



September 28, 2018

Heather Richards
City of McMinnville Planning Department
231 NE 5th Street
McMinnville, OR 97128

RE: Comprehensive Plan Map Amendment, Zone Change and Planned Development Amendment for property located at 600 SE Baker Street

Dear Heather,

We are pleased to submit the paperwork to begin the application process for the Linfield property located at 600 SE Baker Street. Enclosed please find the following documents:

- Comprehensive Plan Map Amendment and Zone Change application form
- Planned Development Amendment form
- Site plan
- Legal description of the subject site
- Copy of the current development overlay for Linfield College
- Payment for the applicable review fee
- Details as required from the neighborhood meeting (held on September 19, 2018)
- Traffic Impact Analysis

If you require any of this information electronically, please let us know. We look forward to working with your team as the process moves forward.

Sincerely,

A handwritten signature in blue ink that reads "Kathy Schlotfeldt".

Kathy Schlotfeldt
Executive Director

A handwritten signature in blue ink that reads "Dave Haugeberg".

Dave Haugeberg
President

Enclosures:

Conceptual site plan
Map with location of proposed site



Planning Department
231 NE Fifth Street ◦ McMinnville, OR 97128
(503) 434-7311 Office ◦ (503) 474-4955 Fax
www.mcminnvilleoregon.gov

Office Use Only:	
File No.	<u>CRA 2-18/ZC4-18</u>
Date Received	<u>9-28-18</u>
Fee	<u>CRA=707.⁵⁰/zc=11625.⁰⁰</u>
Receipt No.	<u>L8MD204</u>
Received by	<u>CS</u>

Comprehensive Plan Map Amendment/ Zone Change Application

Applicant Information

Applicant is: Property Owner Contract Buyer Option Holder Agent Other _____

Applicant Name MV Advancements Phone 503-472-2248

Contact Name Kathy Schlotfeldt Phone 503-687-2507
(If different than above)

Address 319 NE 5th Street

City, State, Zip McMinnville, OR 97128

Contact Email Kathy@mvadvancements.org

Property Owner Information

Property Owner Name Linfield College Phone 503-883-2458
(If different than above)

Contact Name Mary Ann Rodriguez Phone 562-833-4256

Address 900 SE Baker Street

City, State, Zip McMinnville, OR 97128

Contact Email mrodrigu1@linfield.edu

Site Location and Description

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

Property Address 600 SE Baker St. McMinnville,

Assessor Map No. R4420DD - 00101 + 00200 Total Site Area 5.8 acres

Subdivision _____ Block _____ Lot _____

Comprehensive Plan Designation Residential Zoning Designation R4 PD - Multi family

This request is for a:

Comprehensive Plan Amendment

Zone Change

1. What, in detail, are you asking for? State the reason(s) for the request and the intended use(s) of the property. _____

See application attached

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 (Vol. 2). _____

See application attached

3. If your request is subject to the provisions of a planned development overlay, show, in detail, how the request conforms to the requirements of the overlay. _____

See application attached

4. If you are requesting a Planned Development, state how the proposal deviates from the requirements of the Zoning Ordinance and give justification for such deviation. _____

Not applicable

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

See application attached

6. Describe any changes in the neighborhood or surrounding area which might support or warrant the request. _____

See application attached

7. 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 attached

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

See application attached

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

- A site plan (drawn to scale, with a north arrow, legible, and of a reproducible size), indicating existing and proposed features within and adjacent to the subject site, such as: access; lot and street lines with dimensions; distances from property lines to structures; improvements; and significant features (slope, vegetation, adjacent development, drainage, etc.). If of a larger size, provide five (5) copies in addition to **an electronic copy** with the submittal.
- A legal description of the parcel(s), preferably taken from the deed.
- 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.

Kathy Schotzfeldt
Applicant's Signature

9/28/18
Date

M. Rodriguez
Property Owner's Signature

9-28-18
Date

CONCEPTUAL SITE PLAN

MARCIA A. MIKESH
 ARCHITECT, INC.
 524 SE Hemberge St.
 McMinnville, OR 97128-6061
 P: 503.474.1900
 www.goodhutch.com
 merida@goodhutch.com

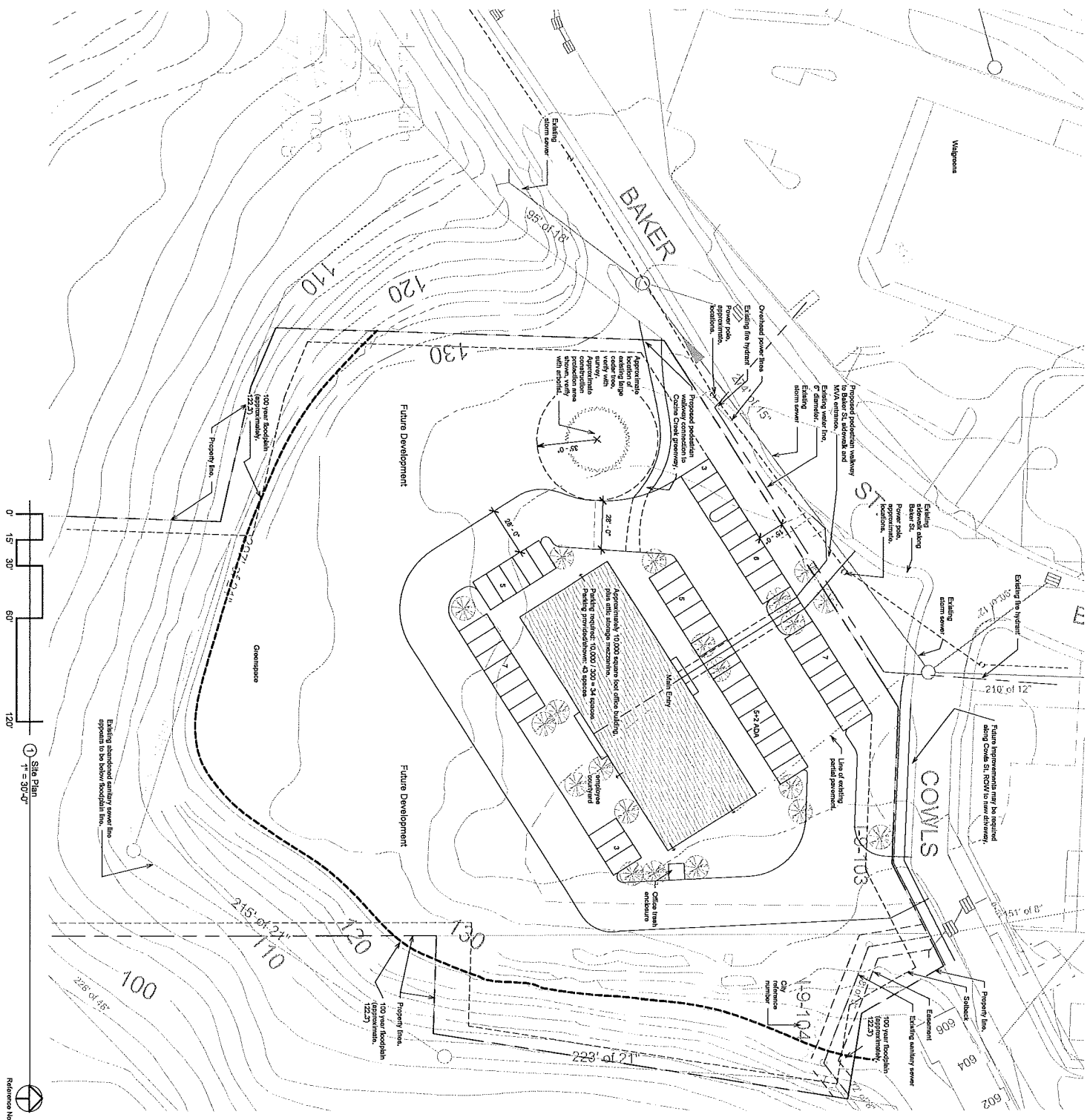
Site location: 600 SE Baker St., McMinnville, OR
 Applicant: MV Advancements, www.mvadvancements.org
 Current property owner: Leland Colaba
 Address: 103 Baker St., McMinnville, OR 97128
 Owner: 519 NE 29th St., McMinnville, OR 97128
 Phone: (503) 733-0285 ext. 102
 Fax: (503) 733-0285 ext. 103
 Email: info@mvadvancements.org

Preliminary Not for Construction

- Site Plan Notes**
- Site plan base drawing was provided by City of McMinnville. It shows existing utility lines, streets, sidewalks, topography, and sanitary and storm sewer lines. Locations for electrical and water lines are shown for reference. Electrical and water lines per request from McMinnville Water and Light Utility will be shown prior to building permit application.
 - FGMA floodplain maps indicate 100-year floodplain approximately along the 122' top line, based on topographic data on 50' contours. The 100-year floodplain will be shown by a dashed line on the site plan.
 - Areas shaded by a hatch based on city CAD file indicate areas where utility lines are shown on preliminary design by architect. Final design by engineering firm will be shown on construction permit application. Building and parking areas shown are based on preliminary site plan. Final design by architect and building designer.
 - Lot area shown: 5.8 acres, about 255,000 square feet.
 - Site area shown: 2.84 acres, 124,575 square feet.
 - Site area shown: 1.24 acres, 53,800 square feet.
 - Proposed height: 10,000 sq. ft.

