

MEMORANDUM

DATE: November 27, 2019

TO: Douglas Egan | MD Builders, Inc.

FROM: Lacy Brown, Ph.D., P.E. | DKS Associates
Clive Lara, EI | DKS Associates

SUBJECT: McMinnville 1945 NW 2nd Street Zone Change Trip Generation Letter



This memorandum presents the findings of an evaluation of potential traffic impacts associated with a zone change for a 0.8-acre property located at 1945 NW 2nd Street in McMinnville, Oregon. The approximate location of the subject property is shown in Figure 1 below.

The applicant desires to change the current zoning from Single-Family Residential (R-1) to Multi-Family Residential (R-4) zoning for the development of up to nine multi-family townhome units and a 3,200 square foot dental office building (a conditional use). The proposed zone change must be in accordance with Oregon Administrative Rule (OAR) 660-012-0060, the Transportation Planning Rule (TPR). The intent of the TPR is to ensure that future land use and traffic growth is consistent with transportation system planning and does not create a significant effect on the surrounding transportation system beyond currently allowed uses. Because the term

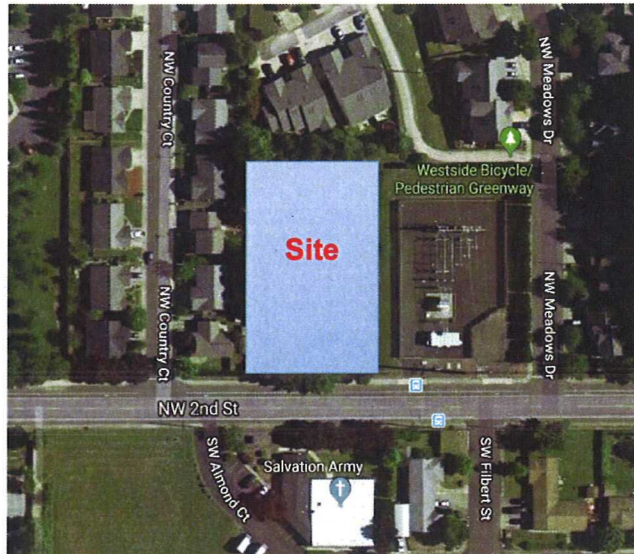


Figure 1: Site Location

“significant effect” is subjective, thresholds from other sources can be used to quantify what is “significant”. Action 1F.05 in the Oregon Highway Plan quantifies an insignificant effect on the surrounding roadway network as an increase of less than 400 daily trips. Although the Oregon Highway Plan would not apply to the roadways in this study area, it provides a reasonable number for context.

This memorandum summarizes the typical land use types allowed under the both the existing R-1 zone and the proposed R-4 zone as well as the reasonable worst-case development potential for each zoning category. The difference in estimated trip generation for the reasonable worst-case development level for the R-1 and R-4 zones represents the traffic impact of the zone change.

Existing Zoning Trip Generation

The intention of Single-Family Residential (R-1) zoning is to allow the use of single-family detached housing.¹ Class A mobile homes, single duplexes, and other low density residential land uses can be allowed with various restrictions which are not relevant to the subject property.²

For the purposes of identifying the reasonable worst-case trip generation for the existing zoning, ITE’s Single-Family Detached Housing (ITE code 210) was assumed as the sole land use allowed under the existing zoning. A summary of the estimated trip generation rates for single family housing is presented in Table 1.³

Table 1: Trip Generation Rates for Selected Allowed Land Uses under R-1 Zoning

Land Use (ITE Code)	Units	Weekday Trip Generation Rates		
		Daily	AM Peak Hour	PM Peak Hour
Single-Family Detached Housing (210)	DU ^a	9.44	0.74	0.99

^a DU = Dwelling Unit

Based on the minimum lot size requirements for R-1 zones, three 9,000 square-foot single family lots were assumed as the reasonable worst-case trip generation for the existing zoning.

Table 2 on the following page presents the reasonable worst-case trip generation estimate that could be potentially developed on the 0.8-acre subject property under the existing R-1 zoning.

As shown, full-build out of the property under existing zoning could generate 29 daily trips, 3 a.m. peak hour trips, and 3 p.m. peak hour trips. These values represent the reasonable worst-case trip generation produced under the existing R-1 zoning.

Table 2: Reasonable Worst-Case Land Use and Trip Generation for Existing R-1 Zoning

Land Use (ITE Code)	Size	Weekday Trip Generation		
		Daily	AM Peak Hour	PM Peak Hour
Single-Family Detached Housing (210)	3 DU ^a	29	3	3
Total Trips Generated (Existing R-1 Zoning)	3 DU^a	29	3	3

^a DU = Dwelling Unit

¹ A list of permitted land uses for R-1 zoning can be found in the City of McMinnville Zoning Ordinance 3380, Chapter 17.12.

² A day care facility is also allowed under the existing R-1 zoning with provisions. Since a day care facility is also allowed under the proposed R-4 zoning, there would be a 0 net increase in vehicle trips and therefore the land use was not analyzed.

³ Trip generation estimates calculated using average rates from the ITE Trip Generation Manual, 10th Edition.

