analysis Year:</b>	2025	<b>Checked By:</b>	
<b>Analysis Period:</b>	AM Street Peak Hour	<b>Date:</b>	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822	30	ksf	71	43	28
Restaurant			ksf	0		
Cinema/Entertainment				0		
Residential	220	144	unit	58	14	44
Hotel				0		
All Other Land Uses <sup>2</sup>						
<b>Total</b>				<b>129</b>	<b>57</b>	<b>72</b>

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
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>						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	146	66	80
Internal Capture Percentage	0%	0%	0%
External Vehicle-Trips <sup>3</sup>	127	56	71
External Transit-Trips <sup>4</sup>	0	0	0
External Non-Motorized Trips <sup>4</sup>	2	1	1

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	0%	0%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	0%	0%
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

<sup>3</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

<sup>4</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

*Estimation Tool Developed by the Texas Transportation Institute*

<b>Project Name:</b>	Baker Creek North
<b>Analysis Period:</b>	AM Street Peak Hour

Land Use	Table 7-A (D): Entering Trips			Table 7-A (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	1.17	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		0	0	0	0	0
Retail	9		4	0	4	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	0	10	0		0
Hotel	0	0	0	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		16	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	4		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	9	0	0		0
Hotel	0	2	0	0	0	

Destination Land Use	Person-Trip Estimates			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	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	Person-Trip Estimates			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	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>3</sup>	0	0	0	0	0	0

<sup>1</sup>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 Capture 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:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822	30	ksf	199	100	99
Restaurant			ksf	0		
Cinema/Entertainment				0		
Residential	220	144	unit	73	46	27
Hotel				0		
All Other Land Uses <sup>2</sup>						
<b>Total</b>				<b>272</b>	<b>146</b>	<b>126</b>

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	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						
Retail					400	
Restaurant						
Cinema/Entertainment						
Residential		400				
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	24	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	11	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	324	174	150
Internal Capture Percentage	22%	20%	23%
External Vehicle-Trips <sup>3</sup>	211	115	96
External Transit-Trips <sup>4</sup>	0	0	0
External Non-Motorized Trips <sup>4</sup>	2	1	1

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	9%	21%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	45%	33%
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

<sup>3</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>4</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

*Estimation Tool Developed by the Texas Transportation Institute*

<b>Project Name:</b>	Baker Creek North
<b>Analysis Period:</b>	PM Street Peak Hour

Land Use	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

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	2		34	5	30	6
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	13	7	0		1
Hotel	0	0	0	0	0	

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		2	0
Residential	0	11	0	0		0
Hotel	0	2	0	0	0	

Destination Land Use	Person-Trip Estimates			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	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	Person-Trip Estimates			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	11	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

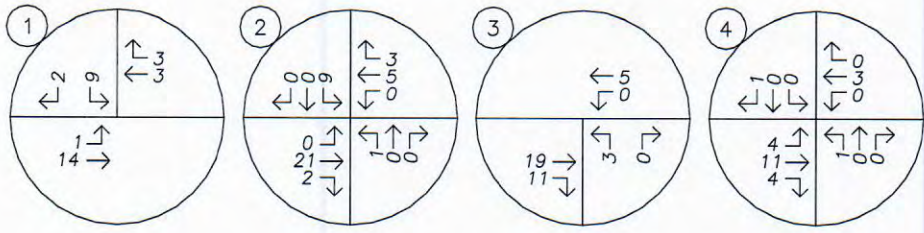
<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P  
<sup>2</sup>Person-Trips  
<sup>3</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator  
\*Indicates computation that has been rounded to the nearest whole number.



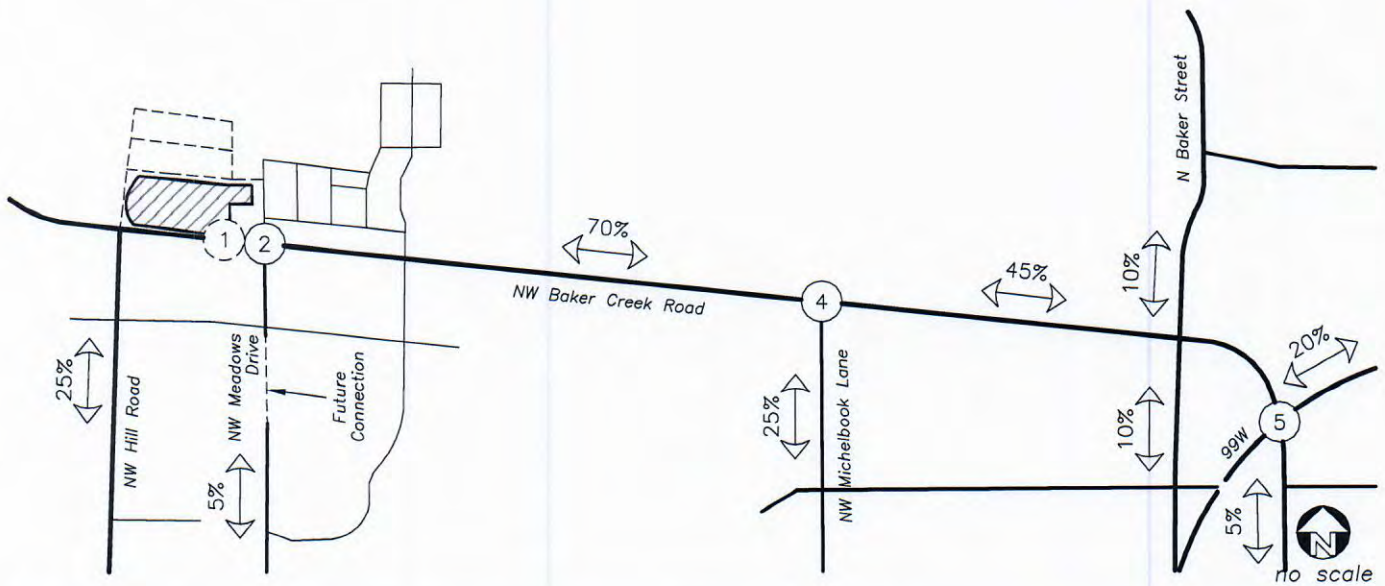
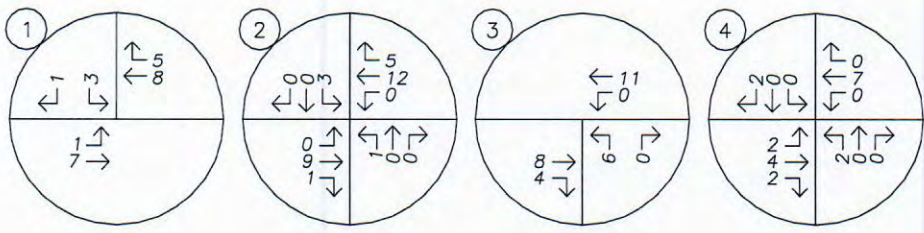
XX% PERCENT OF PROJECT TRIPS

RESIDENTIAL SITE TRIPS			
	IN	OUT	TOTAL
AM	13	43	56
PM	24	17	41

AM PEAK HOUR



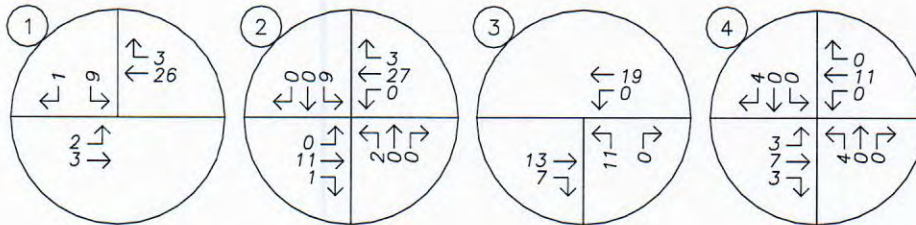
PM PEAK HOUR



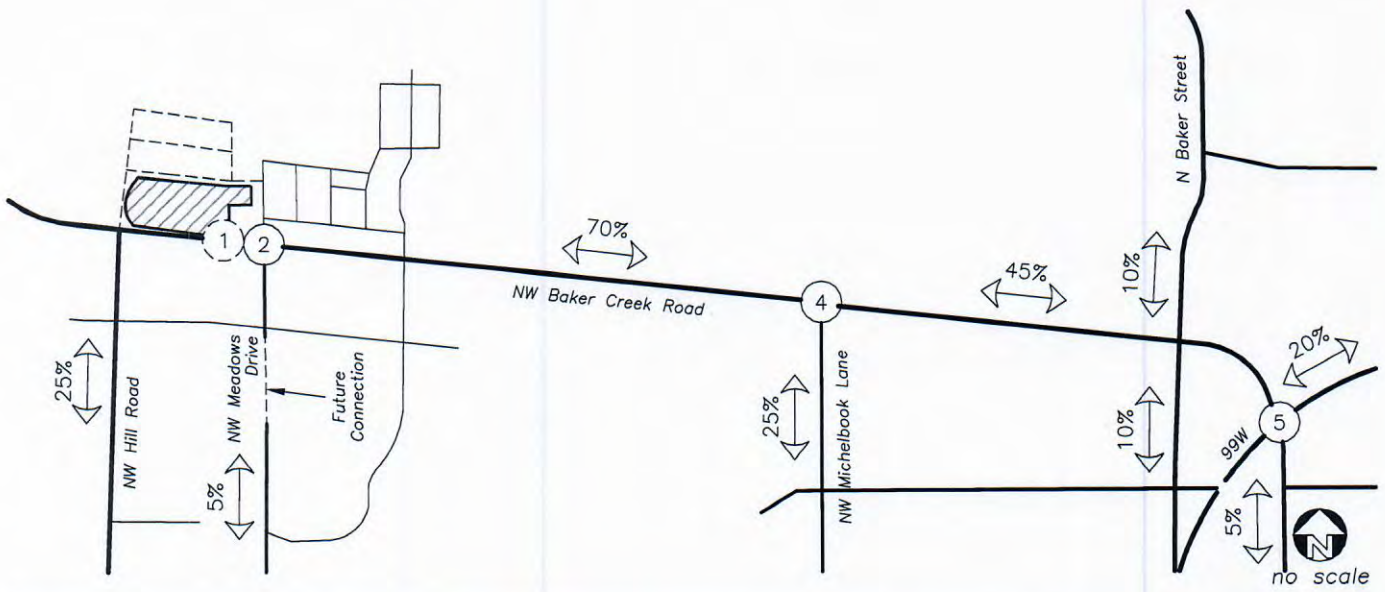
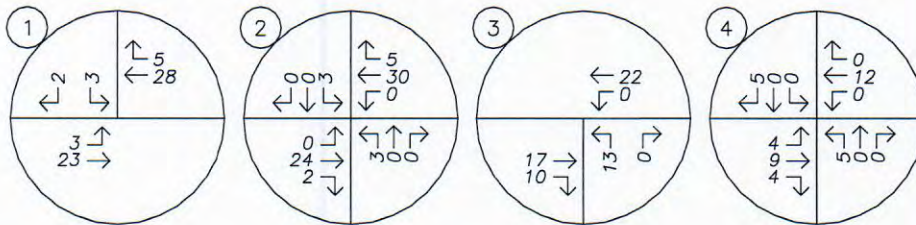
XX% PERCENT OF PROJECT TRIPS

RETAIL PRIMARY			
	IN	OUT	TOTAL
AM	43	28	71
PM	51	39	90

AM PEAK HOUR



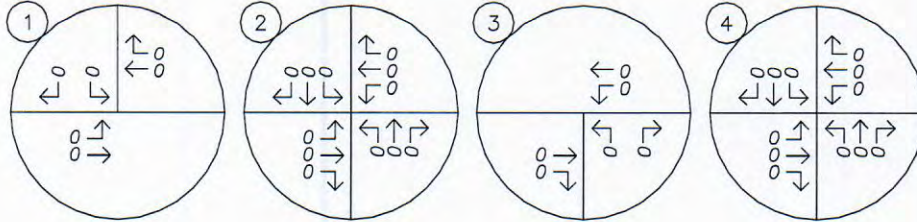
PM PEAK HOUR



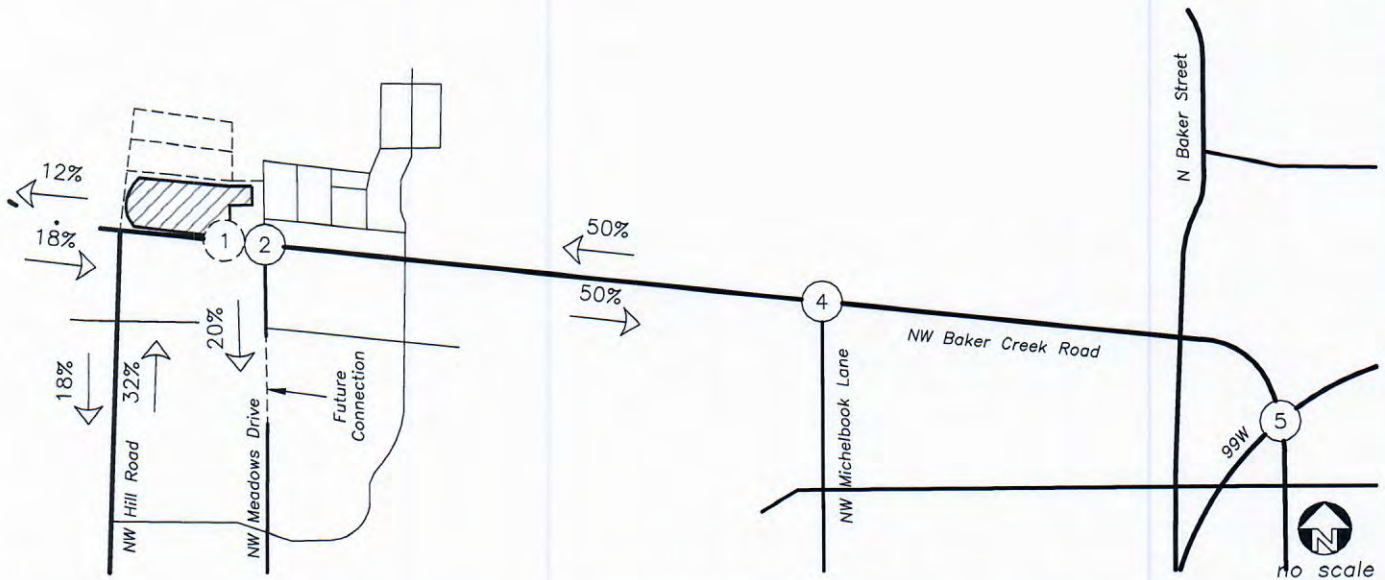
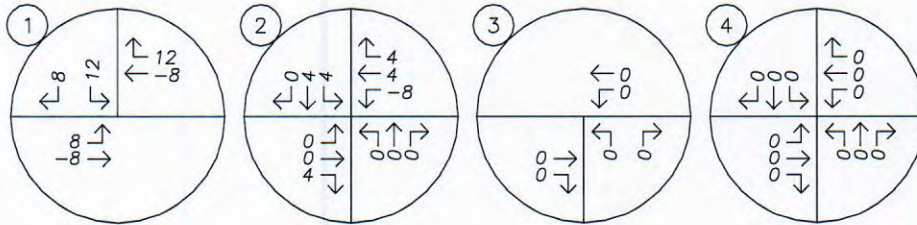
XX% PERCENT OF PROJECT TRIPS