No.	Description	Date

New Site for	
MV Advancements	
Site Plan	
Project Number	2018.106
Date	8/22/2018
Scale	
A1 1" = 30'-0"	



Site Plan 1" = 30'-0"



Planning Department
 231 NE Fifth Street • McMinnville, OR 97128
 (503) 434-7311 Office • (503) 474-4955 Fax
www.mcminnvilleoregon.gov

Office Use Only:	
File No.	<u>PDA 1-18</u>
Date Received	<u>9-28-18</u>
Fee	<u>442.50</u>
Receipt No.	<u>18A0206</u>
Received by	<u>SA</u>

Planned Development Amendment Application

Applicant Information

Applicant is: Property Owner Contract Buyer Option Holder Agent Other _____

Applicant Name MV Advancements Phone 503-472-2248
 Contact Name Kathy Schlotfeldt Phone 503-687-2507
 (If different than above)
 Address 319 NE 5th Street
 City, State, Zip McMinnville, OR 97128
 Contact Email Kathy@mvadvancements.org

Property Owner Information

Property Owner Name Linfield College Phone 503-883-2458
 (If different than above)
 Contact Name Mary Ann Rodriguez Phone 562-833-4256
 Address 900 SE Baker Street
 City, State, Zip McMinnville, OR 97128
 Contact Email mrodrigu1@linfield.edu

Site Location and Description

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

Property Address 600 SE Baker St. McMinnville
 Assessor Map No. R4420DD-00104 + 00200 Total Site Area 5.8 acres
 Subdivision _____ Block _____ Lot _____
 Comprehensive Plan Designation Residential Zoning Designation R4-Multi-family-P.

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:

See application attached

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):

See application attached

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 attached

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

See application and traffic analysis

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.
- 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.

Kathy Schotfelde
Applicant's Signature

9/28/18
Date

MD Rodnauer
Property Owner's Signature

9/28/18
Date

Property address: 600 SE Baker St. McMinnville, OR 97128

Assessor Map No: R4420DD-00101 and R4420DD-00200

Total site area: 5.89 acres (approximately ½ is buildable, and ½ is in the Cozine Creek flood plain)

Comprehensive Plan Designation: Residential

Zoning Designation: R4- Multi-family residential

Site location and description: The Old Columbus School location

PARCEL 1:

A tract of land in Section 20, Township 4 South, Range 4 West of the Willamette Meridian, County of Yamhill and State of Oregon, and being a portion of that tract conveyed to Emily J. Snelling by Deed recorded in Book "R", Page 367, described as follows:

BEGINNING at a point 864.40 feet South and 16 links East of the intersection of the center line of "B" Street in McMinnville with the South line of W. T. Newbys Donation Land Claim and running East 154.44 feet; thence South 394.48 feet; thence South 48° West 1.0 chain; thence South 68° West 63 links; thence North 70° West to a point due South of beginning point; thence North to Place of Beginning. EXCEPTING THEREFROM the following:

BEGINNING at the City monument in the center of Baker Street and on the North line of South Cowls Street; thence South 00° 35' West 20 feet; thence South 88° 50' East 158.36 feet to the TRUE PLACE OF BEGINNING; thence South 287.7 feet to an iron pin on the East boundary of School District No. 40 school grounds; thence North 02° 01-1/2' West 282.62 feet; thence North 62° 17' East 11.3 feet to the TRUE PLACE OF BEGINNING. SAVE AND EXCEPT that portion conveyed to the State of Oregon, by and through its Department of Transportation in Warranty Deed recorded January 4, 1996 as Instrument No. 199600163, Deed and Mortgage Records.

PARCEL 2:

Situate in Section 20, Township 4 South, Range 4 West of the Willamette Meridian, Yamhill County, Oregon as follows:

BEGINNING 847.44 feet South and 16 links East of intersection of center line of "B" Street with South line of W. T. Newbys Donation Land Claim, said, beginning point being the Northeast corner of a tract conveyed by Emily J. Snelling to George Squire which deed is recorded in Book "Y", Page 555, Deed Records for Yamhill County, Oregon; running South 448.80 feet; thence North 79° West 25 feet; thence North to the North line of said Squires tract; thence North 44° East to angle in North line of said Squires tract; thence East 16 links to Place of Beginning. SAVE AND EXCEPT that portion conveyed to the State of Oregon, by and through its Department of Transportation in Warranty Deed recorded January 4, 1996 as Instrument No. 199600163, Deed and Mortgage Records.

PARCEL 3:

A tract of land in Section 20, Township 4 South, Range 4 West of the Willamette Meridian in Yamhill County, Oregon, described as follows:

BEGINNING at a point on the Southerly line of South Baker Street in the City of McMinnville, Oregon, said point being 20.44 feet West and 48.0 feet South of the intersection of the center lines of South Baker Street and South Cowls Street and on the line between the land owned by School District No. 40, known as the Columbus School Grounds, and a tract of land owned by Linfield College, the same being recorded in Volume 46, Page 567, Records of Deeds of Yamhill County; thence running South along said line 392.9 feet to the Southeast corner of said college tract; thence North 70° West along the Southerly line of said tract 40.34 feet; thence North 79° West along said Southerly line 99.0 feet; thence North 64° West along said Southerly line 16.60 feet; thence North parallel to the East line of said tract 227.2 feet to a point on the Southerly line of South Baker Street; thence North 50° 15' East along the Southerly

line of South Baker Street 195.1 feet to the Place of Beginning. SAVE AND EXCEPT that portion conveyed to the State of Oregon, by and through its Department of Transportation in Warranty Deed recorded January 4, 1996 as Instrument No. 199600163, Deed and Mortgage Records.

PARCEL 4:

A tract of land in the City of McMinnville, Yamhill County, Oregon described as follows: BEGINNING at the City monument in the center of Baker Street, and on the North line of Cowls Street, extended; thence South 00° 35' West 20.0 feet; thence South 88° 50' East 158.36 feet to an iron pipe at the Northeast corner of the Columbus School Property; thence South 287.7 feet to the TRUE POINT OF BEGINNING; thence East 56.55 feet; thence North 07° 09-1/2' East 269.56 feet; thence North 60° 53' East 70.0 feet; thence North 46° 56-1/2' East 95.9 feet to an iron pipe supposedly marking the Southeast corner of Lot 11, Block 1, SUNNYSIDE ADDITION to the City of McMinnville, Yamhill County, Oregon; thence North 81° 43' East along the South line of that tract described in Yamhill County Deed Records, Volume 121, Page 465 to the West line of Davis Street; thence Southeasterly along the West line of Davis Street to the center of Cozine Creek; thence Southwesterly up the center of Cozine Creek to a point approximately 61 feet West and 635 feet South of said City monument where the center of Cozine Creek intersects an East boundary line of the Linfield College property; thence North along said East boundary 190 feet more or less to a point on the South line of Columbus School grounds, which is 61.09 feet West and 443.55 feet South of said monument; thence following the present Columbus School boundary as follows: South 70° East 40.34 feet; thence South 77° 12' East 96.38 feet; thence North 68° East 41.58 feet; thence North 48° East 66.0 feet; thence North 106.78 feet to the TRUE PLACE OF BEGINNING.

PARCEL 5:

BEGINNING at the Southeast corner of Lot 11, Block 1, SUNNYSIDE ADDITION to the City of McMinnville, Yamhill County, Oregon; thence South 46° 56' 30" West 95.9 feet; thence South 60° 53' West 70 feet; thence South 07° 09' 30" West 28 feet to the TRUE PLACE OF BEGINNING; thence Northwesterly tangent to the last named bearing, 50 feet; thence Northwesterly to a point on the South line of Cowls Street that is South 61° 02' West 109.58 feet from the Southwest corner of said Lot 11, Block 1; thence Southwesterly along the South line of said Cowls Street, 21 feet to the Northeast corner of the Columbus School Tract; thence South along the East line of the Columbus School Tract 282.62 feet; thence East 56.55 feet; thence North 07° 09' 30" East 241.56 feet to the TRUE POINT OF BEGINNING.

Supporting Narrative for Comprehensive Plan Amendment and Zone Change Applications *Residential to Commercial, and R-4 PD (Multi-Family Residential Planned Development) Zone to O-R (Office/Residential) Zone, Respectively*

600 SE Baker St. McMinnville, OR
Assessor's Map No. R4420DD – 00101 & 00200
September 28, 2018

1. What, in detail, are you asking for? State the reason(s) for the request and the intended use(s) of the property.

The applicant wishes to construct an office building to consolidate several programs as well as the company's administrative staff at the former Columbus School site located at 600 SE Baker St. in McMinnville. The total acreage is 5.8, while the usable/buildable acreage is 2.86 and the remaining portion is impacted by wetlands and the 100 year flood plain.

For this project to move forward, the following land use applications will be required:

- Removal of the property from the Linfield Planned Development Overlay Zone that was approved by the City in 2000
- A comprehensive plan map amendment from Residential to Commercial
- A zone change from R-4 PD to O-R

MV Advancements (MVA) is a non-profit corporation, founded in 1966 to provide employment, residential and community inclusion supports to adults who experience intellectual and/or developmental disabilities. Our mission is to assist persons with disabilities to develop to their highest potential and achieve fulfilling lives. Our vision is that these adults will be fully supported to be involved in their community, developing meaningful relationships at work, at home and at leisure.

During Phase 1, MV Advancements intends to develop the site to include a corporate headquarters office building with approximately 10,000 sq/ft. This building will be a consolidation of several locations and services around our community and it will house up to 50 employees including our administrative staff, employment staff, McMinnville Community Inclusion program, a training room and community space. The community space will be available upon request to other organizations in Yamhill County. Required off-street parking and landscaping will also be provided as part of this phase of development.

Phase 2 of the project would include up to 24 apartment units that would provide needed housing for people with intellectual/developmental disabilities well as possible senior housing.

