

February 2, 2020

City of McMinnville, Oregon
Attn: City Council
City Hall
230 NE 2nd Street
McMinnville, OR 97128

Sent via email to: chuck.darnell@mcminnvilleoregon.gov

RE: Stafford Baker Creek North Development

Dear McMinnville City Council Members:

I write to express my deep concern regarding the Stafford Baker Creek North Development. The issue of "**LIVABILITY**"...the **leading** issue addressed by the Transportation Advisory Committee at its very first meeting regarding the Transportation System Plan (TSP)... is threatened by the aforementioned development.

In Chapter 1 - Executive Summary - of the TSP, the question is asked on page 2 "**How do you manage transportation growth to meet the City's vision?**" The document follows this question with "**...McMinnville's answer is essentially: Complete Streets**". And in the paragraph under that heading, the very first street mentioned is Baker Creek Road. The complete first two sentences of this section state: "**The historic layout and development of McMinnville's major land use and street system, combined with other natural geographic constraints, is limiting the city's ability to identify new street routes to address the impacts of growth. From a city-wide perspective there are too few east-west arterial connections spanning McMinnville. An example, Baker Creek Road and the combination of West 2nd Street and Wallace Road (major east-west routes) help frame the northwest corner of McMinnville.**"

It is plainly obvious that this northwest corner of McMinnville was of paramount concern from the beginning. There has been some development and growth since that document was originally prepared, and traffic difficulties in the northwest corner have long been well known. Just recently, road improvements in this area have helped what was a bad situation. Adding a long section of turning lane in the middle of the street on NW Baker Creek Road, and the new traffic circles at NW Baker Creek Road & NW Hill Road and at NW Hill Road & NW Wallace Road are very much appreciated. There is still plenty of traffic in the area, but it moves somewhat better and more safely now. Thank you.

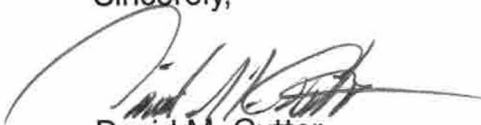
But now we seem to be moments away from negating the benefits of those recent improvements with all the single and multi-family dwellings currently being built (108 units), as well as those pending approval (an astonishing additional 400 units) in the

area of NW Baker Creek Road and NW Hill Road. It is probably reasonable to assume that in almost every one of these new units, the folks living there will have two vehicles...but let's assume that 50% will have only one vehicle. Multiplying 508 new units by 1.5 vehicles means the combined impact would conservatively be the addition of over 762 vehicles daily to the NW Baker Creek Road / NW Hill Road area. I'm sure traffic studies would indicate a significant portion (if not a majority) of that traffic moves east and west on NW Baker Creek Road. The impact on traffic in and out of the many neighborhoods along that stretch of road, and the potential danger to the many pedestrians, joggers and bicyclists is very worrisome. And all 762+ new vehicles daily will certainly clog up the already very busy stop-light-controlled intersections at NW Baker Creek Road and NW Baker Street, and the worst at NW Baker Creek Road and Pacific Hwy 99W where left and right turns or going straight onto NE Evans Street are already awful. Such new traffic borders on untenable.

Understanding the difference between **Goals** and **Policies** as stated in the TRP, I would draw your attention to **Policy # 122.00** listed under **E Comprehensive Plan Policies**: **"The City of McMinnville shall encourage the following provisions for each of the three functional road classifications: 1. Major, minor arterials. o Access should be controlled, especially on heavy traffic-generating developments. o Designs should minimize impacts on existing neighborhoods. o Sufficient street rights-of-way should be obtained prior to development of adjacent lands."** I would argue that the proposed Stafford Baker Creek North Development would violate that policy.

I urge you to consider denying further development in this northwest area of McMinnville until such time as adequate roadways can be developed for current and future traffic. Thank you for your consideration.

Sincerely,



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