Proposed Zoning Trip Generation

Under the proposed Multi-Family Residential (R-4) zoning, a wider variety of residential uses are allowed than the R-1 zoning.⁴ There are several additional land uses that are listed as conditional uses, however for determining TPR-related impacts consideration is only given to permitted uses (conditional uses are subject to additional review and approval procedures at the local level). For the purposes of identifying the reasonable worst-case trip generation for the proposed zoning, only the highest trip generating uses are shown:

- Single-family dwellings
- Two-family dwellings
- Multi-family dwellings
- Residential/social facilities

A summary of the trip generation rates for different land uses permitted under the proposed R-4 zoning is presented in Table 3 below.⁵

Table 3: Trip Generation Rates for Selected Allowed Land Uses under R-4 Zoning

Land Use (ITE Code)	Units	Weekday Trip Generation Rates		
		Daily	AM Peak Hour	PM Peak Hour
Individual Land Uses Allowed				
Multifamily Housing (Low-Rise) (220)	DU ^a	7.32	0.46	0.56
Nursing Home (620)	Beds	3.06	0.17	0.22

^a DU = Dwelling Unit

Based on a minimum density of 1,500 square feet per two-bedroom unit, a two-story apartment building, and a building footprint to lot size ratio of 0.3, it is estimated that the maximum number of multi-family units that could be developed on the 0.8 acre property is 14. Table 4 below shows the estimated reasonable worst-case trip generation for permitted uses in R-4 zoning.

Table 4: Reasonable Worst-Case Land Use and Trip Generation for Proposed R-4 Zoning

Land Use (ITE Code)	Size	Weekday Trip Generation		
		Daily	AM Peak Hour	PM Peak Hour
Multifamily Housing (Low-Rise) (220)	14 DU ^a	103	7	8
Total Trips Generated (Proposed R-4 Zoning)		103	7	8
Total Trips Generated (Existing R-1 Zoning)		29	3	3
Net New Trips (R-4 Zoning – R-1 Zoning)		74	4	5

^a DU = Dwelling Unit

⁴ Permitted uses in R-4 zones included in the City of McMinnville Zoning Ordinance 3380, Chapter 17.21.

⁵ Trip generation estimates calculated using average rates from the ITE Trip Generation Manual, 10th Edition.

As shown, the proposed zone change will result in a worst-case increase of 74 daily trips, 4 a.m. peak hour trips, and 5 p.m. peak hour trips. These values are based on reasonable worst-case development of permitted land uses in R-1 and R-4 zones.

Transportation Planning Rule Findings

The requirements of Oregon Administrative Rule (OAR) 660-012-0060, the Transportation Planning Rule (TPR), must be met for proposed changes in land use zoning. The intent of the TPR is to ensure that future land use and traffic growth is consistent with transportation system planning and does not create a significant effect on the surrounding transportation system beyond currently allowed uses.

Based on the reasonable worst-case trip generation evaluation, the proposed zone change would result in a daily increase of less than 400 trips (74 additional daily trips). Therefore, the proposed zone change would not contribute to a significant effect on the transportation system and would be consistent with the TPR Goal 12 requirements.

Traffic Impact Analysis Requirements

As discussed previously, the applicant is proposing to rezone the 0.8-acre property to R-4 zoning for the development of nine multi-family townhome units and a 3,200 square foot dental office building. (The dental office would require approval for a conditional use in the R-4 zone.) Table 5 summarizes the estimated trip generation of the proposed development plan. As shown, the proposed development is anticipated to generate a total of 188 daily trips, 16 a.m. peak hour trips, and 16 p.m. peak hour trips. This equates to a net increase of 159 daily trips, 13 a.m. peak hour trips, and 13 p.m. peak hour trips over the reasonable worst-case development under existing zoning.

Table 5: Proposed Development Trip Generation

Land Use (ITE Code)	Size	Weekday Trip Generation		
		Daily	AM Peak Hour	PM Peak Hour
Multifamily Housing (Low-Rise)	9 DU ^a	66	4	5
Clinic (630)	3.2 KSF ^b	122	12	11
Total Trips Generated (Proposed Development)		188	16	16
Total Trips Generated (Existing R-1 Zoning)		29	3	3
Net New Trips (Proposed Development – R-1 Zoning)		159	13	13

^a DU = Dwelling Unit

^b KSF = 1,000 square-feet

The City of McMinnville does not currently have standards that specify a trip generation threshold for a traffic impact analysis (TIA), however established standards in nearby cities suggest that the estimated volume of traffic that will be generated by the proposed development

does not warrant a traffic impact analysis. Nearby local jurisdictions, including the City of Independence⁶ and the City of Salem⁷, require a traffic impact analysis (TIA) for developments that generate anywhere from 200 to 1,000 daily trips, depending on the adjacent roadway classification. The City of Newberg⁸ requires a TIA for developments that generate more than 40 p.m. peak hour trips.

Summary and Recommendation

The vacant property located at 1945 NW 2nd Street in McMinnville, Oregon is currently zoned as Single-Family Residential (R-1). The applicant desires a zone change to Multi-Family Residential (R-4) zoning which would allow for the development of up to nine multi-family townhome units and a 3,200 square foot dental office building (a conditional use).

Based on a comparison of reasonable worst-case development under R-1 and R-4 zoning, the proposed zone change from would not contribute to a significant effect on the transportation system and would be consistent with the TPR Goal 12 requirements. No further evaluation is recommended to meet TPR requirements.

The proposed development of nine townhome units and a 3,200 square foot dental office would generate an estimated 188 daily trips, 16 a.m. peak hour trips, and 16 p.m. peak hour trips. Although the City of McMinnville does not currently have standards that specify a trip generation threshold for a TIA, established standards in nearby cities suggest that the estimated volume of traffic that will be generated by the proposed development does not warrant a traffic impact analysis. No additional traffic analysis is recommended.

Please feel free to contact me if you have any questions or comments.

⁶ City of Independence Development Code. Section 80.30.005 F, Traffic Impact Analysis.

⁷ City of Salem Unified Development Code. Section 803.015 B, Traffic Impact Analysis Applicability.

⁸ City of Newberg Transportation System Plan, Traffic Impact Analysis Guidelines.