The access to public transportation and the close access to other services and agencies within the community will create a real opportunity to improve the lives of the individuals we support.

In 2000, the City took action to approve a request from Linfield College to apply a planned development overlay to their entire campus as a tool to help guide its future growth and

development. This planned development included the subject property, which had a few years prior been acquired by the College from the McMinnville School District. Commissioners may recall that this is the site of the former Columbus Elementary School, which was razed in 1994 due to damage sustained during the 1993 Spring Break earthquake. With this property's sale to MV Advancements, the site will no longer have relevance to Linfield's long range development plans. For that reason, the applicant requests the portion of the planned development that encumbers the subject site be removed.

The requested comprehensive plan amendment and zone change are necessary to permit the proposed professional office use on this property; multi-family residential use is permitted by the current zoning, as well as by the Office-Residential zone.

It should be noted that Purchase and Sale Agreement between MVA and Linfield contains the following restrictive covenants regarding use of the property, one of which reads as follows:

The restrictive covenant will allow residential uses, but only those that are in conjunction with the services being performed by the Buyer, and/or for senior citizen housing, and only if permitted by all applicable laws, rules, and regulations. The specifically allowed residential uses would be limited to no more than 24 individual units and with buildings no taller than two stories. All other residential uses would be prohibited.

Please see attached letter from Linfield supporting this application and their statement that they would not support the development of the property for the maximum capacity of 83 housing units.

Further details regarding the applicant's proposed development, and findings in support of its requested land use applications, are provided in the following pages and attached materials.

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 (Vol. 2).

The following Goals and policies from Volume II of the McMinnville Comprehensive Plan of 1981 are applicable to this request:

GOAL II 1: TO PRESERVE THE QUALITY OF THE AIR, WATER, AND LAND RESOURCES WITHIN THE PLANNING AREA.

2.00 The City of McMinnville shall continue to enforce appropriate development controls on lands with identified building constraints, including, but not limited to, excessive slope, limiting soil characteristics, and natural hazards.

9.00 The City of McMinnville shall continue to designate appropriate lands within its corporate limits as "floodplain" to prevent flood induced property damages and to retain and protect natural drainage ways from encroachment by inappropriate uses.

Applicant Response: Goal II and Policy 2.00 and 9.00 are satisfied as applicant has no plans to develop the portion of the property that is located in the Cozine Creek floodplain. Based on wetland, flood plain and topographic maps, it is estimated that approximately 50% of the site is usable (124,575 SF / 2.86 acres).

The applicant is aware that Linfield College, in conjunction with the Greater Yamhill Watershed Council has plans to restore the Cozine Creek property between the Linfield campus and this

property, to its original, native plant species. It is the applicant's intent to fully cooperate with this restoration.

GOAL III 1: TO PROVIDE CULTURAL AND SOCIAL SERVICES AND FACILITIES COMMENSURATE WITH THE NEEDS OF OUR EXPANDING POPULATION, PROPERLY LOCATED TO SERVICE THE COMMUNITY AND TO PROVIDE POSITIVE IMPACTS ON SURROUNDING AREAS.

13.00 The City of McMinnville shall allow future community center type facilities, both public and private, to locate in appropriate areas based on impacts on the surrounding land uses and the community as a whole, and the functions, land needs, and service area of the proposed facility.

14.00 The City of McMinnville shall strive to insure that future public community facilities, where possible and appropriate, are consolidated by locating the new structures in close proximity to other public buildings. This will be done in order to realize financial benefits, centralize services, and positively impact future urban development.

Applicant Response: Goal III and Policy 13.00 and 14.00 are supported for the following reasons:

MVA provides social services to individuals who experience disabilities. We have seen an increase in individuals needing our services. The location of the property is in close proximity to other community services including the library, the Developmental Disabilities case management entities, public transportation and recreational activities including the city pool, local parks and historic downtown 3rd Street. We have been looking for suitable property that would meet our criteria of being close to community services and the downtown core for some time. This was the only property we have found that meets our current and future needs.

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. 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.

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)

21.03 The City shall support existing businesses and industries and the establishment of locally owned, managed, or controlled small businesses. (Ord.4796, October 14, 2003)

Applicant Response: MV Advancements is a small, non-profit business with approximately 160 employees. MVA is based in McMinnville with employment services also provided in Polk and Marion counties. We have been unable to find adequate commercial space for a corporate headquarters within the city except for this Linfield property.

Approval of this request would provide some 2.86 acres of land for commercial use. According to the conclusions of the City's adopted Economic Opportunities Analysis, there is a need for approximately 36 additional acres of commercial land during the planning period (2013-2033). The redesignation of this property from Residential to Commercial would help satisfy that unmet need.

It should be noted that this zone change will not result in a loss of AVAILABLE R4 residential land, as this property was not a part of the available land for development in the City's most recent housing needs analysis. However, the O-R zone will allow for residential development, so this change will expand available residential land within the City limits.

Also, please see the letter of support from Linfield College specifically supporting the level of development as proposed.

Goal IV 1 & 2 and Policy 21.01 and 21.03 are met by this request.

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.

24.00 The cluster development of commercial uses shall be encouraged rather than auto-oriented strip development. (Ord.4796, October 14, 2003)

Applicant Response: Policy 24.00 is satisfied as the development of the site is consistent with the current commercial clustering of business in the area. We intend to create a campus feel that will blend aesthetically with existing properties.

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 Response: Policy 25.00 is satisfied as the request to rezone to O-R (Office/Residential) is consistent with the surrounding land uses. On the North side of Cows Street, the immediate two properties, including the You-Nique Boutique Hair Salon and Hagan Hamilton Insurance, are currently zoned O-R. Directly west (across Baker Street), the parcels are zoned C-3 including Walgreens, The El Rancho Market and St. Vincent de Paul Thrift store. To the East, the adjacent property is zoned R-4. Further, the applicant notes that the purpose of the Office Residential zone, as stated in the McMinnville Zoning Ordinance, is to provide a transition and buffer area between commercially zoned and residentially zoned areas, and as a buffer zone along major arterials between the roadway and the interior residential areas. The requested action furthers those objectives and is therefore consistent with Policy 25.00.

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 Response: Access for the proposed development would be located off Cows Street, near the site's northeast corner and some 150 feet east of the street's intersection with Baker

Street. Cowls Street is classified as a local residential street in the City's Transportation System Plan; Baker Street is classified as a major arterial. Access for this property is limited to Cowls Street as it is bordered on two sides by the Cozine Creek floodplain, and to the west by Baker Street, onto which direct access from this site is prohibited. The access has been located back from the Cowls Street and Baker Street intersection to minimize conflict at that intersection and promote its use, rather than alternate routes such as travel further east and north on Cowls Street.

Further, according to the applicant's submitted traffic impact analysis (TIA), most of the trips generated by this proposed development would travel west and north through the Baker Street/Cowls Street intersection and not east and north on Cowls Street. Per the traffic impact analysis (see Appendix F, Figure 5), it is estimated that 5% of the site traffic would utilize Cowls and that 95% would use Baker Street. Applying that 5% to the numbers of Table 1 of the TIA, the full impact of a 49,835 square foot office building, which is the reasonable worst case in the proposed zone, Cowls would see an increase of 4 weekday AM peak hour trips and 3 weekday PM peak hour trips. Based upon the trip difference between the existing zone (R-4) and the proposed zone, Cowls would see an increase in 4 weekday daily trips, 2 weekday AM peak hour trips and 1 PM peak hour trip.

Policy 30.00 is therefore satisfied.

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. (Ord.4796, October 14, 2003)

Applicant Response: Policy 31.00 is satisfied as the property is bordered by sidewalks for both bicycle/pedestrian traffic. Further, Cowls, as the closest residential street would continue to provide pedestrian connections to the existing residential properties.

32.00 Where necessary, landscaping and/or other visual and sound barriers shall be required to screen commercial activities from residential areas.

Applicant Response: Policy 32.00 is satisfied as the applicant intends to landscape the property appropriately and the design will be reviewed by the City of McMinnville Landscape Review Committee prior to the issuance of building permits.

33.00 Encourage efficient use of land for parking; small parking lots and/or parking lots that are broken up with landscaping and pervious surfaces for water quality filtration areas. Large parking lots shall be minimized where possible. All parking lots shall be interspersed with landscaping islands to provide a visual break and to provide energy savings by lowering the air temperature outside commercial structures on hot days, thereby lessening the need for inside cooling. (Ord.4796, October 14, 2003)

Applicant Response: Policy 33.00 is satisfied as applicant intends to provide adequate space for off street parking and will comply with landscape requirements in accordance with City ordinances.

GOAL V 1: TO PROMOTE DEVELOPMENT OF AFFORDABLE, QUALITY HOUSING FOR ALL CITY RESIDENTS.

64.00 The City of McMinnville shall work in cooperation with other governmental agencies, including the Mid-Willamette Valley Council of Governments and the Yamhill County Housing Authority, and private groups to determine housing needs, provide better housing opportunities and improve housing conditions for low and moderate income families.

Applicant Response: Goal V 1 and Policy 64.00 is met as applicant, once the commercial building is complete will consider the development of low-income housing for individuals with disabilities and/or seniors.

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.

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 response: Policy 68.00 is satisfied as the property is located close to the city center where urban services are already available including public transportation.

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 response: Policy 69.00 is met as the applicant intends to integrate the functions of commercial and housing developments into the site.