RETAIL PASS-BY			
	IN	OUT	TOTAL
AM	0	0	0
PM	40	40	80

AM PEAK HOUR



PM PEAK HOUR



## Appendix B – Volumes

Traffic Counts

In-Process Data





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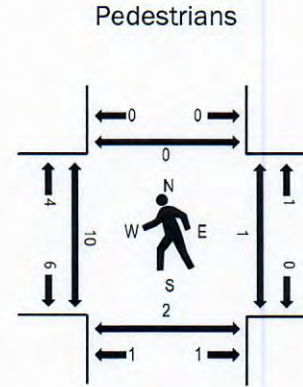
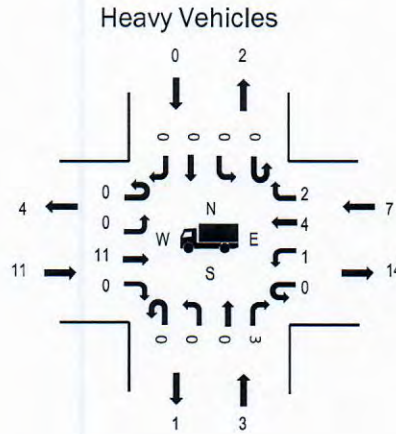
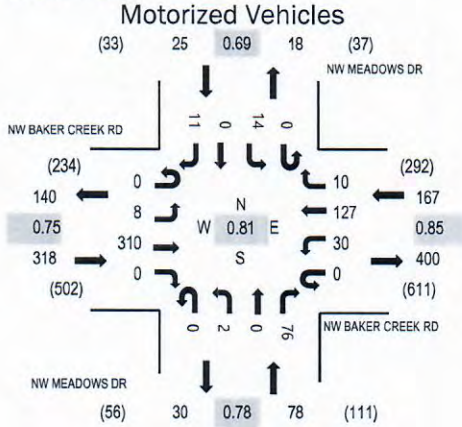
Location: 1 NW MEADOWS DR & NW BAKER CREEK RD AM

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 Start Time	NW BAKER CREEK RD Eastbound				NW BAKER CREEK RD Westbound				NW MEADOWS DR Northbound				NW MEADOWS DR Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
	7:00 AM	0	0	11	1	0	1	7	0	0	0	0	3	0	0	0		
7:05 AM	0	0	14	0	0	2	9	2	0	0	0	0	0	0	0	1	28	489
7:10 AM	0	2	15	0	0	1	4	1	0	0	0	2	0	1	0	0	26	523
7:15 AM	0	0	13	0	0	3	3	1	0	0	0	8	0	1	0	0	29	548
7:20 AM	0	0	18	0	0	2	10	0	0	0	0	5	0	0	0	1	36	572
7:25 AM	0	0	20	0	0	1	4	2	0	0	0	4	0	1	0	0	32	574
7:30 AM	0	1	16	0	0	2	4	2	0	1	0	3	0	2	0	2	33	588
7:35 AM	0	0	23	0	0	2	9	1	0	0	0	4	0	2	0	0	41	579
7:40 AM	0	0	16	0	0	0	9	0	0	0	0	8	0	1	0	1	35	565
7:45 AM	0	0	34	0	0	4	11	0	0	0	0	7	0	1	0	1	58	554
7:50 AM	0	1	29	0	0	2	10	0	0	0	0	8	0	0	0	1	51	540
7:55 AM	0	2	31	0	0	3	14	2	0	0	0	8	0	2	0	1	63	520
8:00 AM	0	0	37	0	0	3	6	1	0	1	0	8	0	1	0	0	57	482
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	

### Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		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	0	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	1	1	1	0	3	7:55 AM	0	1	0	0	1	7:55 AM	0	0	0	0	0
8:00 AM	3	1	1	0	5	8:00 AM	0	0	0	0	0	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	1	1
8:40 AM	0	0	1	0	1	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



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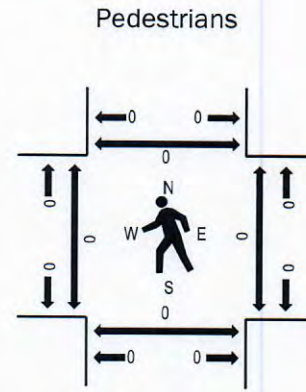
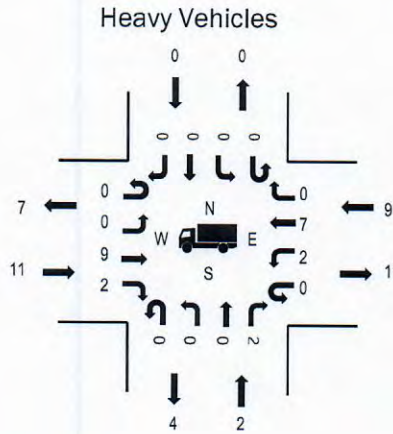
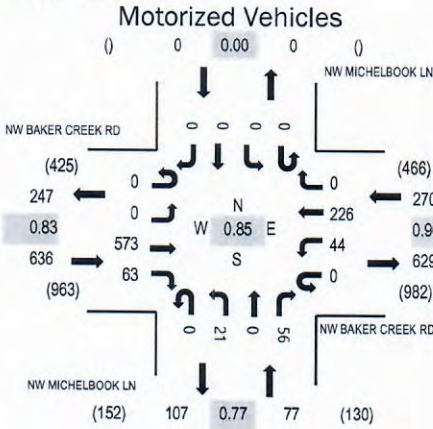
Location: 2 NW MICHELBOOK LN & NW BAKER CREEK RD AM

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 Start Time	NW BAKER CREEK RD Eastbound				NW BAKER CREEK RD Westbound				NW MICHELBOOK LN Northbound				NW MICHELBOOK LN Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
	7:00 AM	0	0	21	0	0	0	13	0	0	0	0	3	0	0	0		
7:05 AM	0	0	22	2	0	0	13	0	0	0	0	2	0	0	0	0	39	797
7:10 AM	0	0	22	2	0	2	5	0	0	0	0	1	0	0	0	0	32	860
7:15 AM	0	0	33	2	0	1	9	0	0	2	0	5	0	0	0	0	52	909
7:20 AM	0	0	35	3	0	4	12	0	0	1	0	3	0	0	0	0	58	941
7:25 AM	0	0	37	1	0	3	9	0	0	0	0	3	0	0	0	0	53	970
7:30 AM	0	0	30	2	0	4	17	0	0	0	0	3	0	0	0	0	56	981
7:35 AM	0	0	42	2	0	7	12	0	0	0	0	1	0	0	0	0	64	983
7:40 AM	0	0	37	6	0	3	14	0	0	2	0	4	0	0	0	0	66	971
7:45 AM	0	0	56	5	0	9	14	0	0	1	0	2	0	0	0	0	87	945
7:50 AM	0	0	56	17	0	7	21	0	0	2	0	5	0	0	0	0	108	920
7:55 AM	0	0	45	12	0	2	25	0	0	4	0	4	0	0	0	0	92	868
8:00 AM	0	0	52	4	0	3	19	0	0	4	0	8	0	0	0	0	90	815
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	1	20	0	0	0	0	2	0	0	0	0	64	
8:30 AM	0	0	29	3	0	4	19	0	0	0	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	0	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 Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		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	0	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	0	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	1	0	1	7:50 AM	0	0	0	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	0	0	0	0	0	8:00 AM	0	0	0	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	0	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	1	0	0	1





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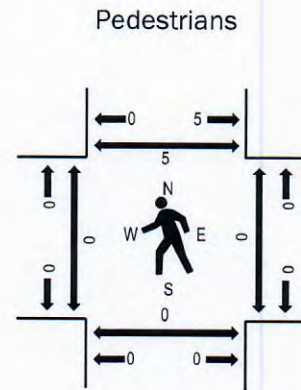
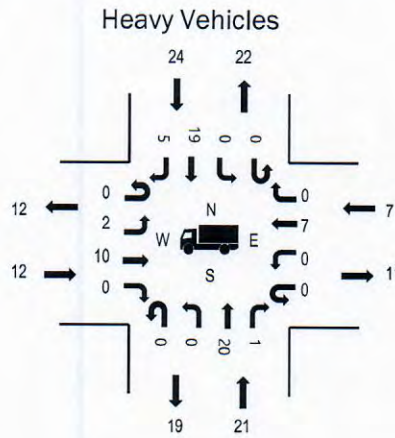
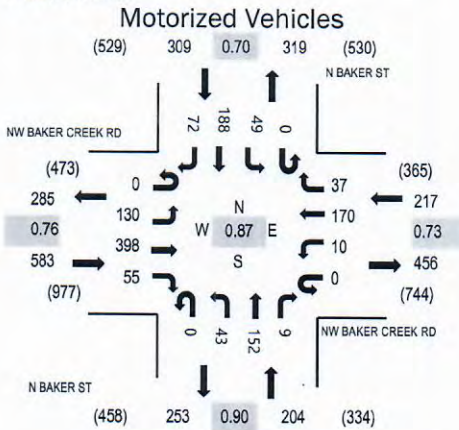
Location: 3 N BAKER ST & NW BAKER CREEK RD AM

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
All	4.9%	0.87

Traffic Counts - Motorized Vehicles

Interval Start Time	NW BAKER CREEK RD Eastbound				NW BAKER CREEK RD Westbound				N BAKER ST Northbound				N BAKER ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	7	16	6	0	0	7	1	0	1	10	0	0	1	12	5	66	1,000
7:05 AM	0	3	17	4	0	0	7	2	0	1	11	1	0	1	11	4	62	1,046
7:10 AM	0	2	26	5	0	0	6	1	0	0	7	1	0	1	9	2	60	1,109
7:15 AM	0	8	19	3	0	1	7	4	0	0	10	1	0	1	7	2	63	1,171
7:20 AM	0	4	27	5	0	0	11	2	0	0	3	0	0	1	6	5	64	1,237
7:25 AM	0	7	24	8	0	2	11	1	0	1	10	1	0	2	16	5	88	1,286
7:30 AM	0	7	20	3	0	0	12	0	0	2	8	1	0	1	8	8	70	1,293
7:35 AM	0	9	34	3	0	0	6	6	0	1	9	1	0	1	9	8	87	1,306
7:40 AM	0	11	17	4	0	2	13	2	0	1	17	2	0	3	25	9	106	1,313
7:45 AM	0	13	41	4	0	0	14	2	0	4	17	1	0	5	21	4	126	1,285
7:50 AM	0	10	26	1	0	0	8	5	0	2	14	0	0	6	26	13	111	1,237
7:55 AM	0	9	27	5	0	0	13	1	0	4	12	2	0	6	14	4	97	1,218
8:00 AM	0	14	39	2	0	0	10	3	0	4	14	1	0	4	12	9	112	1,205
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	0	2	18	1	0	3	15	8	122	
8:15 AM	0	18	50	5	0	0	12	3	0	6	12	1	0	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	

### Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		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	0
7:05 AM	0	0	2	3	5	7:05 AM	0	0	0	0	0	7:05 AM	0	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	0
7:20 AM	0	1	0	1	2	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
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	0	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	0	0	0
7:55 AM	0	1	0	0	1	7:55 AM	0	0	0	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	2	3	3	12	8:05 AM	0	0	0	0	0	8:05 AM	0	1	0	0	1
8:10 AM	1	2	0	1	4	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	1	1
8:15 AM	2	2	0	2	6	8:15 AM	0	0	1	0	1	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	0	0	0	1	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	3	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



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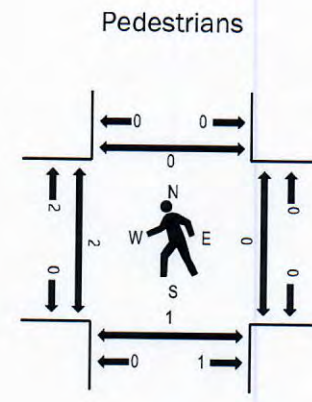
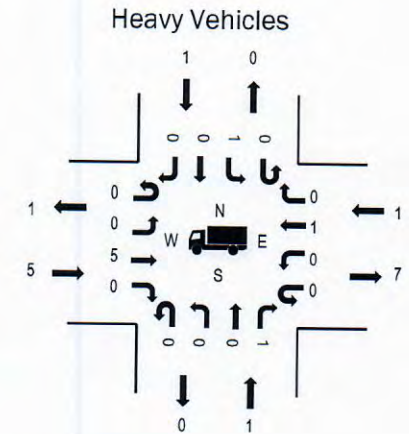
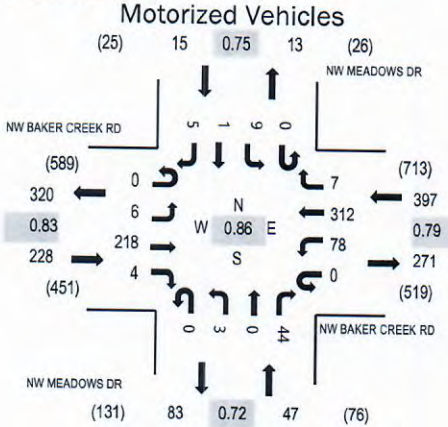
Location: 1 NW MEADOWS DR & NW BAKER CREEK RD PM

Date: Thursday, June 15, 2023

Peak Hour: 04:45 PM - 05:45 PM

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 Start Time	NW BAKER CREEK RD Eastbound				NW BAKER CREEK RD Westbound				NW MEADOWS DR Northbound				NW MEADOWS DR Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	17	0	0	3	20	0	0	0	0	2	0	0	1	0	43	596
4:05 PM	0	1	24	0	0	1	29	0	0	0	0	6	0	0	1	0	62	607
4:10 PM	0	0	11	0	0	2	24	1	0	0	0	1	0	0	0	0	39	603
4:15 PM	0	0	18	0	0	7	18	0	0	0	0	1	0	2	0	0	46	628
4:20 PM	0	1	19	0	0	4	24	0	0	0	0	0	0	1	0	0	49	647
4:25 PM	0	0	28	1	0	1	21	1	0	0	0	3	0	0	0	0	55	668
4:30 PM	0	0	18	0	0	2	26	0	0	0	0	0	0	2	0	0	48	668
4:35 PM	0	3	18	1	0	7	19	0	0	0	0	1	0	1	0	0	50	673
4:40 PM	0	1	12	0	0	3	28	0	0	0	0	2	0	0	0	0	46	673
4:45 PM	0	1	18	0	0	5	27	0	0	1	0	2	0	2	0	0	56	687
4:50 PM	0	0	17	0	0	2	26	0	0	0	0	3	0	1	0	0	49	686
4:55 PM	0	0	18	0	0	8	22	0	0	0	0	3	0	2	0	0	53	678
5:00 PM	0	0	18	0	0	4	26	1	0	0	0	4	0	1	0	0	54	669
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	1	0	0	0	0	64	
5:15 PM	0	1	17	0	0	8	30	1	0	0	0	6	0	1	0	1	65	
5:20 PM	0	0	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	0	0	1	41	
5:55 PM	0	0	20	0	0	4	17	1	0	1	0	1	0	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	

### Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		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	0	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	0	0	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	0	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	0	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	0	1	0	1	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	1	0	0	1	5:20 PM	0	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	0	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	1	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



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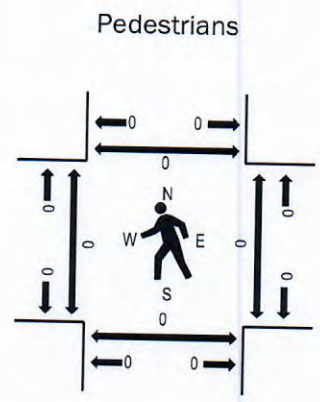
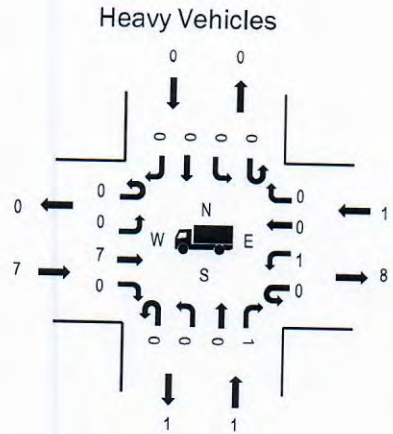
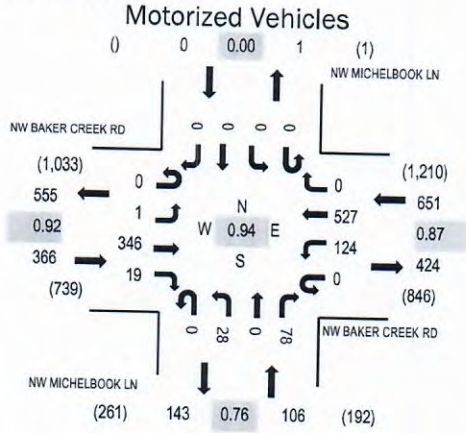
Location: 2 NW MICHELBOOK LN & NW BAKER CREEK RD PM