71.05 The City of McMinnville shall encourage annexations and rezoning which are consistent with the policies of the Comprehensive Plan so as to achieve a continuous five-year supply of buildable land planned and zoned for all needed housing types. (Ord.4840, January 11, 2006; Ord. 4243, April 5, 1983; Ord. 4218, November 23, 1982)

Applicant response: As part of this proposed commercial development, the applicant is considering the development within the subject property of approximately 24 residential housing units for developmentally disabled adults. If constructed, the units would generally be located within the eastern portion of the site.

The City's most recently completed Housing Needs Analysis (EcoNorthwest, 2001) provides the following as regard housing for special needs individuals:

“HOUSING NEEDS OF SPECIAL POPULATIONS

In its Housing Strategies Workbook, the Oregon Department of Housing and Community Services identifies several “special populations” that have housing needs distinctly different than the general population. These include runaway

youth, elderly and frail individuals, large families, farmworkers, persons recently released from state institutions, and persons infected with the HIV virus, among others. The housing needs of these special populations are highly dependent on individual circumstances. Moreover, it is not uncommon for the same individual to be classified into two or more of the categories. As such, it is very difficult to develop an estimate of the number and type of housing units needed for these special populations. In this section we estimate the number of persons with such disabilities and provide projections based on anticipated population growth in Yamhill County. For reasons stated above, we do not attempt to estimate the number or types of units needed to house individuals with special housing needs. Table 5-28 summarizes the number of persons statewide and in Yamhill County who fall within each of the special population categories. **Although the need varies by group, collectively, these groups have significant housing needs.** [Emphasis added]. Please refer to the Housing Strategies Workbook for a detailed discussion of issues and special considerations for these populations.”¹

The report authors go on to conclude that the need for housing for special needs individuals in McMinnville “is considerable.”²

The applicant notes that regardless of the type of housing proposed, the City’s adopted Housing Needs Analysis finds that all residential zones are deficient in terms of the acreage available to meet the demands of the planning period.³

Given the above findings, Policy 71.05 is satisfied by this request as additional housing units would be made available to meet the needs of city residents.

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

- 1. Areas which are not committed to low or medium density development;*
- 2. Areas which can be buffered by topography, landscaping, collector or arterial streets, or intervening land uses from low density residential areas in order to maximize the privacy of established low-density residential areas;*
- 3. Areas which have direct access from a major collector or arterial street;*
- 4. Areas which are not subject to development limitations;*
- 5. Applications for multiple-family zone changes will be considered in relation to the above factors, e.g., sewer line capacity and dispersal of units. In addition, requests for zone changes to multiple-family shall consider those factors set for in Section 17.74.020 (Comprehensive Plan Map Amendment and Zone Change – Review Criteria) of the zoning ordinance (Ord. 4796, October 14, 2003; Ord. 4218, November 23, 1985).*

¹ “McMinnville Housing Needs Analysis,” EcoNorthwest, May 2001, p. 5-29.

² “McMinnville Housing Needs Analysis,” EcoNorthwest, May 2001, p. 5-30.

³ “McMinnville Housing Needs Analysis,” EcoNorthwest, May 2001, Table 6-2, p. 6-4.

Applicant response: Policy 71.13 is met as this request satisfies the above listed criteria as noted elsewhere in this narrative. In summary, the property is not committed to low or medium density development; it is buffered by topography, existing higher density development, and arterial streets from other low-density development; the site has access via Cowls Street to Baker Street, a major arterial; and the area proposed for development (above the Cozine Creek floodplain) is not subject to development limitations.

74.00 Distinctive natural, topographic, and aesthetic features within planned developments shall be retained in all development designs.

Applicant response: Policy 74.00 is met as applicant intends to develop a landscape plan to fit in with the natural area including Cozine Creek wetlands.

80.00 In proposed residential developments, distinctive or unique natural features such as wooded areas, isolated preservable trees, and drainage swales shall be preserved wherever feasible.

Applicant response: Policy 80.00 is met as applicant intends to fully cooperate with Linfield College, in conjunction with the Greater Yamhill Watershed Council, to support plans to restore the Cozine Creek property between the Linfield campus and this property, to its original, native plant species.

81.00 Residential designs which incorporate pedestrian and bikeway paths to connect with activity areas such as schools, commercial facilities, parks, and other residential areas, shall be encouraged.

Applicant response: Policy 81.00 is satisfied as the property is bordered by sidewalks to accommodate both bicycle/pedestrian traffic. Further, Cowls, as the closest residential street, will continue to provide pedestrian connections to the existing activity areas.

86.00 Dispersal of new multiple-family housing development will be encouraged throughout the residentially designated areas in the City to avoid a concentration of people, traffic congestion, and noise. The dispersal policy will not apply to areas on the fringes of the downtown "core," and surrounding Linfield College where multiple-family developments shall still be allowed in properly designated areas.

Applicant response: Policy 86.00 would not apply as the dispersal policy is not applicable to the subject site, which sits within the fringes of the downtown core and surrounding Linfield College area.

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. (Ord. 4840, January 11, 2006; Ord. 4796, October 14, 2003)

Applicant response: Policy 90.00 is met as the development of apartments at this site will result in meeting the goal of locating greater residential densities along major arterials (Baker Street) and it is in walking distance to shopping and public transit routes.

91.00 Multiple-family housing developments, including condominiums, boarding houses, lodging houses, rooming houses but excluding campus living quarters, shall be required to access off of arterials or collectors or streets determined by the City to have sufficient traffic carrying capacities to accommodate the proposed development. (Ord. 4573, November 8, 1994)

Applicant response: The applicant's submitted Traffic Impact Analysis finds that: 1) the proposed development would generate few new trips during the AM and PM peak periods (the PM peak period actually goes down); and 2) the vast majority of those new trips would travel to and from the site on Baker Street, a major arterial street, and the short section of Cowls Street extending from Baker Street to the subject site's northeast corner. It also notes that very few trips would travel to the east and north from the site on Cowls Street. Both Baker Street and Cowls Street have sufficient carrying capacity to accommodate the proposed development, as documented by the Traffic Impact Analysis, and comments from the City of McMinnville Community Development Director. Policy 91.00 is therefore satisfied. See the attached Traffic Impact Analysis for details.

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

Applicant Response: Policy 92.00 is satisfied as Route 2 of the Yamhill County Transit Area public transit serves the proposed site and there is a current bus stop located to the west side of the property.

GOAL VI 1: TO ENCOURAGE DEVELOPMENT OF A TRANSPORTATION SYSTEM THAT PROVIDES FOR THE COORDINATED MOVEMENT OF PEOPLE AND FREIGHT IN A SAFE AND EFFICIENT MANNER.

126.00 The City of McMinnville shall continue to require adequate off-street parking and loading facilities for future developments and land use changes.

Applicant Response: Goal IV and Policy 126.00 is satisfied as the Applicant intends to provide off-street parking for both phases of the project. Based upon the building size, the City would require a minimum of 34 spaces. We anticipate having a minimum of 43 spaces for the office building and will provide for the apartments' parking in phase 2, based upon the nature of the development and as may be required by City off-street parking standards.

GOAL VII 1: TO PROVIDE NECESSARY PUBLIC AND PRIVATE FACILITIES AND UTILITIES AT LEVELS COMMENSURATE WITH URBAN DEVELOPMENT, EXTENDED IN A PHASED MANNER, AND PLANNED AND PROVIDED IN ADVANCE OF OR CONCURRENT WITH DEVELOPMENT, IN ORDER TO PROMOTE THE ORDERLY CONVERSION OF URBANIZABLE AND FUTURE URBANIZABLE LANDS TO URBAN LANDS WITHIN THE McMINNVILLE URBAN GROWTH BOUNDARY.

136.00 The City of McMinnville shall insure that urban developments are connected to the municipal sewage system pursuant to applicable city, state, and federal regulations.

139.00 The City of McMinnville shall extend or allow extension of sanitary sewage collection lines with the framework outlined below:

1. *Sufficient municipal treatment capacities exist to handle maximum flows of effluents.*
2. *Sufficient trunk and main line capacities remain to serve undeveloped land within the projected service areas of those lines.*
3. *Public water service is extended or planned for extension to service the area at the proposed development densities by such time that sanitary sewer services are to be utilized*
4. *Extensions will implement applicable goals and policies of the comprehensive plan.*

142.00 The City of McMinnville shall insure that adequate storm water drainage is provided in urban developments through review and approval of storm drainage systems, and through requirements for connection to the municipal storm drainage system, or to natural drainage ways, where required.

144.00 The City of McMinnville, through McMinnville Water and Light, shall provide water services for development at urban densities within the McMinnville Urban Growth Boundary.

145.00 The City of McMinnville, recognizing McMinnville Water and Light as the agency responsible for water system services, shall extend water services within the framework outlined below:

1. *Facilities are placed in locations and in such manner as to insure compatibility with surrounding land uses.*
2. *Extensions promote the development patterns and phasing envisioned in the McMinnville Comprehensive Plan.*
3. *For urban level developments within McMinnville, sanitary sewers are extended or planned for extension at the proposed development densities by such time as the water services are to be utilized;*
4. *Applicable policies for extending water services, as developed by the City Water and Light Commission, are adhered to.*

151.00 The City of McMinnville shall evaluate major land use decisions, including but not limited to urban growth boundary, comprehensive plan amendment, zone changes, and subdivisions using the criteria outlined below:

1. *Sufficient municipal water system supply, storage, and distribution facilities, as determined by McMinnville Water and Light, are available or can be made available, to fulfill peak demands and insure fire flow requirements and to meet emergency situation needs.*
2. *Sufficient municipal sewage system facilities, as determined by the City Public Works Department, are available, or can be made available, to collect, treat, and dispose of maximum flows of effluents.*
3. *Sufficient water and sewer system personnel and resources, as determined by McMinnville Water and Light and the City, respectively, are available, or can be made available, for the maintenance and operation of the water and sewer systems.*
4. *Federal, state, and local water and waste water quality standards can be adhered to.*
5. *Applicable policies of McMinnville Water and Light and the City relating to water and sewer systems, respectively, are adhered to.*

Applicant Response: Goal VII 1 and Policies 136.00, 139.00, 142.00, 144.00, 145.00, and 151.00 are satisfied by the request as, 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. Additionally, the Water Reclamation Facility has the capacity to accommodate flow resulting from development of this site. Administration of all municipal water and sanitary sewer systems guarantee adherence to federal, state, and local quality standards. The City of McMinnville shall continue to support coordination between city departments, other public and private agencies and utilities, and McMinnville Water and Light to insure the coordinated provision of utilities to developing areas and in making land-use decisions.

GOAL VII 3: TO PROVIDE PARKS AND RECREATION FACILITIES, OPEN SPACES, AND SCENIC AREAS FOR THE USE AND ENJOYMENT OF ALL CITIZENS OF THE COMMUNITY.

163.00 The City of McMinnville shall continue to require land, or money in lieu of land, from new residential developments for the acquisition and/or development of parklands, natural areas, and open spaces.

Applicant Response: Goal VII 3 and Policy 163.00 are satisfied in that park fees shall be paid for each housing unit at the time of building permit application as required by McMinnville Ordinance 4282, as amended.

GOAL VIII 1: TO PROVIDE ADEQUATE ENERGY SUPPLIES, AND THE SYSTEMS NECESSARY TO DISTRIBUTE THAT ENERGY, TO SERVICE THE COMMUNITY AS IT EXPANDS.

173.00 The City of McMinnville shall coordinate with McMinnville Water and Light and the various private suppliers of energy in this area in making future land use decisions.

177.00 The City of McMinnville shall coordinate with natural gas utilities for the extension of transmission lines and the supplying of this energy resource.

Applicant Response: Policies 173.00 and 177.00 are satisfied in that no concerns regarding this proposal have been voiced to the applicant in their discussions with McMinnville Water and Light or Northwest Natural Gas.

178.00 The City of McMinnville shall encourage a compact urban development pattern to provide for conservation of all forms of energy.

Applicant Response: Policy 178.00 is satisfied in that the applicant is proposing to develop property near the city center at urban densities and intensities, thereby promoting a compact urban development pattern and conserving energy.

GOAL X 1: TO PROVIDE OPPORTUNITIES FOR CITIZEN INVOLVEMENT IN THE LAND USE DECISION MAKING PROCESS ESTABLISHED BY THE CITY OF McMINNVILLE.

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 Response: Goal X I and Policy 188.00 are satisfied in that McMinnville continues to provide opportunities for the public to review and obtain copies of the application materials and completed staff report prior to the holding of public hearing(s). All members of the public have access to provide testimony and ask questions during the public review and hearing process. In addition, the applicant was required to conduct a neighborhood meeting prior to submitting this application. There were 15 guests in attendance at a neighborhood meeting which was hosted at the McMinnville Community Center on September 19, 2018 beginning at 6:00 PM. In summary, the following questions/ comments were received as well as MVA response to attendees:

1. Is Cows Street the only access/entrance to the property? Answer: yes
2. You state that you will have 50 employees, but do you have enough parking? Answer: yes, we will provide sufficient off street parking in excess of City requirements.
3. There is already a traffic concern on Cows Street will the development make this worse? Answer: We have a traffic study that indicates that there is sufficient capacity for the development. Further, based upon discussions with City staff, it was agreed that impact along Cows Street would be minor enough (due to the narrow nature of the street: i.e.: traffic flows to where it moves most freely) that it was not included in the study area.
4. Do you plan to develop the entire acreage, even the flood plain? Answer: Our plan is to develop only the property above the 100 year flood plain.
5. When will you do a survey of the property? Answer: In order to reduce costs, we are waiting until we have assurance that the zone change will be approved before incurring the expense.
6. There is a concern about current traffic flows on Baker Street north, past Cows Street and in front of Hagan Hamilton. Is there any way to sequence the lights on Baker Street to address? Answer: MVA is willing to work with other businesses to address this concern about the flow of traffic on Baker Street with the City of McMinnville.
7. Will this re-zoning application impact any other property? Answer: No, only the Linfield property located at 600 SE Baker Street.

3. If your request is subject to the provisions of a planned development overlay, show, in detail, how the request conforms to the requirements of the overlay.

The current planned development overlay that encumbers the subject site and Linfield College campus is not relevant to MV Advancement's development plans. Further, with the sale of this property to MV Advancements, it is no longer relevant to Linfield College and its long-range development plans. The owner (Linfield College) is therefore asking for this PD to be removed from the subject property.

4. If you are requesting a Planned Development, state how the proposal deviates from the requirements of the Zoning Ordinance and give justification for such deviation.

Not applicable.

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

The request to rezone to O-R (Office/Residential) is consistent with the surrounding land uses. On the North side of Cows Street, the immediate two properties including the You-Nique Boutique Hair Salon and Hagan Hamilton Insurance are currently zoned O-R. Directly west (across Baker Street), the parcels are zoned C-3 including Walgreens, The El Rancho Market and St. Vincent de Paul Thrift store. To the East, the adjacent property is zoned R-4.

The site design for this property proposes a commercial building on the west side of the property which would be across from currently zoned O-R and C-3 properties. On the east side of the property, the proposed residential apartment units would be adjacent to residential property (R-4).

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

There is a long history of public use of the property. Until 1993 the property was the site of the Columbus Elementary School. After the school was deemed unsafe after the 1993 Spring Break earthquake, the property has remained vacant. It was subsequently acquired by Linfield College (the property owner).

At the same time, the neighborhood has moved to a more commercial use and this proposed project would support this transition to increase commercial usage.

The applicant notes that the purpose of the Office Residential zone, as stated in the McMinnville Zoning Ordinance, is to provide a transition and buffer area between commercially zoned and residentially zoned areas, and as a buffer zone along major arterials between the roadway and the interior residential areas. The requested action furthers those objectives and therefore supports or warrants this request.

7. 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.

All public utilities already exist to the site based upon our conversation with McMinnville Water & Light and City Staff.

The applicant has discussed the conceptual plans with representatives of McMinnville Water and Light and the City of McMinnville. Based upon those conversations, the applicant believes that sufficient capacity exists to serve the proposed development. Specific to the subject site, sanitary sewer service extends to the site's northeast corner, water service consists of a 12-inch ductile iron line on the north side of Cows Street and electricity services exists at the site's

southwest corner (underground) and (overhead) facilities. In addition, storm sewer service is available on the west side of the property, along Baker Street. The onsite storm sewer system will be designed to comply with the City's adopted *Storm Sewer Master Plan*.

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

The office building will house approximately 50 employees of MV Advancements. Access to the property will be off of Cows Street; no direct access to Baker Street from this property would be permitted. This will have negligible impact on Cows Street as it is a narrow street and vehicles will go where the traffic flows more freely, which would be Baker Street. Intersections along Cows Street were discussed with City Staff and it was agreed that impacts along Cows Street would be minor enough that they should not be included in the study area.

The following study intersections were identified and discussed with City of McMinnville and Oregon Department of Transportation staff for evaluation:

- 1) SE Baker Street (Highway 99W)/SE Handley Street
- 2) SE Baker Street (Highway 99W)/SE Cows Street
- 3) SE Baker Street (Highway 99W)/Adams Street U-turn

In the Traffic Impact Analysis performed by Greenlight Engineering (a copy of which is attached) all study intersections will operate adequately per Oregon Department of Transportation (ODOT) requirements evaluated at the 2023 horizon year without mitigation. There are no study intersections under the jurisdiction of the City of McMinnville. The Transportation Planning Rule requirements are met and there is adequate capacity for this development. See details of expected trip generation in the attached report.

Per preliminary conversations with the Oregon Department of Transportation (ODOT), they have indicated that they are pleased with the current bus stop located adjacent to the property and the existing right turn lane onto Cows Street from Baker Street. Further, ODOT has submitted written response to the record of this hearing stating that it has no comments or objections to this requested comprehensive plan amendment and zone change.



Linfield College

Vice President for Finance & Administration
900 SE Baker Street
McMinnville, OR 97128-6894
t 503.883.2458 f 503.883.2630

November 7, 2018

Chair and Members of the Planning Commission
City of McMinnville
231 NE 5th Street
McMinnville, OR 97128

RE: Zone Change Application for 600 SE Baker Street

Dear Chair and Committee Members,

Linfield College supports the Zone Change Application jointly submitted by MV Advancements (MVA) and Linfield for the property that the college owns at 600 SE Baker Street in McMinnville.

Linfield acquired this property from the McMinnville School District after the Columbus Grade School was condemned as a result of the earthquake of 1993. The college has been approached by interested buyers on several occasions who desired to fully develop the property. Given the close proximity of this property to Linfield's campus, the college carefully considered how development could impact Linfield's mission. The college would not sell the property if it resulted in the development of maximum capacity, high-density housing.

While negotiating with MV Advancements, the college required that the sale of the property include a Restrictive Covenant that limits the number of residential units that can be built. Specifically, the sales agreement restricts residential development to only those that are in conjunction with services performed by MVA and/or senior citizen housing, and allows no more than 24 individual units, with buildings no taller than two stories.

Linfield believes that with restrictions including those set forth above, the project will be beneficial to Linfield, MVA, and the public.