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	NW BAKER CREEK RD Eastbound				NW BAKER CREEK RD Westbound				NW MICHELBOOK LN Northbound				NW MICHELBOOK LN Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
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	0	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	0	64	1,047
4:20 PM	0	0	34	3	0	7	37	0	0	2	0	2	0	0	0	0	85	1,081
4:25 PM	0	0	36	0	0	8	42	0	0	2	0	5	0	0	0	0	93	1,100
4:30 PM	0	0	33	4	0	8	31	0	0	3	0	6	0	0	0	0	85	1,104
4:35 PM	0	0	31	0	0	8	34	0	0	1	0	5	0	0	0	0	79	1,110
4:40 PM	0	0	23	3	0	5	48	0	0	1	0	6	0	0	0	0	86	1,118
4:45 PM	0	0	29	1	0	7	41	0	0	3	0	7	0	0	0	0	88	1,123
4:50 PM	0	0	33	0	0	13	32	0	0	5	0	6	0	0	0	0	89	1,118
4:55 PM	0	0	21	2	0	11	47	0	0	4	0	10	0	0	0	0	95	1,118
5:00 PM	0	0	34	2	0	8	43	0	0	1	0	7	0	0	0	0	95	1,110
5:05 PM	0	0	23	2	0	11	49	0	0	3	0	5	0	0	0	0	93	
5:10 PM	0	0	22	4	0	8	51	0	0	2	0	8	0	0	0	0	95	
5:15 PM	0	0	25	3	0	14	51	0	0	1	0	4	0	0	0	0	98	
5:20 PM	0	0	30	2	0	9	54	0	0	1	0	8	0	0	0	0	104	
5:25 PM	0	0	36	2	0	10	40	0	0	2	0	7	0	0	0	0	97	
5:30 PM	0	1	30	1	0	11	42	0	0	3	0	3	0	0	0	0	91	
5:35 PM	0	0	32	0	0	10	38	0	0	1	0	6	0	0	0	0	87	
5:40 PM	0	0	31	0	0	12	39	0	0	2	0	7	0	0	0	0	91	
5:45 PM	0	0	27	2	0	7	40	0	0	1	0	6	0	0	0	0	83	
5:50 PM	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 Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	1	0	1	4:00 PM	1	0	0	0	1	4:00 PM	0	0	0	0	0
4:05 PM	0	1	1	0	2	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	1	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	1	0	0	0	1	4:15 PM	1	1	0	0	2	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	1	0	1	4:20 PM	0	0	0	0	0
4:25 PM	0	0	2	0	2	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
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	0	0	1	4:45 PM	0	0	1	0	1	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	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	3	0	0	0	3	5:00 PM	0	0	1	0	1	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	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	0	0	5:15 PM	0	0	1	0	1	5:15 PM	0	0	0	0	0
5:20 PM	1	0	0	0	1	5:20 PM	0	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	1	0	1	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	1	0	0	0	1	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	1	0	0	0	1	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	0	0	0	0	0
5:50 PM	2	0	1	0	3	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	1	0	0	0	1	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	11	2	8	0	21	Count Total	2	1	5	0	8	Count Total	0	0	0	0	0
Peak Hour	7	1	1	0	9	Peak Hour	0	0	4	0	4	Peak Hour	0	0	0	0	0

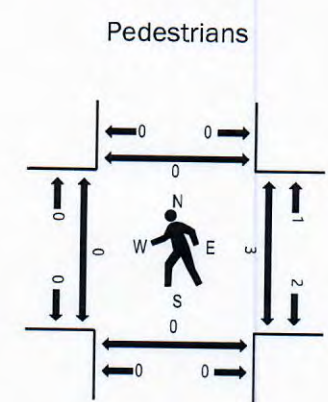
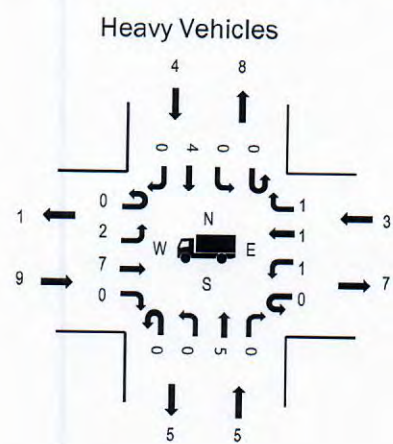
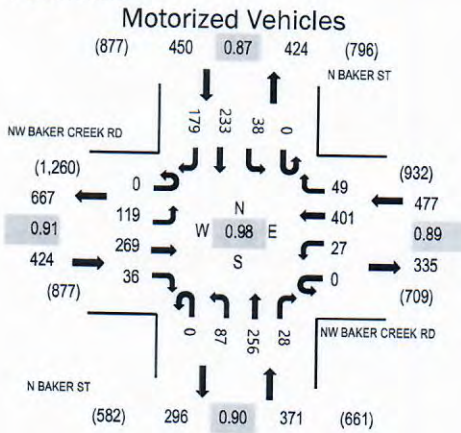
Location: 3 N BAKER ST & NW BAKER CREEK RD PM

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

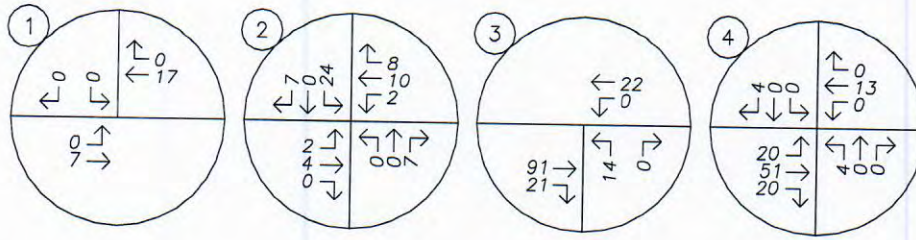
Interval Start Time	NW BAKER CREEK RD Eastbound				NW BAKER CREEK RD Westbound				N BAKER ST Northbound				N BAKER ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	16	22	2	0	3	28	0	0	8	17	3	0	4	14	15	132	1,658
4:05 PM	0	12	24	4	0	1	31	2	0	7	17	1	0	4	23	15	141	1,666
4:10 PM	0	10	21	2	0	1	34	1	0	6	16	1	0	3	14	10	119	1,680
4:15 PM	0	6	18	2	0	1	35	3	0	4	16	5	0	4	20	11	125	1,698
4:20 PM	0	9	21	5	0	1	32	8	0	2	18	4	0	4	35	9	148	1,707
4:25 PM	0	8	26	2	0	0	34	2	0	2	17	2	0	5	24	14	136	1,707
4:30 PM	0	10	33	4	0	0	33	6	0	4	14	2	0	6	18	8	138	1,717
4:35 PM	0	8	25	5	0	2	29	3	0	8	23	2	0	4	28	9	146	1,722
4:40 PM	0	11	19	3	0	4	22	3	0	8	23	2	0	3	24	18	140	1,710
4:45 PM	0	13	18	1	0	2	27	5	0	4	25	3	0	3	25	15	141	1,701
4:50 PM	0	9	25	4	0	3	33	5	0	10	23	4	0	8	21	15	160	1,701
4:55 PM	0	6	24	0	0	2	33	6	0	10	20	4	0	2	13	12	132	1,681
5:00 PM	0	10	31	3	0	1	34	4	0	7	19	1	0	2	20	8	140	1,689
5:05 PM	0	9	22	3	0	2	46	6	0	8	26	3	0	4	10	16	155	
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	0	8	19	2	0	3	21	20	148	
5:25 PM	0	13	26	6	0	3	28	5	0	4	17	2	0	1	27	14	146	
5:30 PM	0	7	21	6	0	2	33	6	0	7	23	1	0	3	14	20	143	
5:35 PM	0	13	18	8	0	0	37	5	0	3	16	3	0	1	19	11	134	
5:40 PM	0	9	22	3	0	1	32	4	0	8	22	4	0	5	11	10	131	
5:45 PM	0	12	19	4	0	3	30	7	0	2	22	2	0	3	24	13	141	
5:50 PM	0	7	40	3	0	0	37	6	0	2	12	3	0	4	14	12	140	
5:55 PM	0	8	27	3	0	0	34	3	0	7	18	0	0	10	17	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

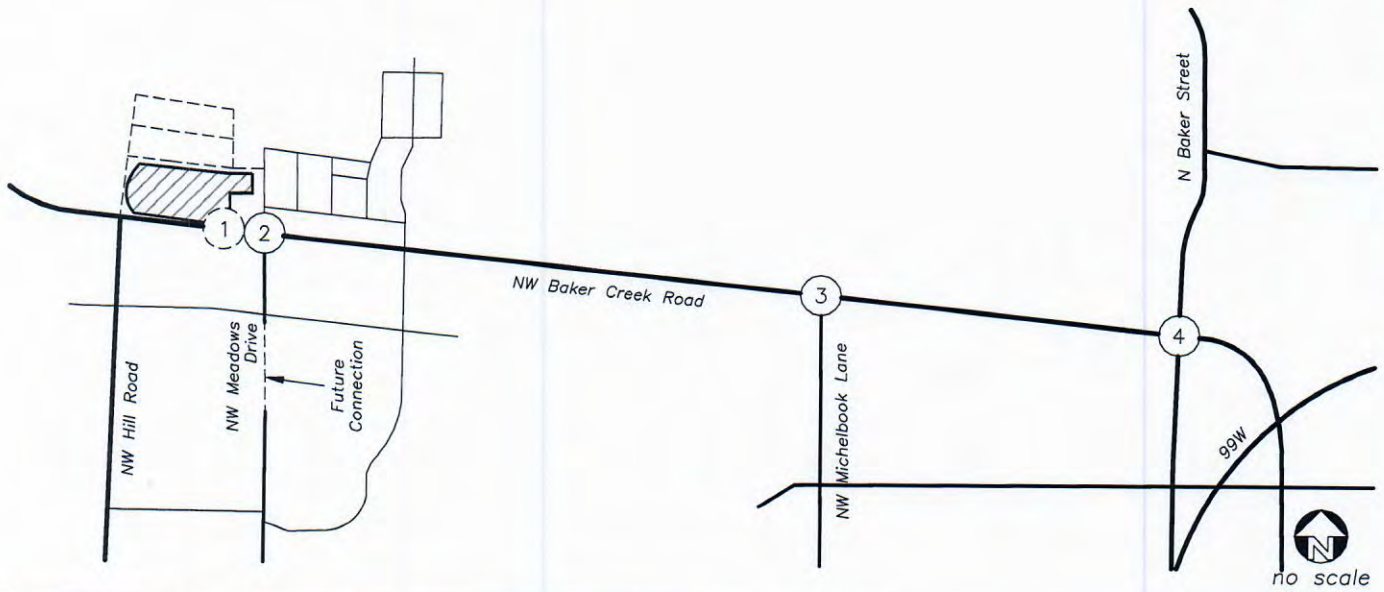
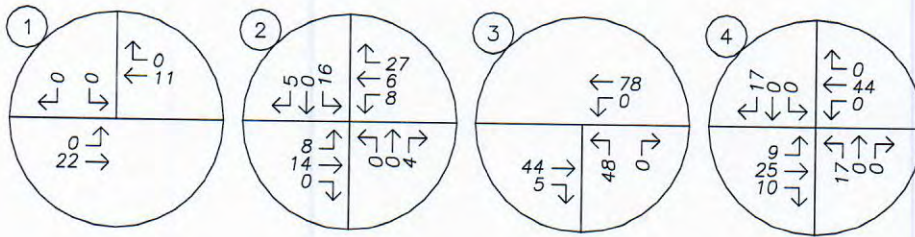
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	2	0	0	3	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	2	2
4:05 PM	1	1	1	0	3	4:05 PM	1	0	0	0	1	4:05 PM	0	0	0	0	0
4:10 PM	0	1	0	0	1	4:10 PM	0	0	0	3	3	4:10 PM	0	0	0	0	0
4:15 PM	0	1	0	1	2	4:15 PM	1	0	1	0	2	4:15 PM	0	0	0	0	0
4:20 PM	1	0	0	0	1	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	2	3	5	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	1	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	1	1	0	1	3	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	1	0	0	1	2	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	1	0	0	1	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	1	0	0	0	1	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	1	0	1	2	4:55 PM	0	0	0	0	0	4:55 PM	0	0	1	0	1
5:00 PM	3	0	1	0	4	5:00 PM	0	0	0	0	0	5:00 PM	0	0	1	0	1
5:05 PM	0	1	0	0	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	1	0	1
5:10 PM	0	0	1	0	1	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	1	1	0	0	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	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	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	1	0	0	1	2	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	1	0	1
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	1	0	0	2	3	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	2	0	0	0	2	5:55 PM	0	0	0	0	0	5:55 PM	0	0	1	0	1
Count Total	16	11	6	11	44	Count Total	2	0	1	3	6	Count Total	0	0	5	2	7
Peak Hour	9	5	3	4	21	Peak Hour	0	0	0	0	0	Peak Hour	0	0	3	0	3



AM PEAK HOUR



PM PEAK HOUR



## Appendix C - Safety

Crash History Data

Signal Warrant Analysis



OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION  
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
URBAN NON-SYSTEM CRASH LISTING

CITY OF McMinnville, Yamhill County

BAKER CREEK RD and MICHELBOOK LN, City of McMinnville, Yamhill County, 01/01/2017 to 12/31/2021

1 - 5 of 7 Crash records shown.

SER#	P R J S W DATE	CLASS	CITY STREET	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	TRMR QTY	MOVE	A S	PED	ERROR	ACT EVENT	CAUSE				
INVEST	E A U I C O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRMR QTY	MOVE	A S	PED	ERROR	ACT EVENT	CAUSE				
RD DPT	E L G H H R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAP-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G E L ICHS	LOC	ERROR				
UNLOC?	D C S V L K LAT	LONG	LS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	# TYPE	TO	# TYPE	SVRTY	E X RES	LOC	ERROR				
01004	N N N H 09/28/2018	16	BAKER CREEK RD	INTER	3-LEG	N	N	CLR	S-1STOP	01 NONE	STRGHT									
NONE	FR	0	MICHELBOOK LN	E		NONE	N	DRY	REAR	PRVTE	E -W					07,29				
N	SP			06	0		N	DAY	INJ	PSNGR CAR						00				
H	45 13 32.23	-123 12 27.02										01	DRVR	NONE	18 F	OR-Y OR<25	026	000	07,29	
										02 NONE	STOP									
										PRVTE	E -W								012	00
										PSNGR CAR		01	DRVR	INJC	31 F	OR-Y OR<25	000	000	00	
00480	N N N N 04/18/2018	17	BAKER CREEK RD	INTER	3-LEG	N	N	CLR	S-1STOP	01 NONE 9	STRGHT									
CITY	WE	0	MICHELBOOK LN	S		STOP SIGN	N	DRY	REAR	N/A	S -N					000	00			
N	7A			06	0		N	DAY	PDO	PSNGR CAR						000	000	00		
N	45 13 31.92	-123 12 27.02										01	DRVR	NONE	00	Unk UNK UNK	000	000	00	
										02 NONE	STOP								012	00
										N/A	S -N								000	00
										BOBTAIL		01	DRVR	NONE	00	Unk UNK UNK	000	000	00	
00616	N N N N 09/21/2020	17	BAKER CREEK RD	INTER	3-LEG	N	N	CLR	S-1STOP	01 NONE 9	STRGHT									
NONE	FR	0	MICHELBOOK LN	S		STOP SIGN	N	DRY	REAR	N/A	S -N					088	00			
N	11A			06	0		N	DAY	PDO	PSNGR CAR						000	000	00		
N	45 13 31.92	-123 12 27.02										01	DRVR	NONE	00	Unk UNK UNK	000	000	00	
										02 NONE	STOP								012	00
										N/A	S -N								000	00
										PSNGR CAR		01	DRVR	NONE	00	Unk UNK UNK	000	000	00	
00442	N N N N N 05/06/2017	16	BAKER CREEK RD	INTER	3-LEG	N	N	CLD	0-1 L-TURN	01 NONE 9	STRGHT									
CITY	SA	0	MICHELBOOK LN	CN		STOP SIGN	N	DRY	TURN	N/A	W -E					000	00			
N	11A			03	0		N	DAY	PDO	PSNGR CAR						000	000	00		
N	45 13 32.23	-123 12 27.02										01	DRVR	NONE	00	Unk UNK UNK	000	000	00	
										02 NONE	TURN-L								000	00
										N/A	E -S								000	00
										PSNGR CAR		01	DRVR	NONE	00	Unk UNK UNK	000	000	00	
00600	N N N N 06/22/2019	16	BAKER CREEK RD	INTER	3-LEG	N	N	CLR	0-1 L-TURN	01 NONE	STRGHT									
NO RPT	SA	0	MICHELBOOK LN	CN		UNKNOWN	N	DRY	TURN	PRVTE	W -E					000	00			
N	11A			03	0		N	DAY	INJ	PSNGR CAR						000	000	00		
N	45 13 32.23	-123 12 27.02										01	DRVR	INJC	57 F	OR-Y OR<25	000	000	00	
										02 NONE	TURN-L								000	00
										PRVTE	E -S								000	00
										PSNGR CAR		01	DRVR	INJC	60 F	OR-Y OR<25	004,028	000	000	02

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OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION  
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
 URBAN NON-SYSTEM CRASH LISTING

CITY OF MCMINNVILLE, YAMHILL COUNTY

BAKER CREEK RD and MICHELBOOK LN, City of McMinnville, Yamhill County, 01/01/2017 to 12/31/2021

6 - 7 of 7 Crash records shown.