Sincerely,

MARodriguez

Mary Ann Rodriguez
Vice President, Finance and Administration

Traffic Impact Analysis

MV Advancements Comprehensive Plan Amendment /Zone Change

600 SE Baker Street
McMinnville, Oregon

September 10, 2018



EXPIRATION DATE: DEC. 31 2018



GREENLIGHT ENGINEERING
TRAFFIC ENGINEERING/TRANSPORTATION PLANNING

13554 Rogers Road • Lake Oswego, OR 97035
Phone: 503.317.4559 • Web: www.greenlightengineering.com

Table of Contents

EXECUTIVE SUMMARY.....	2
INTRODUCTION.....	4
SITE DESCRIPTION, CRITICAL INTERSECTIONS, AND STREETS.....	5
TRANSIT SERVICE.....	7
PEDESTRIAN & BICYCLE CIRCULATION	9
STUDY INTERSECTIONS.....	9
MOBILITY STANDARDS.....	9
EXISTING TRAFFIC VOLUMES	10
2023 BACKGROUND TRAFFIC VOLUMES.....	10
TRIP GENERATION.....	11
TRIP DISTRIBUTION.....	13
2023 TOTAL TRAFFIC VOLUMES.....	14
TRAFFIC OPERATIONS ANALYSIS.....	14
TRANSPORTATION PLANNING RULE ANALYSIS.....	16
QUEUING ANALYSIS.....	17
TRAFFIC SAFETY.....	17
SUMMARY AND RECOMMENDATIONS.....	18
APPENDICES.....	19

EXECUTIVE SUMMARY

MV Advancements has proposed a comprehensive plan amendment and zone change in support of a project in McMinnville, Oregon. The site is located at 600 SE Baker Street and is 5.8 acres in size and currently split zoned as R-4 (Multiple Family Residential Zone) and F-P (Flood Plain). The 2.86 acre R-4 portion of the site is proposed to be rezoned to O-R (Office Residential Zone). The F-P portion will remain unchanged.

It is anticipated that the site will eventually be developed to consist of 10,000 square feet of office space and potentially up to 24 apartment units for adults with development disabilities and/or seniors. A conceptual site plan is illustrated in Appendix A. This report addresses the Transportation Planning Rule as required in a comprehensive plan amendment and zone change application. The following summarizes the key points of this transportation impact analysis (TIA):

- The 5.8 acre site is currently split zoned R-4 (Multiple Family Residential Zone). Only the 2.86 acre R-4 portion of the site is developable due to the presence of the 100 year floodplain of Cozine Creek that is located in the 2.94 acre F-P zone portion of the site.
- After the zone change/comprehensive plan amendment is approved, the preliminary development plan includes an office building of approximately 10,000 square feet to accommodate around 50 employees. In a future phase, it is envisioned that approximately 24 units of housing for developmentally disabled residents and/or seniors will be added.
- Analysis periods include the existing year (2018) and year 2023 to address the requirements of the Comprehensive Plan Amendment/Zone Change and Oregon's Transportation Planning Rule. The Transportation Planning Rule requires an analysis at horizon of the local jurisdiction's planning period. In this case, the City of McMinnville's Transportation System Plan planning period is 2023.
- The following study intersections were identified and discussed with City of McMinnville and Oregon Department of Transportation staff for evaluation:
 - 1) SE Baker Street (Highway 99W)/SE Handley Street
 - 2) SE Baker Street (Highway 99W)/SE Cows Street
 - 3) SE Baker Street (Highway 99W)/Adams Street U-turn

- Intersections along Cows Street were discussed with City staff and it was agreed that impacts along Cows Street would be minor enough that they should not be included in the study area.
- All study intersections will operate adequately per Oregon Department of Transportation (ODOT) requirements evaluated at the 2023 horizon year without mitigation. There are no study intersections under the jurisdiction of the City of McMinnville. The Transportation Planning Rule requirements are met.

INTRODUCTION

This transportation impact analysis (TIA) has been prepared to determine the impacts to the City of McMinnville and ODOT street systems in the immediate vicinity of a proposed project located on the southeast corner of the intersection of SE Baker Street (Highway 99W)/SE Cowsls Street at 600 SE Baker Street. The proposed project includes a comprehensive plan amendment and zone change that will support a future development that is planned to consist of 10,000 square feet of office space. Additionally, a possible future phase of development may include 24 apartment units for developmentally disabled adults and/or seniors. In establishing the project scope and performing the analysis, a number of important elements have been identified and considered, including the following items:

- Rather than analyzing a specific development plan, a Comprehensive Plan Amendment/Zone Change and Transportation Planning Rule analysis requires the analysis of the reasonable worst case trip generation allowed within the existing zone is compared to the reasonable worst case trip generation allowed within the proposed zone. The difference in trips (if the proposed zoning generates more trips than the existing zone) are then evaluated to assess the impacts of the proposed zone over the existing zone to determine if the project has a “significant effect” per the Transportation Planning Rule.
- Within the existing zone, the site could reasonably accommodate up to 83 units of apartments, representing the reasonable worst case trip generation. Within the proposed zone, the site could reasonable accommodate up to 49,835 square feet of office space.
- The trip generation rates are based on the 10th edition of the Institute of Transportation Engineer's *Trip Generation Manual*.
- In-process trips, or those trips generated by other developments in the project vicinity were not included in the analysis as the travel demand model accounts for regional growth in traffic volumes through 2023.
- 2023 traffic volumes were generated utilizing travel demand model outputs provided by the Oregon Department of Transportation. The outputs were post-processed according

to ODOT's *Analysis Procedures Manual (APM)*, which relies upon the methodology of *NCHRP Report 765*.

- Capacity analysis of critical intersections for both the weekday AM peak hour and weekday PM peak hour under 2018 existing, 2023 background and 2023 total traffic conditions were evaluated. Critical intersections were determined based upon communication with City of McMinnville and ODOT staff and include the following:
 - 1) SE Baker Street (Highway 99W)/SE Handley Street
 - 2) SE Baker Street (Highway 99W)/SE Cows Street
 - 3) SE Baker Street (Highway 99W)/Adams Street U-turn
- Review of pedestrian, bicycle and automobile safety issues in the area.
- Evaluation of accessibility to nearby transit services.
- Evaluation of the project's compliance with Oregon's Transportation Planning Rule.
- Queuing analysis for background and total traffic conditions in 2023.

The Appendices to this report contains technical data including: traffic counts, capacity analysis reports, queuing analysis and crash data.

SITE DESCRIPTION, CRITICAL INTERSECTIONS, AND STREETS

The site is located on the southeast corner of the intersection of SE Baker Street (Highway 99W)/SE Cows Street. Currently, the site is vacant although there are two existing access points constructed to SE Cows Street. With development, access will be provided to Cows Street only. No access will be proposed to SE Baker Street.

A preliminary site plan is provided in Appendix A and a vicinity map is provided below.



Vicinity Map

SE Baker Street (Highway 99W) is under the jurisdiction of ODOT. The road is a two lane, one-way northbound facility with a posted speed of 30 MPH. Baker Street forms a one-way couplet with Adams Street which serves southbound traffic. There are curbs and continuous sidewalk. Along the site frontage, there is width for a paved shoulder which is partially striped with no parking allowed. North of SE Cows Street, on-street parking is introduced on both the east and west side of SE Baker Street. According to the *Oregon Highway Plan*¹, Highway 99W is classified as a Regional Highway (not a freight route) while the City of McMinnville's *Transportation System Plan*² classifies SE Baker Road as a major arterial.

SE Cows Street is under the jurisdiction of the City of McMinnville. The road is a two lane facility with a posted speed of 25 MPH. There are curbs and sidewalks along most of SE Cows Street. Along the project frontage there is an existing curb and curb tight sidewalk. SE Cows Street is classified as a local street according to Exhibit 2-3 of the City TSP.

1 <http://www.oregon.gov/ODOT/Planning/Documents/OHP.pdf>

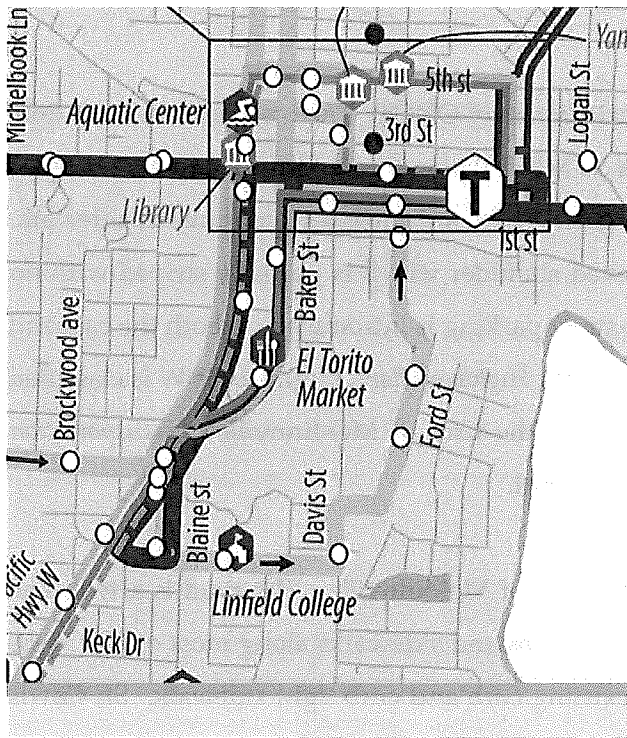
2 <https://www.mcminnvilleoregon.gov/planning/page/transportation-system-plan>

SE Handley Street is under the jurisdiction of the City of McMinnville. The road is a two lane facility not posted for speed. Between SE Baker Street and SE Adams Street, Handley Street is only approximately 230 feet in length. There are curbs and a continuous sidewalk on the south side of SE Handley Street. SE Handley Street is classified as a local street according to Exhibit 2-3 of the City TSP.

Figure 1 of Appendix F illustrates the existing intersection control and lane configurations.

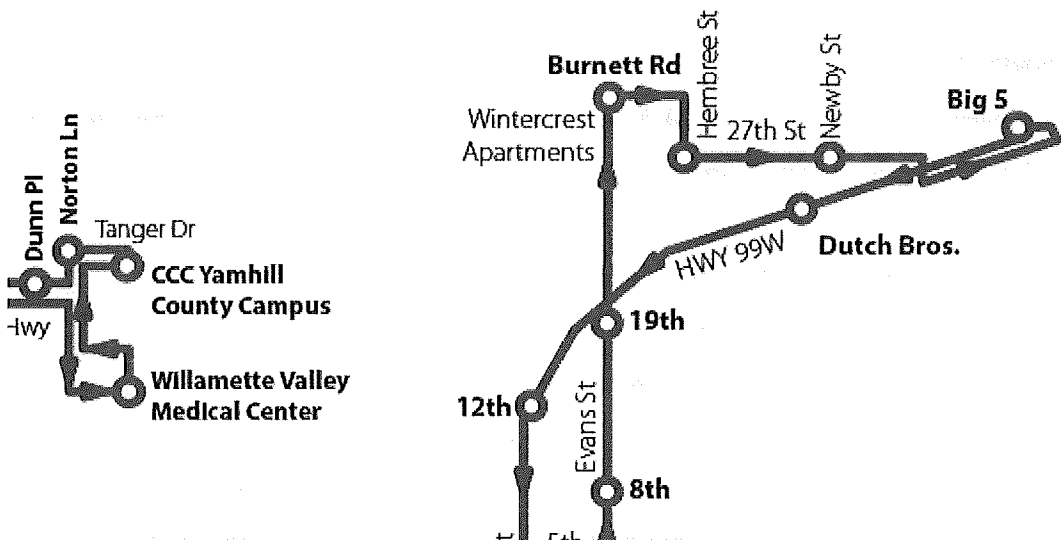
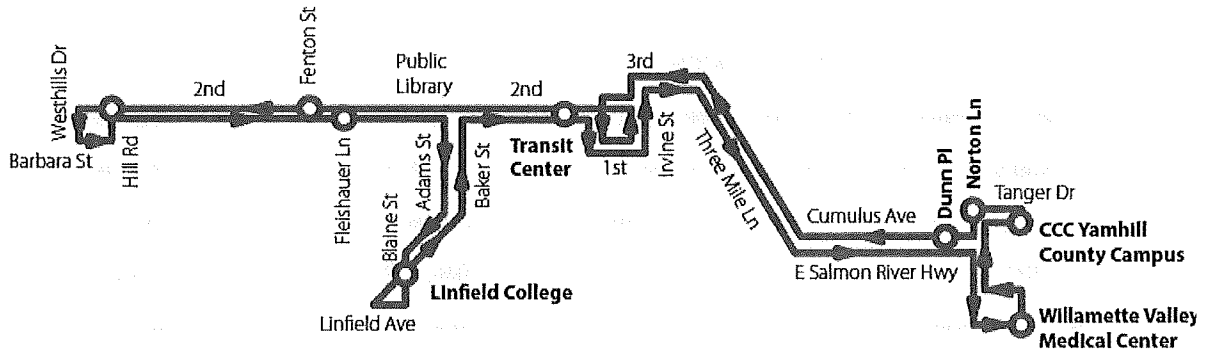
TRANSIT SERVICE

Yamhill County Transit Area³ operates several bus lines on Highway 99W near the project site. Nearest the site, Route 2 operates on one hour headways on weekdays only. There is a northbound bus stop adjacent to the site on SE Baker Street and a southbound bus stop near the SE Adams Street/SE Handley Street. Route 3 also serves the southbound bus stop at SE Adams Street/SE Handley Street.

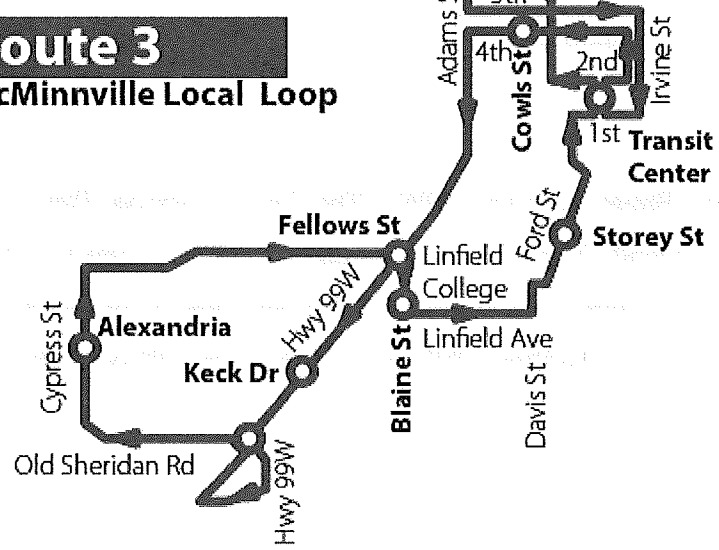


³ <http://www.yctransitarea.org/>

Route 2 McMinnville East-West Express



Route 3 McMinnville Local Loop



Given the relative infrequency of bus service, no specific trip generation reduction is assumed as part of this study. However, it is likely that some users of the future development will arrive and depart by transit.

PEDESTRIAN & BICYCLE CIRCULATION

As previously discussed, there are continuous sidewalks on SE Baker Street. The sidewalk along the west side of SE Cows Street is continuous although there are gaps on the east side. There are no separated bike facilities on SE Baker Street although ODOT has marked a paved shoulder on SE Baker Street south of SE Cows Street. North of SE Cows Street, SE Baker Street allows on-street parking, but there are no separated bicycling facilities. Along the site's frontage, there are already sidewalks.

STUDY INTERSECTIONS

Through coordination with the City of McMinnville and ODOT, the following intersections were identified as the necessary study intersections:

- 1) SE Baker Street (Highway 99W)/SE Handley Street
- 2) SE Baker Street (Highway 99W)/SE Cows Street
- 3) SE Baker Street (Highway 99W)/Adams U-turn

The SE Baker Street (Highway 99W)/Adams U-turn intersection is located south of SE Cows Street and serves as the southernmost intersection in the couplet. This intersection serves southbound Highway 99W traffic destined for the site.

MOBILITY STANDARDS

ODOT has jurisdiction over SE Baker Street (Highway 99W). The *Oregon Highway Plan (OHP)* provides that Highway 99W is a Statewide Highway (not a freight route) through the study intersections. Since McMinnville is not within the Portland Metro area and is posted with a speed of 30 MPH, the mobility standard for Highway 99W is a v/c ratio of 0.90 per Table 6 of the OHP⁴.

⁴ <http://www.oregon.gov/ODOT/Planning/Documents/OHP.pdf>

Since all of the study intersections are along Highway 99W, ODOT's mobility standard is the applicable operating standard. The City of McMinnville does not have jurisdiction over any of the study intersections.

EXISTING TRAFFIC VOLUMES

Manual turning movement counts were collected in July 2018 during the weekday AM and PM peak hours at the study intersections. Traffic counts included auto, bus, truck, bicycles, and pedestrians, with 15-minute breakdowns during the AM (7-9 am) and PM (4-6 pm) peak periods.

The study intersections raw traffic volumes were seasonally adjusted per ODOT's *APM* to develop 30 highest hour volumes (30 HV). The preferred method for seasonally adjusting raw traffic counts is the "On-Site ATR Method". However, there is not an automatic traffic recorder near the site.

The ATR Characteristic Table Method of the *APM* was also evaluated as the next best alternative according to the *APM*. However, there were no ATRs in Oregon that were similar in characteristics to this section of SE Baker Street (Highway 99W) and also within 10% of the AADT of the project site.

Finally, the Seasonal Trend Method of the *APM* was evaluated and ultimately used in the seasonal adjustment for this project.

Appendix B includes the raw traffic counts. Appendix C includes the 30th highest hour volume seasonal adjustment worksheet. Figure 2 of Appendix F illustrates the existing traffic volumes.

2023 BACKGROUND TRAFFIC VOLUMES

Since the application proposes a change in zoning and a comprehensive plan amendment, an estimate of long-term traffic operations is required in order to satisfy the requirements of Oregon's Transportation Planning Rule. As the City of McMinnville's *Transportation System Plan* is based upon a horizon year of 2023, a planning horizon year of 2023 was used for this analysis. ODOT provided 2003 and 2023 travel demand model link volumes. These link

volumes have been post-processed in accordance with ODOT's *APM*, which relies heavily upon *NCHRP Report 765, Analytical Travel Forecasting Approaches for Project-Level Planning and Design*. The 2023 background traffic volumes are based upon the conditions that would be expected with the existing zoning in place without the approval of the zone change.

ODOT's travel demand model doesn't adequately establish traffic volumes at the study intersections as they are local streets that were not considered in the model. To account for the development of the site under the R-4 zoning in 2023, the trip generation associated with 83 units of apartments (see "Trip Generation" section of report) on the site been added to the 2018 existing traffic to evaluate a more appropriate 2023 background traffic condition. This adjustment better reflects the conditions that would be created with the approval of the proposed zone change.