SER#	P	R	J	S	W	DATE	CLASS	CITY STREET	INT-TYPE	RD CHAR	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	TRLR QTY	MOVE	A	S	PED	ERROR	ACT	EVENT	CAUSE					
INVEST	E	A	U	I	C	O	DIST	FIRST STREET	(MEDIAN)	DIRECT	(NONE)	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INHJ	G	E	L	I	C	H					
RD DPT	E	L	G	H	R	TIME	FROM	SECOND STREET	LEGS	TRAF-	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC					
UHLLOC?	D	C	S	V	L	K	LONG	LES	(#LANES)	LOCEN	(02)	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC					
00524	N	N	N	N	N	05/11/2017	16	BAKER CREEK RD	STRGHT	N	N	N	CLR	S-STRGHT	01	NONE	0	STRGHT											
NONE						TH	100	MICHELBOOK LN	E	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE		E -W								000	00			
N						6P			08			N	DAY	INJ	UNKNOWN			01	DRVR	NONE	00	F	UNK	OR<25	042	000	29		
N						45 13 32.13	-123 12	25.64	(02)																				
															02	NONE	0	STRGHT											
															PRVTE		E -W										006	00	
															PSNGR	CAR		01	DRVR	INJC	26	F	OR-Y	OR<25	000	000	00		
00334	N	N	N	N	N	04/23/2021	17	MICHELBOOK LN	STRGHT	N	N	N	CLD	PRKD MV	01	NONE	9	STRGHT								040,061	27		
CITY						FR	150	BAKER CREEK RD	S	(NONE)	NONE	N	DRY	REAR	N/A		N -S										000	00	
N						6P			07			N	DAY	PDO	PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00		
N						45 13 30.49	-123 12	27.01	(02)																				
															02	NONE	9	PRKD-P											
															N/A		N -S											008	00
															PSNGR	CAR													

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URBAN NON-SYSTEM CRASH LISTING

CITY OF MCMINNVILLE, YAMHILL COUNTY

BAKER CREEK RD and BAKER ST, City of McMinnville, Yamhill County, 01/01/2017 to 12/31/2021

1 - 3 of 16 Crash records shown.

SER#	S D M	P R J S W DATE	CLASS	CITY STREET	INT-TYPE	RD CHAR	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	A S	PED	ERROR	ACT	EVENT	CAUSE					
INVEST	E A U I C O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	OWNER	FROM	PRTC	INJ	G E LCHS	LOC	ERROR	ACT	EVENT	CAUSE			
RD DPT	E L G N H R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	TRIP	TYPE	TO	P#	TYPE	SVRTY	E X RES	LOC	ERROR	ACT	EVENT	CAUSE		
UNLOC?	D C S V L K LAT	LONG	LRS	LOCTH	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E X RES	LOC	ERROR	ACT	EVENT	CAUSE		
87615	N N N N	09/16/2019	16	BAKER CREEK RD	INTER	CROSS	N	N	CLR	S-1STOP	01 NONE	9	STRGHT										
NONE	FR	0	BAKER ST	N		TRF SIGNAL	N	DRY	REAR	N/A	N -S									000	00		
N	7A			06	0		N	DAY	PDO	PSNGR CAR			01	DRVR	NONE	00	Unk	UNK		000	000	00	
N	45 13 29.66	-123 11	50.51																				
											02 NONE	9	STOP										
											N/A	N -S									011	00	
											PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00	
01050	N N N N	10/22/2019	16	BAKER CREEK RD	INTER	CROSS	N	N	CLR	S-1STOP	01 NONE	9	STRGHT								29,07		
NONE	TU	0	BAKER ST	E		TRF SIGNAL	N	WET	REAR	N/A	E -W										000	00	
N	8A			06	0		N	DAY	PDO	PSNGR CAR			01	DRVR	NONE	00	Unk	UNK		000	000	00	
N	45 13 29.63	-123 11	49.93																				
											02 NONE	9	STOP										
											N/A	E -W									012	00	
											PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00	
00528	N N N N	05/27/2018	16	BAKER CREEK RD	INTER	CROSS	N	N	CLR	S-1STOP	01 NONE	0	STRGHT								27,29		
NONE	SU	0	BAKER ST	W		TRF SIGNAL	N	DRY	REAR	PRVTE	W -E										000	00	
N	12P			06	0		N	DAY	INJ	PSNGR CAR			01	DRVR	NONE	22	M	OR-Y	OR<25	016,014,026	038	27,29	
N	45 13 29.66	-123 11	50.51																				
											01 NONE	0	STRGHT										
											PRVTE	W -E											
											PSNGR CAR		02	PSNG	NONE	03	F				000	000	00
											02 NONE	0	STOP										
											PRVTE	W -E											
											PSNGR CAR		01	DRVR	INJC	25	M	OR-Y	OR<25	000	000	00	
											02 NONE	0	STOP										
											PRVTE	W -E											
											PSNGR CAR		02	PSNG	INJC	25	M			000	000	00	
00885	N N N N N	08/19/2017	16	BAKER CREEK RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01 NONE	0	STRGHT								04		
CITY	SA	0	BAKER ST	EN		TRF SIGNAL	N	DRY	ANGL	PRVTE	W -E										000	00	
N	8A			03	0		N	DAY	INJ	PSNGR CAR			01	DRVR	INJC	62	M	OR-Y	OR<25	000	000	00	
N	45 13 29.66	-123 11	50.51																				
											02 NONE	0	STRGHT										
											PRVTE	N -S											
											PSNGR CAR		01	DRVR	INJC	38	F	OR-Y	OR<25	020	000	00	

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BAKER CREEK RD and BAKER ST, City of McMinnville, Yamhill County, 01/01/2017 to 12/31/2021

4 - 8 of 16 Crash records shown.

SER#	P R J S W DATE	CLASS	CITY STREET	INT-TYPE	RD CHAR	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	PRTC	I H J	A S	E X RES	LOC	ERROR	ACT	EVENT	CAUSE	
INVEST	E A U I C O DAY	DIST	FIRST STREET	(MEDIAN)	DIRECT	INT-REL	RNDBT	SURF	COLL	TRLR QTY	FROM	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE
RD DPT	E L G H H R TIME	FROM	SECOND STREET	LEGS	DIPECT	TRAF-	DRVWY	LIGHT	SVRTY	OWNER	TO	P#	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE
UNLOC?	D C S V L K LAT	LONG	LRS	(#LANES)	LOCTH	COPTL				V#	TYPE										
				02 NONE						0	STRGHT										
				PRVTE							H -S										
				PSNGR CAR								02	PSNG	INJC	10	M		000	000	000	00
00048	H H N N	01/11/2018	16	BAKER CREEK RD	INTER	CROSS	N	N	CLD	ANGL-OTH	01 NONE	9	STRGHT								02
CITY	TH	0		BAKER ST	CN						N/A		E -W							000	000
N	11A			01	0															000	000
N	45 13 29.67	-123 11																		000	000
		50.52																			00
				02 NONE							9	TURN-L									00
				N/A									S -W							000	000
				PSNGR CAR								01	DRVR	NONE	00	Unk	UNK	000	000	000	00
00486	N H N N	05/19/2019	16	BAKER CREEK RD	INTER	CROSS	H	N	CLR	ANGL-OTH	01 NONE		STRGHT								27,04
CITY	SU	0		BAKER ST	CN																00
N	1P			03	0																000
N	45 13 29.7	-123 11																			000
		50.52																			000
				02 NONE																	000
				PRVTE																	000
				PSNGR CAR								01	DRVR	INJC	70	M	OR-Y	000	000	000	00
00146	N N N N	02/19/2020	16	BAKER CREEK RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE		STRGHT								04
CITY	WE	0		BAKER ST	CN																000
N	4P			01	0																000
N	45 13 29.66	-123 11																			000
		50.53																			000
				02 NONE																	000
				PRVTE																	000
				PSNGR CAR								01	DRVR	INJC	70	M	OR-Y	000	000	000	00
00115	N N N N N	02/09/2020	16	BAKER CREEK RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE	9	STRGHT								04
CITY	SU	0		BAKER ST	CN																000
N	9P			04	0																000
N	45 13 29.68	-123 11																			000
		50.52																			000
				02 NONE																	000
				PRVTE																	000
				PSNGR CAR								01	DRVR	NONE	54	F	OR-Y	004,028	000	000	04
00115	N N N N N	02/09/2020	16	BAKER CREEK RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE	9	STRGHT								02
CITY	SU	0		BAKER ST	CN																000
N	9P			04	0																000
N	45 13 29.68	-123 11																			000
		50.52																			000
				02 NONE																	000
				PRVTE																	000
				PSNGR CAR								01	DRVR	NONE	00	Unk	UNK	000	000	000	00
00504	N N N N N	06/11/2021	16	BAKER CREEK RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE	0	STRGHT								08,02
CITY	FR	0		BAKER ST	CN																000
N	10P			02	0																000
N	45 13 29.64	-123 11																			000
		50.5																			000
				02 NONE																	000
				PRVTE																	000
				PSNGR CAR								01	DRVR	INJC	46	F	OR-Y	000	000	000	00
																					000

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

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION  
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
URBAN NON-SYSTEM CRASH LISTING

CITY OF McMinnville, Yamhill County

BAKER CREEK RD and BAKER ST, City of McMinnville, Yamhill County, 01/01/2017 to 12/31/2021

9 - 13 of 16 Crash records shown.

SER#	P	R	J	S	W	DATE	CLASS	CITY STREET	RD CHAR	INT-TYPE	OFFRD	WTHR	CRASH	SPCL USE	MOVE	A	S	LOC	ERROR	ACT	EVENT	CAUSE													
INVEST	E	A	U	I	C	O	D	F	STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRFLR QTY	OWNER	FROM	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE						
RD DPT	E	L	G	N	H	R	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE						
UNLOC?	D	C	S	V	L	K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	% TYPE	W	N	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE						
00266	Y	N	N	N	N	04/09/2021	16	BAKER CREEK RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE	0	TURN-L	W -N	01	DRVR	NONE	21	M	OR-Y	OR<25	004,028	000	000	00	08,02					
CITY						FR	0	BAKER ST	CN			TRF SIGNAL	N	DRY	TURN	PRVTE	W -N											000	000	02					
N						8P			02	0			N	DLIT	INJ	PSNGR CAR				01	DRVR	NONE	35	M	OR-Y	OR<25	004,028	000	000	02					
N						45 13 29.64	-123 11	50.5																											
01257	H	H	N	N	H	12/22/2021	16	BAKER CREEK RD	INTER	CROSS	H	N	CLD	O-1 L-TURN	01 NONE	0	STRGHT																		
CITY						WE	0	BAKER ST	CN			TRF SIGNAL	N	WET	TURN	PRVTE	E -W												000	000	00	02,08			
N						12P			02	0			N	DAY	INJ	PSNGR CAR				01	DRVR	INJC	45	F	OR-Y	OR<25	000	000	000	00					
N						45 13 29.64	-123 11	50.5																											
01257																																			
05539	N	N	N	N	N	06/21/2021	16	BAKER CREEK RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01 NONE	0	STRGHT																		
CITY						MO	0	BAKER ST	CN			TRF SIGNAL	N	DRY	ANGL	PRVTE	H -S												000	000	00	27,04			
N						1P			01	0			N	DAY	INJ	PSNGR CAR				01	DRVR	INJC	16	M	OR-Y	OR<25	000	000	000	00					
N						45 13 29.64	-123 11	50.5																											
05539																																			
00562	N	N	N	N	N	06/25/2021	16	BAKER CREEK RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01 NONE	1	STRGHT																		
CITY						FR	0	BAKER ST	CN			TRF SIGNAL	N	DRY	ANGL	PRVTE	S -N												000	000	00	04			
N						5A			04	0			N	DAWN	INJ	SEMI TOW				01	DRVR	NONE	58	M	OR-Y	OR>25	000	000	000	00					
N						45 13 29.64	-123 11	50.5																											
00190	N	N	N	N	N	03/12/2021	16	BAKER CREEK RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE	0	STRGHT																		
CITY						FR	0	BAKER ST	CN			L-GRN-SIG	N	DRY	TURN	PRVTE	E -W												000	000	00	40,27			
N						5P			03	0			N	DUSK	INJ	PSNGR CAR				01	DRVR	INJC	88	F	OR-Y	OR<25	016,080	026	000	00	40,27				
N						45 13 29.64	-123 11	50.5																											

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OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION  
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
 URBAN NON-SYSTEM CRASH LISTING

CITY OF MC MINNVILLE, YAMHILL COUNTY

BAKER CREEK RD and BAKER ST, City of McMinnville, Yamhill County, 01/01/2017 to 12/31/2021

14 - 16 of 16 Crash records shown.

SER#	P	R	J	S	W	DATE	CLASS	CITY STREET	RD CHAR	INT-TYPE	OFFRD	WTHR	CRASH	SPCL USE	MOVE	A	S	LOC	ERROR	ACT	EVENT	CAUSE		
INVEST	E	A	U	I	C	O	DAY	DIST	FIRST STREET	(MEDIAN)	INT-REL	RNCBT	SURF	TRLR QTY	FROM	P	T	TYPE	SVRTY	E	X	RES	PED	
RD DPT	E	L	G	H	H	R	TIME	FROM	SECOND STREET	LEGS	TRAF-	DRVWY	LIGHT	OWNER	TO	#	TYPE	SVRTY	E	X	RES	LOC	ERROR	
UNLOC?	D	C	S	V	L	K	LAT	LONG	LENS	LOCTN	(#LANES)	CONTL	SVRTY	V#	TYPE	TO	#	TYPE	SVRTY	E	X	RES	LOC	ERROR
														02 NONE	0	TURN-L								
														PRVTE	W -N									
														PSNGR CAR			01	DRVR	NONE	67	M	OR-Y	000	000
																							00	
00892	N	N	N	N	N	09/16/2021	16	BAKER CREEK RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE	0	STRGHT							
CITY						TH	0	BAKER ST	CH		TRF SIGNAL	N	DRY	TURN	PRVTE	E -W							02,08	
N						2P			02	0		N	DAY	INJ	PSNGR CAR								000	
N						45 13 29.64	-123 11	50.5															000	
																							000	
														02 NONE	0	TURN-L								
														PRVTE	W -N									
														PSNGR CAR			01	DRVR	INJB	81	M	OR-Y	000	
																							028,004	
																							000	
																							000	
01099	H	H	N	N	N	11/06/2019	16	BAKER CREEK RD	STRGHT		H	N	CLR	S-1STOP	01 NONE		STRGHT							
CITY						WE	200	BAKER ST	W	(NONE)	TRF SIGNAL	N	DRY	REAR	PRVTE	W -E							07,2"	
N						10A			05			N	DAY	INJ	PSNGR CAR								000	
N						45 13 29.91	-123 11	53.91			(02)												026,043	
																							038	
																							07,2"	
														02 NONE		STOP								
														PRVTE	W -E									
														PSNGR CAR			01	DRVR	INJC	46	M	OR-Y	000	
																							012	
																							000	
																							000	

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TRAFFIC SIGNAL WARRANTS - BASED ON 2009 MUTCD

7/11/2023

INTERSECTION INFORMATION					
City:	McMinnville		Condition:	2026 w/ Commercial & 2.5% Growth Rate	
Population:	35000				
Intersection Location: (Rural/Urban)	Urban				
Major Street Name:	NW Baker Creek Road		Minor Street Name:	NW Michelbook Lane	
Number of Moving Lanes for Each Approach:	1		Number of Moving Lanes for Each Approach:	1	
Speed:	35 mph		Speed:	25 mph	
Street Width:	35 ft		Street Width:	32 ft	
Direction:	EB	WB	Direction:	NB	
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	196	18	24	
19	76	103	19	16	
20	53	72	20	13	
21	45	62	21	6	
22	30	41	22	5	
23	15	21	23	5	
24	15	21	24	4	
24-hour Total	7,566	10,300	24-hour Total	1,290	0

**Warrants Evaluated:**

- 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

TRAFFIC SIGNAL WARRANTS - BASED ON 2009 MUTCD

7/11/2023

WARRANT 1, 8-HOUR VEHICULAR VOLUME

	MAJOR			MINOR			A	B	A or B	80% A&B
	EB	WB	Total	NB	0	Max				
12:00 AM	568	773	1,341	120	0	120	N	Y	Y	N
12:00 AM	538	732	1,270	107	0	107	N	Y	Y	N
12:00 AM	530	721	1,251	92	0	92	N	Y	Y	N
12:00 AM	507	691	1,198	91	0	91	N	Y	Y	N
12:00 AM	500	681	1,181	82	0	82	N	Y	Y	N
12:00 AM	500	681	1,181	80	0	80	N	Y	Y	N
12:00 AM	477	650	1,127	78	0	78	N	Y	Y	N
12:00 AM	469	639	1,108	71	0	71	N	N	N	N
12:00 AM	455	619	1,074	67	0	67	N	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	546	948	64	0	64	N	N	N	N

Warrant Requirements:

Major Street Lanes: 1

Minor Street Lanes: 1

CONDITION A - Minimum Vehicular Volume

Minimum Volume on Combined Major Street Approaches: 500

Minimum Volume on Higher Minor Street Approach: 150

CONDITION B - Interruption of Continuous Traffic

Minimum Volume on Combined Major Street Approaches: 750

Minimum Volume on Higher Minor Street Approach: 75

IS CONDITION A OF SIGNAL WARRANT 1 MET? NO

IS CONDITION B OF SIGNAL WARRANT 1 MET? NO

IS COMBINATION OF A OR B MET? NO

IS 80% OF CONDITION A AND CONDITION B MET? NO

Note: Signal Warrant 1 is met if either Condition A or Condition B is met.

TRAFFIC SIGNAL WARRANTS - BASED ON 2009 MUTCD

7/11/2023

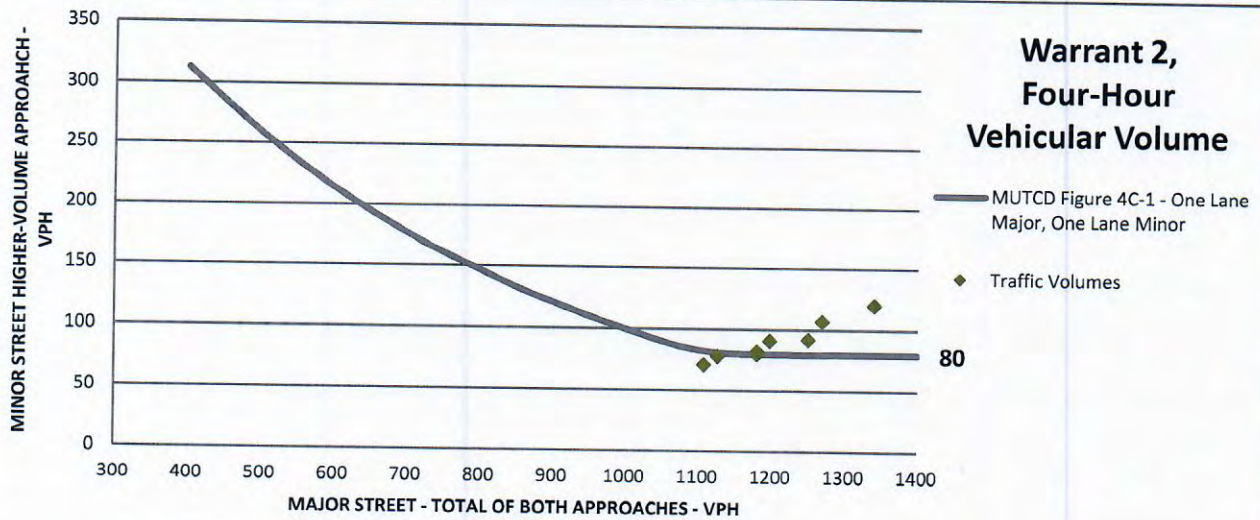
WARRANT 2, FOUR HOUR VEHICULAR VOLUME

	MAJOR			MINOR			Calculated Threshold	
	EB	WB	Total	NB	0	Max		
12:00 AM	568	773	1,341	120	0	120	80	Y
12:00 AM	538	732	1,270	107	0	107	80	Y
12:00 AM	530	721	1,251	92	0	92	80	Y
12:00 AM	507	691	1,198	91	0	91	80	Y
12:00 AM	500	681	1,181	82	0	82	80	Y
12:00 AM	500	681	1,181	80	0	80	80	Y
12:00 AM	477	650	1,127	78	0	78	80	N
12:00 AM	469	639	1,108	71	0	71	82	N

Warrant Requirements:

Major Street Lanes: 1  
 Minor Street Lanes: 1

IS SIGNAL WARRANT 2 MET? YES



**WARRANT 3, PEAK HOUR VEHICULAR VOLUME**

	MAJOR			MINOR		Calculated Max	Calculated Threshold (B)	A-2&3	B
	EB	WB	Total	NB	0				
12:00 AM	568	773	1,341	120	0	120	118	Y	Y
12:00 AM	538	732	1,270	107	0	107	132	Y	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 Requirements:**

Major Street Lanes: 1

Minor Street Lanes: 1

**CONDITION A-1 - Stopped Delay**

Cannot be evaluated based on volumes alone. Condition met if traffic on one minor-street approach (one direction only) controlled by STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach.

**CONDITION A-2 - Minor Street Volume**

Minimum Volume on Higher Minor Street Approach: 100

**CONDITION A-3 - Total Approach Volume**

Minimum Volume of Total Approaches: 650

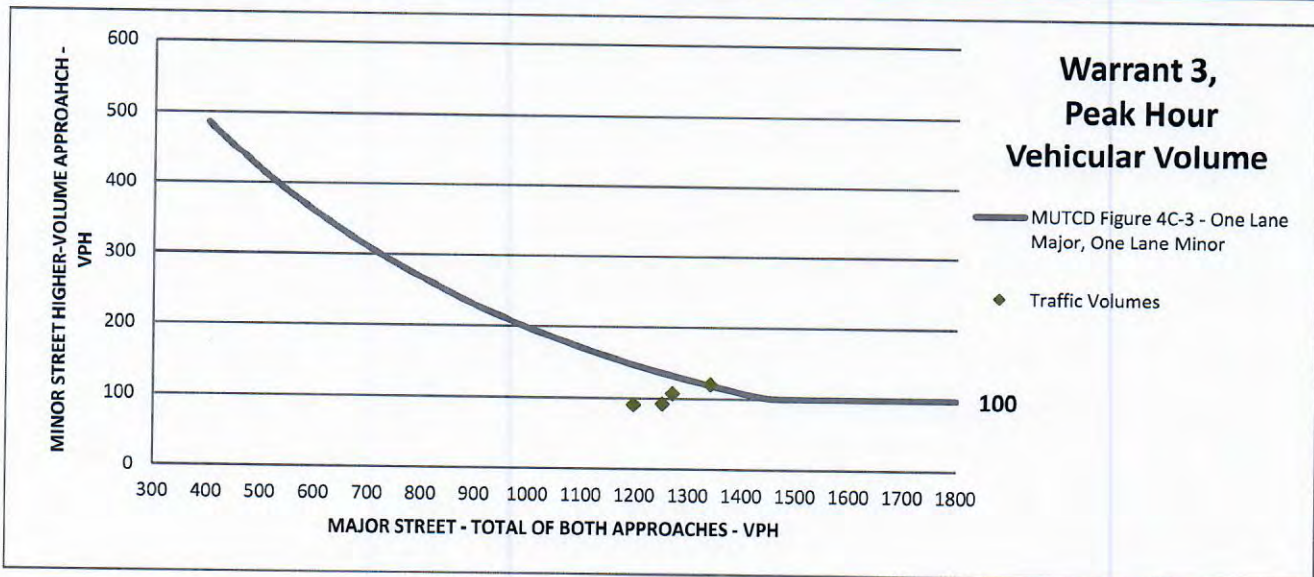
**CONDITION B - Plot of Minor Street Volume (high vol approach) vs. Major Street Volume (Both approaches)**

ARE CONDITIONS A-2 AND A-3 OF SIGNAL WARRANT 3 MET? **YES** *Stopped Delay Needs to be Checked*

Note: All 3 subsections of Condition A must be met to warrant signal.

IS CONDITION B OF SIGNAL WARRANT 3 MET? **YES**

Note: Signal Warrant 3 is met if either Condition A or Condition B is met.



TRAFFIC SIGNAL WARRANTS - BASED ON 2009 MUTCD

7/11/2023

INTERSECTION INFORMATION					
City:	McMinnville	Condition:	2026 w/ Commercial 5.6% Growth Rate		
Population:	35000				
Intersection Location: (Rural/Urban)	Urban				
Major Street Name:	NW Baker Creek Road	Minor Street Name:	NW Michelbook Lane		
Number of Moving Lanes for Each Approach:	1	Number of Moving Lanes for Each Approach:	1		
Speed:	35 mph	Speed:	25 mph		
Street Width:	35 ft	Street Width:	32 ft		
Direction:	EB	Direction:	NB		
Hour		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	126	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	
24-hour Total	9,204	12,574	24-hour Total	1,458	0

**Warrants Evaluted:**

- Warrant 1, 8-Hour Vehicular Volume - Evaluted for Conditions A & B
- Warrant 2, 4-Hour Vehicular Volume - Evaluted
- Warrant 3, Peak Hour - Evaluted for Conditions A-2, A-3 (A-1 needs to be evaluted 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

TRAFFIC SIGNAL WARRANTS - BASED ON 2009 MUTCD

7/11/2023

**WARRANT 1, 8-HOUR VEHICULAR VOLUME**

	MAJOR			MINOR			A	B	A or B	80% A&B
	EB	WB	Total	NB	0	Max				
12:00 AM	691	944	1,635	136	0	136	N	Y	Y	N
12:00 AM	655	894	1,549	121	0	121	N	Y	Y	N
12:00 AM	645	881	1,526	105	0	105	N	Y	Y	N
12:00 AM	617	843	1,460	103	0	103	N	Y	Y	N
12:00 AM	608	831	1,439	92	0	92	N	Y	Y	N
12:00 AM	608	831	1,439	91	0	91	N	Y	Y	N
12:00 AM	581	793	1,374	88	0	88	N	Y	Y	N
12:00 AM	571	780	1,351	80	0	80	N	Y	Y	N
12:00 AM	553	756	1,309	76	0	76	N	Y	Y	N
12:00 AM	516	705	1,221	73	0	73	N	N	N	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	N	N	N

**Warrant Requirements:**

Major Street Lanes: 1  
 Minor Street Lanes: 1

**CONDITION A - Minimum Vehicular Volume**

Minimum Volume on Combined Major Street Approaches: 500  
 Minimum Volume on Higher Minor Street Approach: 150

**CONDITION B - Interruption of Continuous Traffic**

Minimum Volume on Combined Major Street Approaches: 750  
 Minimum Volume on Higher Minor Street Approach: 75

IS CONDITION A OF SIGNAL WARRANT 1 MET? NO  
 IS CONDITION B OF SIGNAL WARRANT 1 MET? YES  
 IS COMBINATION OF A OR B MET? YES  
 IS 80% OF CONDITION A AND CONDITION B MET? NO

Note: Signal Warrant 1 is met if either Condition A or Condition B is met.

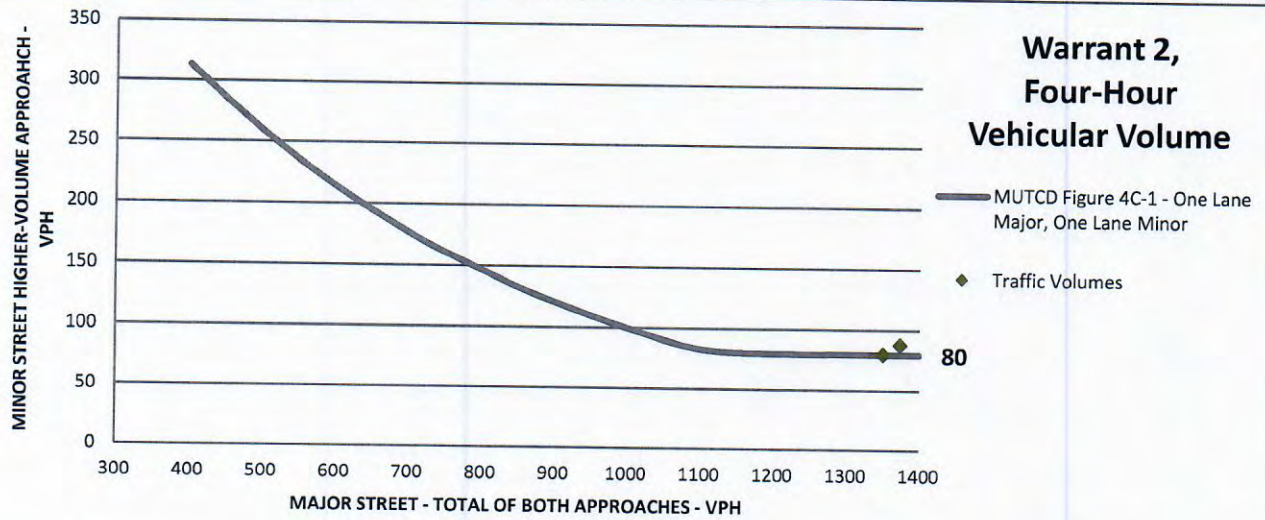
**WARRANT 2, FOUR HOUR VEHICULAR VOLUME**

	MAJOR			NB	MINOR		Calculated Threshold	
	EB	WB	Total		0	Max		
12:00 AM	691	944	1,635	136	0	136	80	Y
12:00 AM	655	894	1,549	121	0	121	80	Y
12:00 AM	645	881	1,526	105	0	105	80	Y
12:00 AM	617	843	1,460	103	0	103	80	Y
12:00 AM	608	831	1,439	92	0	92	80	Y
12:00 AM	608	831	1,439	91	0	91	80	Y
12:00 AM	581	793	1,374	88	0	88	80	Y
12:00 AM	571	780	1,351	80	0	80	80	Y

**Warrant Requirements:**

Major Street Lanes: 1  
 Minor Street Lanes: 1

IS SIGNAL WARRANT 2 MET? YES



**WARRANT 3, PEAK HOUR VEHICULAR VOLUME**

	MAJOR			MINOR			Calculated Threshold (B)	<b>A-2&amp;3</b>	<b>B</b>
	EB	WB	Total	NB	0	Max			
12:00 AM	691	944	1,635	136	0	136	100	Y	Y
12:00 AM	655	894	1,549	121	0	121	100	Y	Y
12:00 AM	645	881	1,526	105	0	105	100	Y	Y
12:00 AM	617	843	1,460	103	0	103	100	Y	Y

**Warrant Requirements:**

Major Street Lanes: 1

Minor Street Lanes: 1

**CONDITION A-1 - Stopped Delay**

Cannot be evaluated based on volumes alone. Condition met if traffic on one minor-street approach (one direction only) controlled by STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach.

**CONDITION A-2 - Minor Street Volume**

Minimum Volume on Higher Minor Street Approach: 100

**CONDITION A-3 - Total Approach Volume**

Minimum Volume of Total Approaches: 650

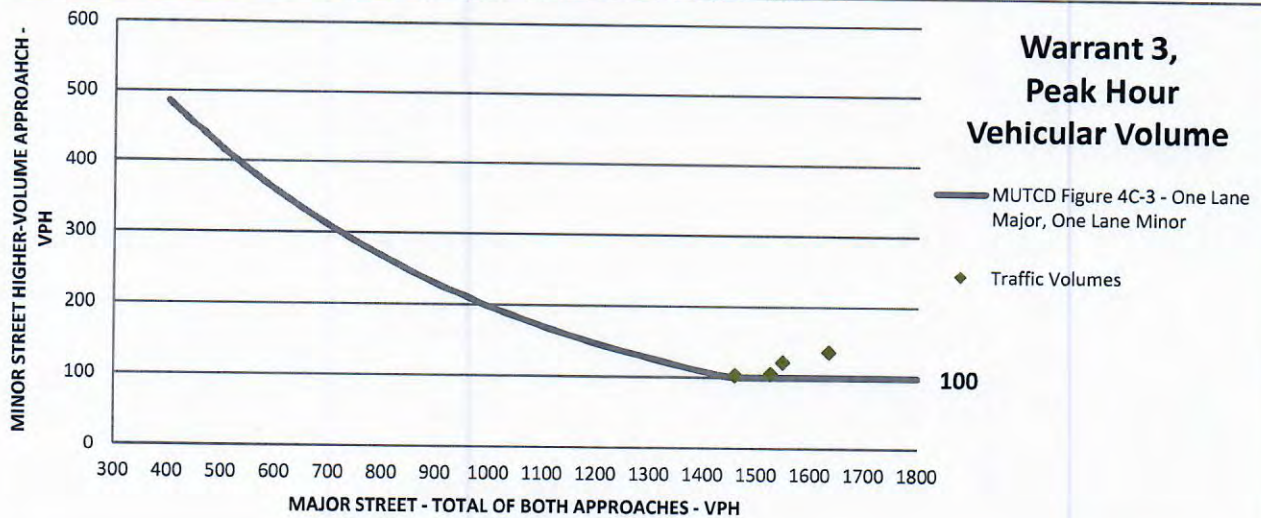
**CONDITION B - Plot of Minor Street Volume (high vol approach) vs. Major Street Volume (Both approaches)**

**ARE CONDITIONS A-2 AND A-3 OF SIGNAL WARRANT 3 MET?** YES *Stopped Delay Needs to be Checked*

Note: All 3 subsections of Condition A must be met to warrant signal.

**IS CONDITION B OF SIGNAL WARRANT 3 MET?** YES

Note: Signal Warrant 3 is met if either Condition A or Condition B is met.





TRAFFIC SIGNAL WARRANTS - BASED ON 2009 MUTCD

7/11/2023

INTERSECTION INFORMATION					
City:	McMinnville		Condition:	2027 w/ Commercial & 2.5% Growth Rate	
Population:	35000				
Intersection Location: (Rural/Urban)	Urban				
Major Street Name:	NW Baker Creek Road		Minor Street Name:	NW Michelbook Lane	
Number of Moving Lanes for Each Approach:	1		Number of Moving Lanes for Each Approach:	1	
Speed:	35 mph		Speed:	25 mph	
Street Width:	35 ft		Street Width:	32 ft	
Direction:	EB	WB	Direction:	NB	
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	
24-hour Total	8,300	11,203	24-hour Total	1,526	0

**Warrants Evaluated:**

- 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

TRAFFIC SIGNAL WARRANTS - BASED ON 2009 MUTCD

7/11/2023

WARRANT 1, 8-HOUR VEHICULAR VOLUME

	MAJOR			MINOR			A	B	A or B	80% A&B
	EB	WB	Total	NB	0	Max				
12:00 AM	623	841	1,464	142	0	142	N	Y	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	Y	N
12:00 AM	557	751	1,308	108	0	108	N	Y	Y	N
12:00 AM	548	740	1,288	97	0	97	N	Y	Y	N
12:00 AM	548	740	1,288	95	0	95	N	Y	Y	N
12:00 AM	524	707	1,231	92	0	92	N	Y	Y	N
12:00 AM	515	695	1,210	84	0	84	N	Y	Y	N
12:00 AM	499	673	1,172	80	0	80	N	Y	Y	N
12:00 AM	465	628	1,093	77	0	77	N	Y	Y	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	Y	Y	N

**Warrant Requirements:**

Major Street Lanes: 1

Minor Street Lanes: 1

**CONDITION A - Minimum Vehicular Volume**

Minimum Volume on Combined Major Street Approaches: 500

Minimum Volume on Higher Minor Street Approach: 150

**CONDITION B - Interruption of Continuous Traffic**

Minimum Volume on Combined Major Street Approaches: 750

Minimum Volume on Higher Minor Street Approach: 75

IS CONDITION A OF SIGNAL WARRANT 1 MET? NO

IS CONDITION B OF SIGNAL WARRANT 1 MET? YES

IS COMBINATION OF A OR B MET? YES

IS 80% OF CONDITION A AND CONDITION B MET? NO

Note: Signal Warrant 1 is met if either Condition A or Condition B is met.

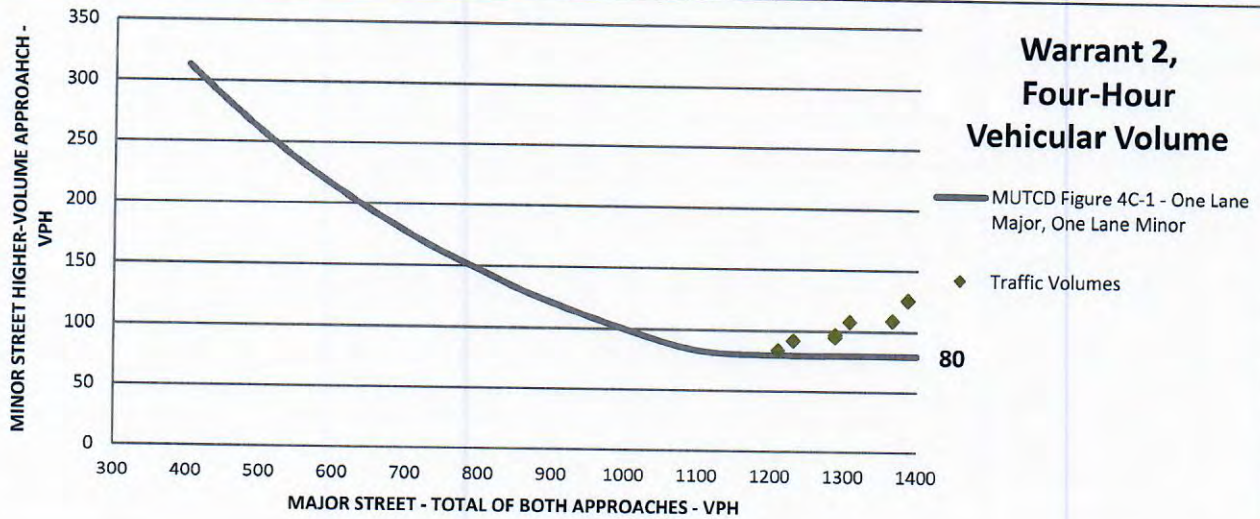
**WARRANT 2, FOUR HOUR VEHICULAR VOLUME**

	MAJOR			MINOR		Calculated Threshold		
	EB	WB	Total	NB	0			
12:00 AM	623	841	1,464	142	0	142	80	Y
12:00 AM	590	797	1,387	126	0	126	80	Y
12:00 AM	581	785	1,366	109	0	109	80	Y
12:00 AM	557	751	1,308	108	0	108	80	Y
12:00 AM	548	740	1,288	97	0	97	80	Y
12:00 AM	548	740	1,288	95	0	95	80	Y
12:00 AM	524	707	1,231	92	0	92	80	Y
12:00 AM	515	695	1,210	84	0	84	80	Y

**Warrant Requirements:**

Major Street Lanes: 1  
 Minor Street Lanes: 1

**IS SIGNAL WARRANT 2 MET? YES**



**WARRANT 3, PEAK HOUR VEHICULAR VOLUME**

	MAJOR			NB	MINOR		Calculated Threshold (B)	A-2&3	B
	EB	WB	Total		0	Max			
12:00 AM	623	841	1,464	142	0	142	100	Y	Y
12:00 AM	590	797	1,387	126	0	126	111	Y	Y
12:00 AM	581	785	1,366	109	0	109	114	Y	N
12:00 AM	557	751	1,308	108	0	108	124	Y	N

**Warrant Requirements:**

Major Street Lanes: 1  
 Minor Street Lanes: 1

**CONDITION A-1 - Stopped Delay**

Cannot be evaluated based on volumes alone. Condition met if traffic on one minor-street approach (one direction only) controlled by STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach.

**CONDITION A-2 - Minor Street Volume**

Minimum Volume on Higher Minor Street Approach: 100

**CONDITION A-3 - Total Approach Volume**

Minimum Volume of Total Approaches: 650

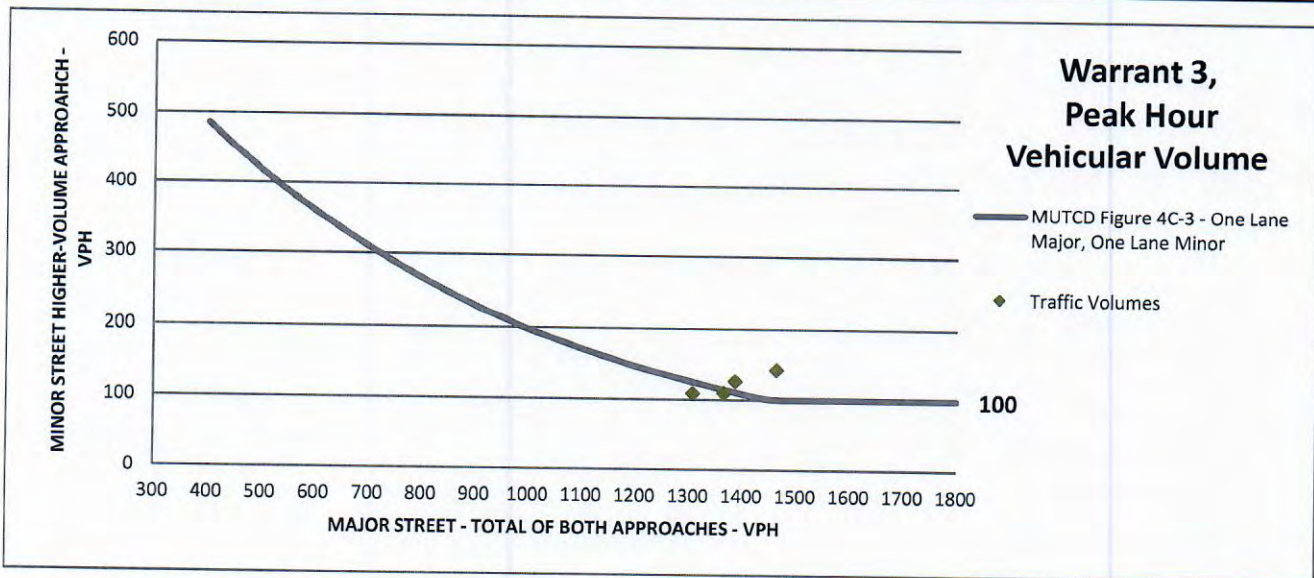
**CONDITION B - Plot of Minor Street Volume (high vol approach) vs. Major Street Volume (Both approaches)**

**ARE CONDITIONS A-2 AND A-3 OF SIGNAL WARRANT 3 MET?** YES *Stopped Delay Needs to be Checked*

Note: All 3 subsections of Condition A must be met to warrant signal.

**IS CONDITION B OF SIGNAL WARRANT 3 MET?** YES

Note: Signal Warrant 3 is met if either Condition A or Condition B is met.



TRAFFIC SIGNAL WARRANTS - BASED ON 2009 MUTCD

7/11/2023

INTERSECTION INFORMATION					
City:	McMinnville		Condition:	2027 w/ Commercial & 5.6% Growth Rate	
Population:	35000				
Intersection Location: (Rural/Urban)	Urban				
Major Street Name:	NW Baker Creek Road		Minor Street Name:	NW Michelbook Lane	
Number of Moving Lanes for Each Approach:	1		Number of Moving Lanes for Each Approach:	1	
Speed:	35 mph		Speed:	25 mph	
Street Width:	35 ft		Street Width:	32 ft	
Direction:	EB	WB	Direction:	NB	
Hour			Hour		
1	714	973	1	150	
2	676	922	2	134	
3	666	908	3	116	
4	638	869	4	114	
5	629	857	5	102	
6	629	857	6	101	
7	600	818	7	98	
8	590	804	8	89	
9	572	779	9	84	
10	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	246	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	
24-hour Total	9,512	12,963	24-hour Total	1,617	0

**Warrants Evaluated:**

- 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

TRAFFIC SIGNAL WARRANTS - BASED ON 2009 MUTCD

7/11/2023

WARRANT 1, 8-HOUR VEHICULAR VOLUME

	MAJOR			MINOR			A	B	A or B	80% A&B
	EB	WB	Total	NB	0	Max				
12:00 AM	714	973	1,687	150	0	150	Y	Y	Y	N
12:00 AM	676	922	1,598	134	0	134	N	Y	Y	N
12:00 AM	666	908	1,574	116	0	116	N	Y	Y	N
12:00 AM	638	869	1,507	114	0	114	N	Y	Y	N
12:00 AM	629	857	1,486	102	0	102	N	Y	Y	N
12:00 AM	629	857	1,486	101	0	101	N	Y	Y	N
12:00 AM	600	818	1,418	98	0	98	N	Y	Y	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	Y	N
12:00 AM	533	727	1,260	81	0	81	N	Y	Y	N
12:00 AM	514	700	1,214	80	0	80	N	Y	Y	N
12:00 AM	505	688	1,193	80	0	80	N	Y	Y	N

Warrant Requirements:

Major Street Lanes: 1  
 Minor Street Lanes: 1

CONDITION A - Minimum Vehicular Volume

Minimum Volume on Combined Major Street Approaches: 500  
 Minimum Volume on Higher Minor Street Approach: 150

CONDITION B - Interruption of Continuous Traffic

Minimum Volume on Combined Major Street Approaches: 750  
 Minimum Volume on Higher Minor Street Approach: 75

IS CONDITION A OF SIGNAL WARRANT 1 MET? NO  
 IS CONDITION B OF SIGNAL WARRANT 1 MET? YES  
 IS COMBINATION OF A OR B MET? YES  
 IS 80% OF CONDITION A AND CONDITION B MET? NO

Note: Signal Warrant 1 is met if either Condition A or Condition B is met.

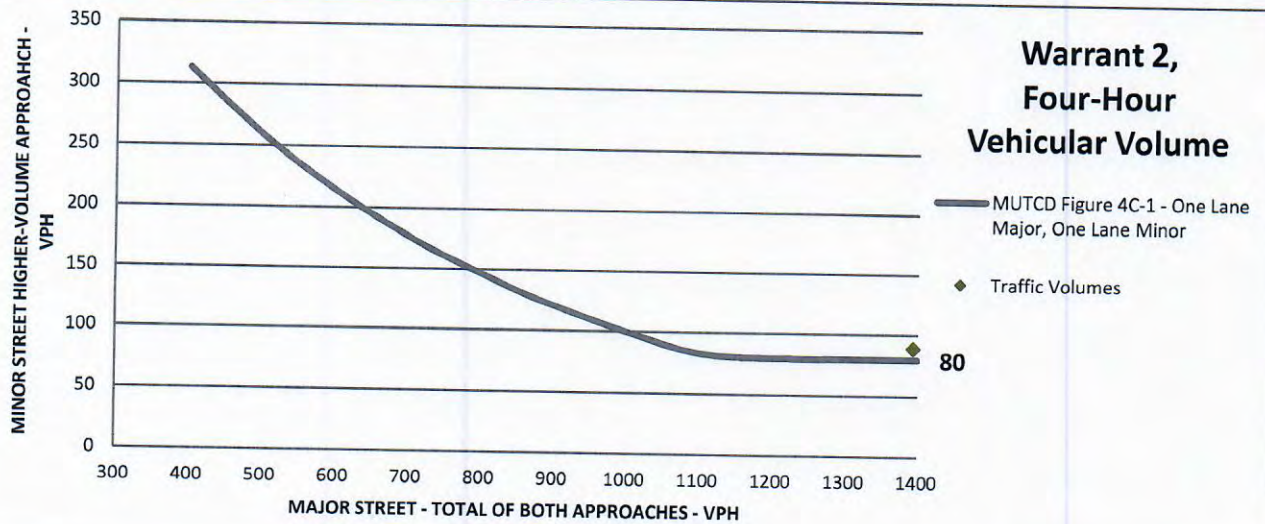
**WARRANT 2, FOUR HOUR VEHICULAR VOLUME**

	MAJOR			MINOR		Calculated Threshold	
	EB	WB	Total	NB	0 Max		
12:00 AM	714	973	1,687	150	0 150	80	
12:00 AM	676	922	1,598	134	0 134	80	Y
12:00 AM	666	908	1,574	116	0 116	80	Y
12:00 AM	638	869	1,507	114	0 114	80	Y
12:00 AM	629	857	1,486	102	0 102	80	Y
12:00 AM	629	857	1,486	101	0 101	80	Y
12:00 AM	600	818	1,418	98	0 98	80	Y
12:00 AM	590	804	1,394	89	0 89	80	Y

**Warrant Requirements:**

Major Street Lanes: 1  
 Minor Street Lanes: 1

IS SIGNAL WARRANT 2 MET? **YES**



**WARRANT 3, PEAK HOUR VEHICULAR VOLUME**

	MAJOR			MINOR		Calculated Threshold (B)	A-2&3	B	
	EB	WB	Total	NB	0				Max
12:00 AM	714	973	1,687	150	0	150	100	Y	Y
12:00 AM	676	922	1,598	134	0	134	100	Y	Y
12:00 AM	666	908	1,574	116	0	116	100	Y	Y
12:00 AM	638	869	1,507	114	0	114	100	Y	Y

**Warrant Requirements:**

Major Street Lanes: 1  
 Minor Street Lanes: 1

**CONDITION A-1 - Stopped Delay**

Cannot be evaluated based on volumes alone. Condition met if traffic on one minor-street approach (one direction only) controlled by STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach.

**CONDITION A-2 - Minor Street Volume**

Minimum Volume on Higher Minor Street Approach: 100

**CONDITION A-3 - Total Approach Volume**

Minimum Volume of Total Approaches: 650

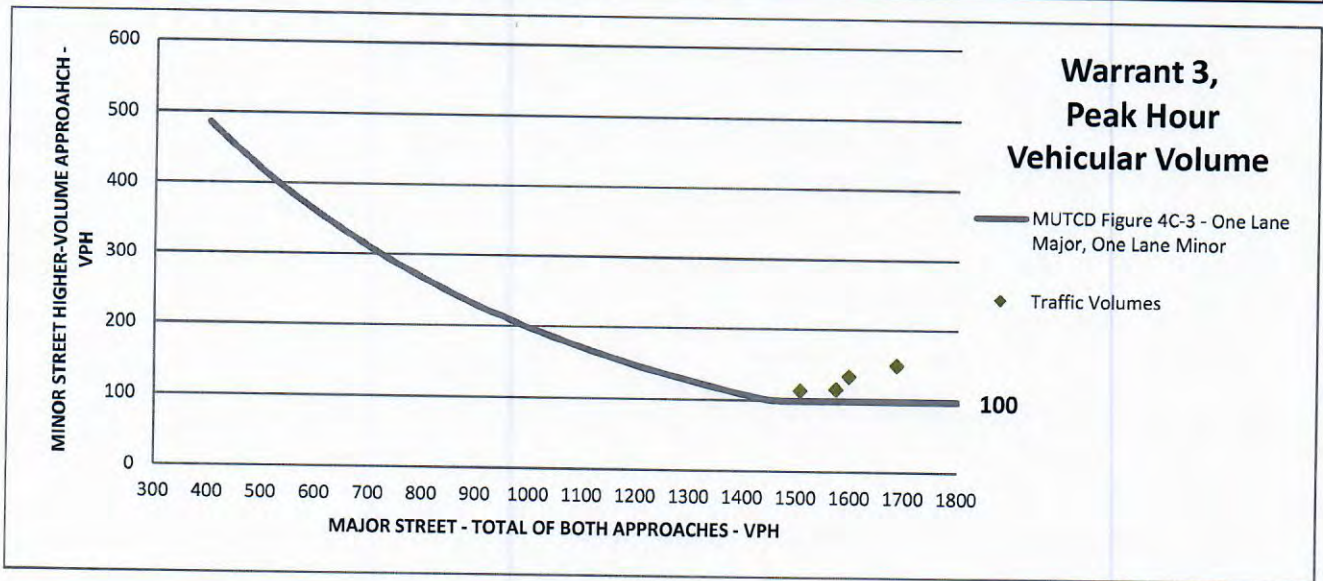
**CONDITION B - Plot of Minor Street Volume (high vol approach) vs. Major Street Volume (Both approaches)**

**ARE CONDITIONS A-2 AND A-3 OF SIGNAL WARRANT 3 MET?** YES *Stopped Delay Needs to be Checked*

Note: All 3 subsections of Condition A must be met to warrant signal.

**IS CONDITION B OF SIGNAL WARRANT 3 MET?** YES

Note: Signal Warrant 3 is met if either Condition A or Condition B is met.





## Appendix D - Operations

Definitions

Synchro Reports

Queuing Reports





## 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
B	10-20
C	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
B	10-15
C	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

Int Delay, s/veh 2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↖	↗
Traffic Vol, veh/h	8	310	0	30	127	10	2	0	76	14	0	11
Future Vol, veh/h	8	310	0	30	127	10	2	0	76	14	0	11
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	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	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	10	383	0	37	157	12	2	0	94	17	0	14

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	169	0	0	385
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.1	-	-	4.13
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.227
Pot Cap-1 Maneuver	1421	-	-	1168
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1421	-	-	1166
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.5	11.5	12.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	648	1421	-	-	1166	-	-	386	868
HCM Lane V/C Ratio	0.149	0.007	-	-	0.032	-	-	0.045	0.016
HCM Control Delay (s)	11.5	7.6	-	-	8.2	-	-	14.8	9.2
HCM Lane LOS	B	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0.1	0

HCM 6th TWSC  
 3: NW Michelbook Ln & NW Baker Creek Road

07/07/2023

**Intersection**

Int Delay, s/veh 1.7

**Movement** EBT EBR WBL WBT NBL NBR

Lane Configurations	↑		↓	↑	↓	↓
Traffic Vol, veh/h	573	63	44	226	21	56
Future Vol, veh/h	573	63	44	226	21	56
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	-	0	-
Veh in Median Storage, #	0	-	-	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	674	74	52	266	25	66

**Major/Minor** Major1 Major2 Minor1

Conflicting Flow All	0	0	748	0	1081	711
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	370	-
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	-	-	847	-	243	430
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	703	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	847	-	228	430
Mov Cap-2 Maneuver	-	-	-	-	357	-
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	660	-

**Approach** EB WB NB

HCM Control Delay, s	0	1.6	16.4
HCM LOS			C

**Minor Lane/Major Mvmt** NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	407	-	-	847	-
HCM Lane V/C Ratio	0.223	-	-	0.061	-
HCM Control Delay (s)	16.4	-	-	9.5	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

# HCM Signalized Intersection Capacity Analysis

## 4: N Baker Street & NW Baker Creek Road

07/07/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	
Frbp, 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	
Flt 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	
Flt 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	0	0	3	0	0	23	0
Lane Group Flow (vph)	149	512	0	11	225	0	49	182	0	56	276	0
Confl. Peds. (#/hr)	5						5					
Confl. Bikes (#/hr)			1				1					
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)	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		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	B		A	A		B	B		B	B	
Approach Delay (s)		11.8			8.9			15.8			17.9	
Approach LOS		B			A			B			B	

### Intersection Summary

HCM 2000 Control Delay	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Signalized Intersection Summary  
 4: N Baker Street & NW Baker Creek Road

07/07/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	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	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		0.18	1.00		0.05	1.00		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/ln	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												
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	B	A	B	B	A	A	C	A	B	B	A	B
Approach Vol, veh/h		669			249			234			355	
Approach Delay, s/veh		12.6			9.3			17.1			19.0	
Approach LOS		B			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		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+I1), s		14.4		10.6		13.9		12.9				
Green Ext Time (p_c), s		1.3		1.4		3.8		0.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.3								
HCM 6th LOS				B								

HCM 6th TWSC  
2: NW Meadows Drive & NW Baker Creek Road

07/07/2023

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↖	↗
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	-	-	None
Storage Length	50			50								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
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	Minor1	Minor2
Conflicting Flow All	371	0	0	259
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.1	-	-	4.1
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.2
Pot Cap-1 Maneuver	1199	-	-	1317
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1199	-	-	1316
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.6	10.3	13.8
HCM LOS			B	B

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	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.2	-	-	0.1	0



Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	
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	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	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	368	20	132	561	30	83

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	388	0	1203 378
Stage 1	-	-	-	-	378 -
Stage 2	-	-	-	-	825 -
Critical Hdwy	-	-	4.11	-	6.4 6.21
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.209	-	3.5 3.309
Pot Cap-1 Maneuver	-	-	1176	-	206 671
Stage 1	-	-	-	-	697 -
Stage 2	-	-	-	-	434 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1176	-	183 671
Mov Cap-2 Maneuver	-	-	-	-	299 -
Stage 1	-	-	-	-	697 -
Stage 2	-	-	-	-	385 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	14.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	505	-	-	1176	-
HCM Lane V/C Ratio	0.223	-	-	0.112	-
HCM Control Delay (s)	14.2	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0.4	-

HCM Signalized Intersection Capacity Analysis  
 4: N Baker Street & NW Baker Creek Road





















07/07/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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		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	
Frbp, 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	
Flt 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	7	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)									3	3		
Heavy Vehicles (%)	2%	3%	0%	4%	0%	2%	0%	2%	0%	0%	2%	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		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	B	B		A	B		B	B		B	B	
Approach Delay (s)		13.3			14.7			14.0			15.7	
Approach LOS		B			B			B			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			14.5			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			60.0			Sum of lost time (s)				9.0		
Intersection Capacity Utilization			73.7%			ICU Level of Service				D		
Analysis Period (min)			15									

c Critical Lane Group

HCM 6th Signalized Intersection Summary  
 4: N Baker Street & NW Baker Creek Road

07/07/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	269	36	27	401	49	87	256	28	38	233	179
Future Volume (veh/h)	119	269	36	27	401	49	87	256	28	38	233	179
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	121	274	37	28	409	50	89	261	29	39	238	183
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	362	707	95	463	733	90	334	675	75	448	400	307
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	933	1601	216	1052	1660	203	980	1653	184	1105	979	753
Grp Volume(v), veh/h	121	0	311	28	0	459	89	0	290	39	0	421
Grp Sat Flow(s),veh/h/ln	933	0	1817	1052	0	1863	980	0	1837	1105	0	1732
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	11.4
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	11.4
Prop In Lane	1.00		0.12	1.00		0.11	1.00		0.10	1.00		0.43
Lane Grp Cap(c), veh/h	362	0	802	463	0	823	334	0	750	448	0	707
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	0.60
Avail Cap(c_a), veh/h	362	0	802	463	0	823	334	0	750	448	0	707
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	18.9	0.0	11.3	14.0	0.0	12.4	20.2	0.0	12.5	15.4	0.0	13.9
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	3.7
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/ln	1.6	0.0	2.7	0.3	0.0	4.7	1.2	0.0	2.7	0.4	0.0	4.5
Unsig. Movement Delay, s/veh												
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	17.5
LnGrp LOS	C	A	B	B	A	B	C	A	B	B	A	B
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	
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+l1), s		12.9		13.4		19.6		18.1				
Green Ext Time (p_c), s		2.7		2.1		1.4		1.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				15.9								
HCM 6th LOS				B								

HCM 6th TWSC  
 2: NW Meadows Drive & NW Baker Creek Road

07/07/2023

**Intersection**

Int Delay, s/veh 3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↖	↗
Traffic Vol, veh/h	11	337	0	34	147	19	2	0	89	39	0	19
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	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	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	416	0	42	181	23	2	0	110	48	0	23

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	204	0	418	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.1	-	4.13	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.2	-	2.227	-
Pot Cap-1 Maneuver	1380	-	1136	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1380	-	1134	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.4	12.1	14.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	621	1380	-	-	1134	-	-	339	835
HCM Lane V/C Ratio	0.181	0.01	-	-	0.037	-	-	0.142	0.028
HCM Control Delay (s)	12.1	7.6	-	-	8.3	-	-	17.4	9.4
HCM Lane LOS	B	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0.5	0.1

HCM 6th TWSC

3: NW Michelbook Ln & NW Baker Creek Road

07/07/2023

**Intersection**

Int Delay, s/veh 2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↖	↗	↘
Traffic Vol, veh/h	707	89	47	265	37	60
Future Vol, veh/h	707	89	47	265	37	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	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	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	Minor1		
Conflicting Flow All	0	0	937	0	1307 885
Stage 1	-	-	-	-	885 -
Stage 2	-	-	-	-	422 -
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	-	-	719	-	178 341
Stage 1	-	-	-	-	407 -
Stage 2	-	-	-	-	666 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	719	-	164 341
Mov Cap-2 Maneuver	-	-	-	-	294 -
Stage 1	-	-	-	-	407 -
Stage 2	-	-	-	-	615 -

**Approach**

	EB	WB	NB
HCM Control Delay, s	0	1.6	22.3
HCM LOS			C





















**Minor Lane/Major Mvmt**

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	321	-	-	719	-
HCM Lane V/C Ratio	0.356	-	-	0.077	-
HCM Control Delay (s)	22.3	-	-	10.4	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	1.6	-	-	0.2	-

# HCM Signalized Intersection Capacity Analysis

## 4: N Baker Street & NW Baker Creek Road

07/07/2023

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	160	479	79	11	196	40	50	163	10	53	202	81	
Future Volume (vph)	160	479	79	11	196	40	50	163	10	53	202	81	
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		
Frbp, 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		
Flt 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		
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)	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	0	
Lane Group Flow (vph)	184	632	0	13	259	0	57	195	0	61	301	0	
Confl. Peds. (#/hr)	5						5						
Confl. Bikes (#/hr)			1				1						
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			17.1			19.9		
Approach LOS		B			A			B			B		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			14.5									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.62										
Actuated Cycle Length (s)			60.0									Sum of lost time (s)	9.0
Intersection Capacity Utilization			68.9%									ICU Level of Service	C
Analysis Period (min)			15										
c	Critical Lane Group												

HCM 6th Signalized Intersection Summary  
 4: N Baker Street & NW Baker Creek Road

07/07/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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		0.14	1.00		0.17	1.00		0.06	1.00		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/ln	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												
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	B	A	B	B	A	A	C	A	B	B	A	C
Approach Vol, veh/h		826			284			255			386	
Approach Delay, s/veh		14.0			9.1			18.8			21.4	
Approach LOS		B			A			B			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		36.0		24.0		36.0		24.0				
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		
HCM 6th Ctrl Delay		15.6
HCM 6th LOS		B

HCM 6th TWSC  
2: NW Meadows Drive & NW Baker Creek Road

07/07/2023

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↖	↗
Traffic Vol, veh/h	14	248	4	92	341	35	3	0	51	26	1	10
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	-	-	-	-	-	-	-	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
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	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	438	0	0	294	0	0	964	976	292	984	958	420
Stage 1	-	-	-	-	-	-	324	324	-	632	632	-
Stage 2	-	-	-	-	-	-	640	652	-	352	326	-
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	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.318	3.599	4	3.3
Pot Cap-1 Maneuver	1133	-	-	1279	-	-	237	253	747	219	259	638
Stage 1	-	-	-	-	-	-	692	653	-	454	477	-
Stage 2	-	-	-	-	-	-	467	467	-	647	652	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1133	-	-	1278	-	-	214	228	746	187	234	637
Mov Cap-2 Maneuver	-	-	-	-	-	-	318	324	-	297	324	-
Stage 1	-	-	-	-	-	-	682	643	-	448	437	-
Stage 2	-	-	-	-	-	-	418	428	-	587	642	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	1.6	10.7	16.4
HCM LOS			B	C

Minor Lane/Major Mvmt	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	-	-	0.084	-	-	0.105	0.018
HCM Control Delay (s)	10.7	8.2	-	-	8.1	-	-	18.5	10.8
HCM Lane LOS		B	A	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.3	-	-	0.3	0.1



**Intersection**

Int Delay, s/veh 3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↖	↗	↘
Traffic Vol, veh/h	416	25	133	645	78	84
Future Vol, veh/h	416	25	133	645	78	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	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	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
Stage 1	-	-	457
Stage 2	-	-	968
Critical Hdwy	-	4.11	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.209	3.5
Pot Cap-1 Maneuver	-	1097	151
Stage 1	-	-	642
Stage 2	-	-	372
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1097	132
Mov Cap-2 Maneuver	-	-	248
Stage 1	-	-	642
Stage 2	-	-	324

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	24
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	358	-	-	1097	-
HCM Lane V/C Ratio	0.481	-	-	0.129	-
HCM Control Delay (s)	24	-	-	8.8	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	2.5	-	-	0.4	-






















HCM Signalized Intersection Capacity Analysis  
 4: N Baker Street & NW Baker Creek Road

07/07/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	
Frbp, 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	
Flt 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	0	30	533	0	113	305	0	42	418	0
Confl. Peds. (#/hr)									3	3		
Heavy Vehicles (%)	2%	3%	0%	4%	0%	2%	0%	2%	0%	0%	2%	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)	27.5	27.5		27.5	27.5		23.5	23.5		23.5	23.5	
Effective Green, g (s)	27.5	27.5		27.5	27.5		23.5	23.5		23.5	23.5	
Actuated g/C Ratio	0.46	0.46		0.46	0.46		0.39	0.39		0.39	0.39	
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)	260	831		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	
Delay (s)	19.5	12.6		9.5	15.7		20.4	15.2		12.3	18.6	
Level of Service	B	B		A	B		C	B		B	B	
Approach Delay (s)		14.5			15.4			16.5			18.1	
Approach LOS		B			B			B			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			16.1			HCM 2000 Level of Service		B				
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			60.0			Sum of lost time (s)		9.0				
Intersection Capacity Utilization			82.9%			ICU Level of Service		E				
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th Signalized Intersection Summary  
 4: N Baker Street & NW Baker Creek Road

07/07/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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		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		0.10	1.00		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/ln	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												
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				
Phs Duration (G+Y+Rc), s		32.0		28.0		32.0		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+I1), s		15.2		15.6		24.0		22.4				
Green Ext Time (p_c), s		3.1		2.0		1.0		0.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				17.7								
HCM 6th LOS				B								

HCM 6th TWSC  
 1: NW Baker Creek Road & Access

07/07/2023

**Intersection**

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↗		↖	↗
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	-	-	-	0	-
Veh in Median Storage, #	-	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	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	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1327	-	- 405 797
Stage 1	-	-	- 799 -
Stage 2	-	-	- 640 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1327	-	- 404 797
Mov Cap-2 Maneuver	-	-	- 503 -
Stage 1	-	-	- 797 -
Stage 2	-	-	- 640 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1327	-	-	-	531
HCM Lane V/C Ratio	0.003	-	-	-	0.049
HCM Control Delay (s)	7.7	-	-	-	12.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 6th TWSC

2: NW Meadows Drive & NW Baker Creek Road

07/07/2023

**Intersection**

Int Delay, s/veh 3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↖	↗
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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	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

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	252	0	0	462	0	0	830	824	461	863	811	247
Stage 1	-	-	-	-	-	-	488	488	-	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
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.5	4	3.336	3.5	4	3.3
Pot Cap-1 Maneuver	1325	-	-	1094	-	-	292	310	596	277	316	797
Stage 1	-	-	-	-	-	-	565	553	-	695	655	-
Stage 2	-	-	-	-	-	-	677	645	-	528	552	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1325	-	-	1092	-	-	270	295	594	217	300	789
Mov Cap-2 Maneuver	-	-	-	-	-	-	389	396	-	310	389	-
Stage 1	-	-	-	-	-	-	558	546	-	687	630	-
Stage 2	-	-	-	-	-	-	626	620	-	425	545	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.2	12.8	17.4
HCM LOS			B	C

Minor Lane/Major Mvmt	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
HCM Lane LOS	B	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0.9	0.1

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↖	↗	↘
Traffic Vol, veh/h	739	107	47	289	51	60
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	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	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	869	126	55	340	60	71





















Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
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	-	-	683	-	160 320
Stage 1	-	-	-	-	386 -
Stage 2	-	-	-	-	647 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	683	-	147 320
Mov Cap-2 Maneuver	-	-	-	-	276 -
Stage 1	-	-	-	-	386 -
Stage 2	-	-	-	-	595 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	26.2
HCM LOS			D

Minor Lane/Major Mvmt	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	D	-	-	B	-
HCM 95th %tile Q(veh)	2.1	-	-	0.3	-

HCM Signalized Intersection Capacity Analysis  
 4: N Baker Street & NW Baker Creek Road

07/07/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	
Frbp, 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	
Flt 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	
Satd. Flow (perm)	1058	1806		496	1786		786	1669		1162	1663	
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
Confl. Peds. (#/hr)	5					5						
Confl. Bikes (#/hr)			1			1						
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		c0.37			0.15			0.12			c0.18	
v/s Ratio Perm	0.18			0.03			0.08			0.05		
v/c Ratio	0.34	0.67		0.05	0.28		0.26	0.38		0.17	0.60	
Uniform Delay, d1	7.7	9.9		6.5	7.5		15.6	16.2		15.1	17.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.6	3.7		0.3	0.7		2.6	2.1		1.0	5.1	
Delay (s)	9.3	13.6		6.8	8.2		18.2	18.4		16.2	22.6	
Level of Service	A	B		A	A		B	B		B	C	
Approach Delay (s)		12.7			8.1			18.3			21.6	
Approach LOS		B			A			B			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			14.7				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			60.0				Sum of lost time (s)		9.0			
Intersection Capacity Utilization			70.6%				ICU Level of Service		C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th Signalized Intersection Summary  
 4: N Baker Street & NW Baker Creek Road

07/07/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	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	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/ln	1090	0	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		0.15	1.00		0.16	1.00		0.06	1.00		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	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/ln	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												
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		B			A			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		23.0		37.0		23.0				
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				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				15.9								
HCM 6th LOS				B								



Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↗		↖	↗
Traffic Vol, veh/h	12	289	383	22	18	11
Future Vol, veh/h	12	289	383	22	18	11
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	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
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	Major2	Minor2
Conflicting Flow All	471	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1101	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1101	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1101	-	-	-	507
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)	0	-	-	-	0.2

HCM 6th TWSC  
 2: NW Meadows Drive & NW Baker Creek Road

07/07/2023

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↖	↗
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
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	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
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	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	507	0	0	341	0	0	1053	1070	335	1070	1048	481
Stage 1	-	-	-	-	-	-	367	367	-	675	675	-
Stage 2	-	-	-	-	-	-	686	703	-	395	373	-
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	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.318	3.599	4	3.3
Pot Cap-1 Maneuver	1068	-	-	1229	-	-	206	223	707	191	230	589
Stage 1	-	-	-	-	-	-	657	626	-	429	456	-
Stage 2	-	-	-	-	-	-	441	443	-	613	622	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1068	-	-	1228	-	-	184	202	706	162	208	588
Mov Cap-2 Maneuver	-	-	-	-	-	-	292	303	-	274	304	-
Stage 1	-	-	-	-	-	-	646	616	-	423	420	-
Stage 2	-	-	-	-	-	-	392	408	-	553	612	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	1.3	11.7	18.8
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	603	1068	-	-	1228	-	-	277	588
HCM Lane V/C Ratio	0.112	0.015	-	-	0.08	-	-	0.172	0.02
HCM Control Delay (s)	11.7	8.4	-	-	8.2	-	-	20.7	11.2
HCM Lane LOS	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.3	-	-	0.6	0.1

HCM 6th TWSC

3: NW Michelbook Ln & NW Baker Creek Road

07/07/2023

**Intersection**

Int Delay, s/veh 4.6

**Movement** EBT EBR WBL WBT NBL NBR

Lane Configurations	↗		↘	↑	↖	
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	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	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	469	41	141	721	103	89

**Major/Minor** Major1 Major2 Minor1

Conflicting Flow All	0	0	510	0	1493	490
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	1003	-
Critical Hdwy	-	-	4.11	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.209	-	3.5	3.309
Pot Cap-1 Maneuver	-	-	1060	-	137	580
Stage 1	-	-	-	-	620	-
Stage 2	-	-	-	-	358	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1060	-	119	580
Mov Cap-2 Maneuver	-	-	-	-	235	-
Stage 1	-	-	-	-	620	-
Stage 2	-	-	-	-	310	-

**Approach** EB WB NB

HCM Control Delay, s	0	1.5	31
HCM LOS			D

**Minor Lane/Major Mvmt** NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	325	-	-	1060	-
HCM Lane V/C Ratio	0.592	-	-	0.133	-
HCM Control Delay (s)	31	-	-	8.9	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	3.6	-	-	0.5	-

# HCM Signalized Intersection Capacity Analysis

## 4: N Baker Street & NW Baker Creek Road/NW Michelbook Ln

07/07/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	
Frb, 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	0.99		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	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	
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	0	30	552	0	120	305	0	42	423	0
Confl. Peds. (#/hr)									3	3		
Heavy Vehicles (%)	2%	3%	0%	4%	0%	2%	0%	2%	0%	0%	2%	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)	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			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	B	B		A	B		C	B		B	C	
Approach Delay (s)		14.0			14.7			18.8			19.7	
Approach LOS		B			B			B			B	

### Intersection Summary

HCM 2000 Control Delay	16.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

# HCM 6th Signalized Intersection Summary

4: N Baker Street & NW Baker Creek Road/NW Michelbook Ln

07/07/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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/ln	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	C	A	B	B	A	B	C	A	B	B	A	C
Approach Vol, veh/h		536			588			432			517	
Approach Delay, s/veh		15.6			15.1			20.7			23.0	
Approach LOS		B			B			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.0		27.0		33.0		27.0				
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				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				18.4								
HCM 6th LOS				B								

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		7		2
Queuing Penalty (veh)			0		1		1

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

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		7		2
Queuing Penalty (veh)			0		1		1

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

Intersection: 2: NW Meadows Drive & NW Baker Creek Road

Movement	EB	EB	WB	NB	SB	SB
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		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	L	T	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
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)	2558		299		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



Queuing and Blocking Report

07/07/2023

Intersection: 1: NW Baker Creek Road & Access

Movement	EB	SB
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
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 Blk 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	T	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 (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		50		
Storage Blk Time (%)		1		
Queuing Penalty (veh)		5		

# Queuing and Blocking Report

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)		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

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
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)		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	T	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		

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

# **ATTACHMENT 6**

**Neighborhood**

**Meeting**

**Documentation**

## 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

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  
 MCMINNVILLE, OR 97128

BAKER CREEK I LLC  
 8408 N BRANDON UNIT 201  
 PORTLAND, OR 97217

FLORES MIKALIE J MORENO  
 2693 NW ERIC DR  
 MCMINNVILLE, OR 97128

CORTES JAVIER AYALA  
 2678 NW MEADOWS DR  
 MCMINNVILLE, OR 97128

LEMAY ALBERT  
 1941 NW HAUN DR  
 MCMINNVILLE, OR 97128

ORTEGA JASMIN  
 1963 NW HAUN DR  
 MCMINNVILLE, OR 97128

WOLFE JOHN R  
 1981 NW HAUN DR  
 MCMINNVILLE, OR 97128

EGLINTON CARA M  
 1999 NW HAUN DR  
 MCMINNVILLE, OR 97128

BALDERRAMA ARTURO  
 2392 NW YOHN RANCH DR  
 MCMINNVILLE, OR 97128

FREY EMILY R  
 1921 NW HAUN DR  
 MCMINNVILLE, OR 97128

CALAGE AGRICULTURE LLC  
 PO BOX 778  
 NEWBERG, OR 97132

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

COPY

SCHAFFER LISA M

2690 NW MEADOWS DR

MCMINNVILLE, OR 97128

SORENSEN RICHARD L TRUSTEE

1883 NW CHARLES ST

MCMINNVILLE, OR 97128

MCCULLOCH GARY S

1859 NW CHARLES ST

MCMINNVILLE, OR 97128

TIGNER TAMI L

1873 NW CHARLES ST

MCMINNVILLE, OR 97128

*copy*



### NOTICE OF NEIGHBORHOOD MEETING

Date of Neighborhood meeting: November 14, 2012 Wednesday  
Time of Neighborhood meeting: 6:00 PM  
Location of Neighborhood Meeting: Baker Creek Apartments  
Office / Rec Center  
2005 NW 27<sup>th</sup> Street  
Multnomah 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 approximately 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 Orloff is an owner and the Manager of that company.

The owner of this real estate is submitting a Proposal to the City of Multnomah 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 40'
- 144 apartment units
- 8 units of work/live spaces in the commercial sites

The PROPOSAL is to build 7 three story buildings on the site with 20 required usable open spaces, gathering spaces, landscaping and parking. This is a proposal for a mixed use project with 1/3 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 2.63 acres. The proposal seeks the height limit of 40 feet to allow for pitched roofs on the apartment buildings.





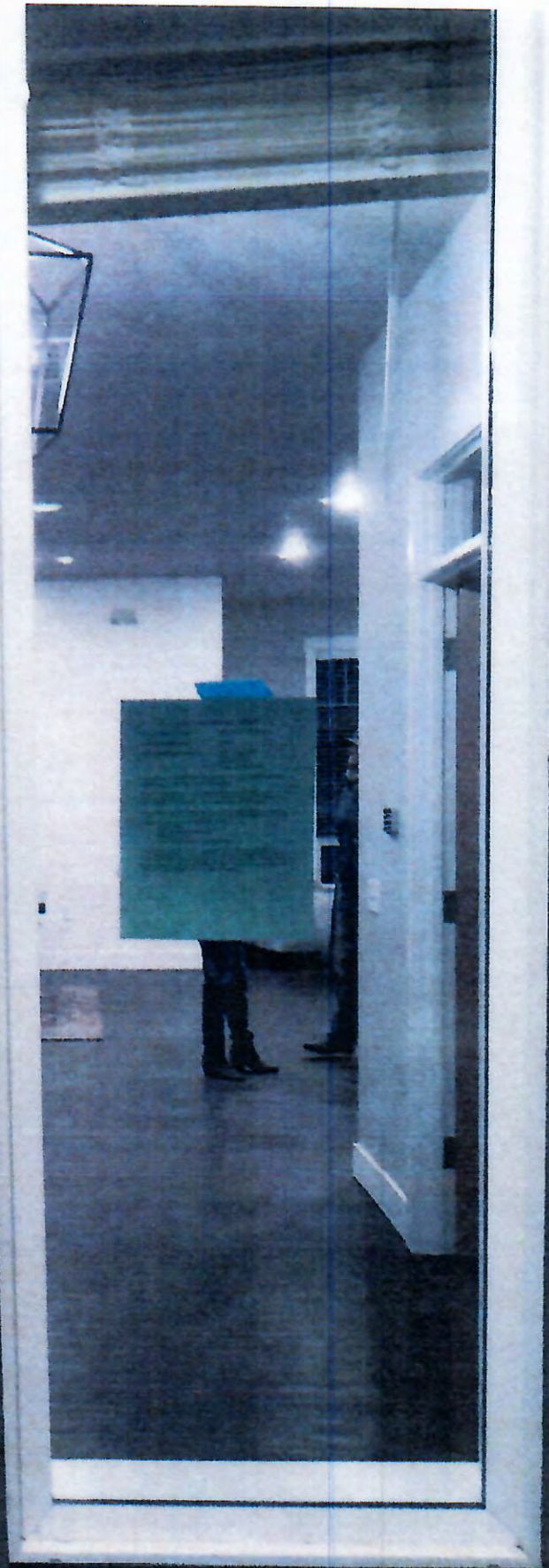
**NOTICE TO THE PUBLIC**  
This site is a construction site for the  
[illegible] project. All activities are  
conducted in accordance with the  
[illegible] permit. The site is  
located at [illegible] and is  
accessible to the public. The  
[illegible] is responsible for  
maintaining the site and ensuring  
that all activities are conducted  
in accordance with the permit.  
If you have any questions or  
concerns, please contact the  
[illegible] at [illegible].



**Baker Creek  
Apartments**

MANAGER

**503-560-7938**



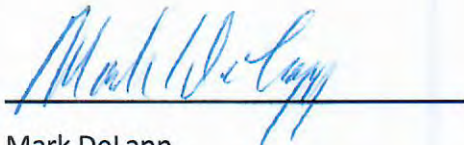
## NOTES OF NEIGHBORHOOD MEETING

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