Figure 4 in Appendix F illustrates the 2023 traffic background volumes for both the weekday AM and PM peak hours. Appendix D contains the 2003 and 2023 transportation model data. Appendix E contains the *APM* based post-processing spreadsheet.

TRIP GENERATION

Vehicle trip generation rates from the 10th Edition of the *ITE Trip Generation Manual* were applied in establishing the site's generated trips. It is anticipated that 10,000 square feet of office space will be developed in the near term and a future development may include 24 apartment units for adults with developmental disabilities and/or seniors.

However, in order to establish compliance with the City's zone change and comprehensive plan amendment requirements as well as Oregon's Transportation Planning Rule, the reasonable worst case difference in trip generation of the proposed zone versus the existing zone must be evaluated.

Only approximately 2.86 acres of the 5.8 acre site is developable and zoned R-4. The R-4 portion of the site is proposed to be rezoned to O-R. The remaining 2.94 acre portion of the site is undevelopable and zoned F-P due to the presence of the 100 year floodplain of Cozine Creek. Additionally, there are steep slopes on a part of the R-4 portion of the site that may further

reduce the developable area. However, a reduction for that portion is not considered in this analysis.

Based on a review of City code, it was determined that the reasonable worst case development in the existing R-4 (Multiple Family Residential Zone) would be 83 units of apartments. According to City Code, apartments can be constructed at 29 units per acre. The trip generation of 83 units of apartments is included in Table 1 below.

2.86 acres equates to approximately 124,585 square feet. Based on the assumption that 40% of the buildable site would be constructed with actual office structure on only one level with the other area attributable to landscaping, parking, setbacks, circulation areas and garbage/recycling, etc. there is approximately 49,835 square foot of office that could be reasonably constructed on the site. Thus, it was determined that the worst case development in the proposed O-R (Office Residential Zone) would be 49,835 square feet of office space. The trip generation based on that amount of office space is included in Table 1 below.

Table 1 also establishes the net increase in trip generation between the existing zoning and the proposed zoning and illustrates the new trips generated as part of the zone change/comprehensive plan amendment that are used to establish compliance with the Transportation Planning Rule.

Table 1. Trip Generation of Existing Zoning vs. Proposed Zoning

Existing Zoning Description & ITE Code	Units	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
			Total	In	Out	Total	In	Out
Multifamily Housing (Mid-Rise) (ITE #221)	83	451	29	7	22	37	23	14
Proposed Zoning Description & ITE Code	KSF	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
Total			In	Out	Total	In	Out	
General Office (ITE #710)	49.835	540	73	63	10	59	9	50
Net Increase in Trips		+89	+44	+56	-12	+22	-14	+36

Source: ITE Trip Generation Manual, 10th Edition

Fitted curve equations used

KSF = 1000 square feet

It should be noted that in the weekday AM peak hour, there is a reduction in the outbound trips from the existing zone to the proposed zone. Similarly, in the weekday PM peak hour, there is a reduction in the inbound trips from the existing zone to the proposed zone. The travel demand model provides no estimates of projected side street volumes at SE Handley Street, SE Cowls Street, and the Adams Street U-turn. Additionally, the side street volumes of each roadway are very low under existing conditions. As a result, it was decided to apply the site trip generation of the existing zone in order to develop 2023 background traffic volumes and to better account for the limitations of the travel demand model. In the 2023 total traffic conditions, the difference between the existing and proposed trip generation is considered.

TRIP DISTRIBUTION

The net increase in trips estimated in Table 1 were distributed on the transportation network based upon a review of the ODOT link volumes, existing traffic volumes and patterns, a review of the existing street network, and the evaluation of driveway use. On the low volume side streets where the ODOT travel demand forecasting model lacks information, the full trip generation of the existing zone was applied in generating the 2023 background traffic volumes. The difference in trip generation between the existing zone and proposed zone were applied to generate the 2023 total traffic volumes.

This trip generation and distribution were performed to determine the impacts of the proposed zoning versus the existing zoning in establishing compliance with the Transportation Planning Rule.

Figure 3 in Appendix F illustrates the assumed trip distribution pattern and the assignment of site generated trips to the study intersections during both the weekday AM and PM peak hour to generate traffic volumes for the 2023 background traffic conditions. Figure 5 illustrates the assumed trip distribution pattern and the assignment of net new site generated trips to the study intersections during both the weekday AM and PM peak hour to generate traffic volumes for the 2023 total traffic conditions. It should be noted that during the weekday AM peak hour, there is a reduction in outbound traffic between the existing and proposed zoning. For turning movements where the anticipated 2023 total traffic volumes would be less than the existing traffic, no reductions were assumed.

2023 TOTAL TRAFFIC VOLUMES

In order to determine the impacts of the proposed zone change and comprehensive plan amendment on the street system as required by Oregon's Transportation Planning Rule, a comparative analysis of trips generated by the existing zoning compared to the proposed zoning was provided in Table 1. The increase in trips from the existing zoning to the proposed zoning was then added to the 2023 background traffic condition to determine the zone change/comprehensive plan amendment's impact on the transportation network. This summation represents the 2023 total traffic scenario or the condition that would be expected with the approval of the zone change.

Figure 6 in Appendix F illustrates the 2023 total traffic volumes.

TRAFFIC OPERATIONS ANALYSIS

Capacity analysis for 2018 existing, 2023 background and 2023 total traffic conditions has been performed at each of the relevant study intersections.

Synchro 10 and SimTraffic 10 software was utilized in our analysis. The analysis is based upon the methodology of the 2010 Highway Capacity Manual.

Traffic flow figures show the traffic data and turn movements for the weekday AM and PM peak hour conditions that were used in the traffic operation analysis.

Tables 2 to 4 provide a summary of the intersection capacity results. The Synchro software capacity summary reports are included in Appendix G.

Table 2. SE Baker Street (Highway 99W)/SE Handley Street

Traffic Scenario	2010 HCM Methodology	
	Weekday AM Peak Hour	Weekday PM Peak Hour
	Intersection V/C	Intersection V/C
2018 Existing Traffic	0.03	0.05
2023 Background Traffic	0.03	0.09
2023 Total Traffic	0.03	0.11

Note: 2010 Highway Capacity Manual methodology used in analysis.

Table 3. SE Baker Street (Highway 99W)/SE Cows Street

Traffic Scenario	2010 HCM Methodology	
	Weekday AM Peak Hour	Weekday PM Peak Hour
	Intersection V/C	Intersection V/C
2018 Existing Traffic	0.06	0.16
2023 Background Traffic	0.16	0.38
2023 Total Traffic	0.10	0.40

Note: 2010 Highway Capacity Manual methodology used in analysis.

Table 4. SE Baker Street (Highway 99W)/Adams U-turn

Traffic Scenario	2010 HCM Methodology	
	Weekday AM Peak Hour	Weekday PM Peak Hour
	Intersection V/C	Intersection V/C
2018 Existing Traffic	0.06	0.06
2023 Background Traffic	0.08	0.14
2023 Total Traffic	0.13	0.09

Note: 2010 Highway Capacity Manual methodology used in analysis.

As described previously, ODOT's mobility standard requires the SE Baker Street (Highway 99W) intersections to operate with a v/c ratio of 0.90 or less. Based on the results provided above, it is clear that all of the study intersections operate adequately in the 2018 existing traffic, 2023 background and 2023 total traffic conditions.

TRANSPORTATION PLANNING RULE ANALYSIS

The Transportation Planning Rule (TPR) is a statewide regulation that ensures that the transportation system is adequate as planned and requires the evaluation of traffic impacts that could result from changes to adopted zoning and comprehensive plans. The Transportation Planning Rule reads as follows:

660-012-0060

Plan and Land Use Regulation Amendments

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

- a) *Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*
- b) *Change standards implementing a functional classification system; or*
- c) *Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.*
 - (A) *Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*
 - (B) *Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or*
 - (C) *Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.*

In this case, subsection (A) is not applicable since the proposed zone change and subsequent development is not expected to impact nor alter the functional classification of any existing or planned facility. The proposal does not include a change to any functional classification

standards. (A) is not triggered as the types of travel or access would not be inconsistent with the functional classification of any of the transportation facilities in the vicinity of the site.

Our analysis illustrates that Subsection (B) is also not applicable since all study intersections are anticipated to operate adequately in the 2023 horizon year. The proposed zone change/comprehensive plan amendment does not push any intersections into failure, therefore (B) is addressed.

Our analysis also illustrates that Subsection (C) is addressed as no study intersections are anticipated to not meet applicable mobility standards.

The requirements of the Transportation Planning Rule are met.

QUEUING ANALYSIS

Queuing is a critical issue in the review of the operations and safety of intersections and access points. Queue spill back not only impacts the capacity of an intersection, but can also result in safety issues.

The impact of the project on queuing is reported for all study intersections for the 2023 background and 2023 total traffic conditions.

The simulation analysis was performed using SimTraffic 10 and is based upon the procedures and calibration per ODOT's *APM*⁵. There are no queuing issues in the 2023 background or total traffic conditions. Full intersection queuing results are provided in Appendix H.

TRAFFIC SAFETY

A review of the recent crash history in the area does not indicate that there is an existing safety problem at any of the study intersections in the vicinity of the site. There are no crash patterns or crash rates that are of concern. ODOT requires an analysis of the critical crash rate of study intersections. The ODOT critical crash calculator⁶ output sheets and raw crash data is provided in Appendix I.

⁵ Accessed at <http://www.oregon.gov/odot/td/tp/pages/apm.aspx>

⁶ <http://www.oregon.gov/ODOT/Planning/Documents/CriticalRateCalculator.zip>

The crash rate of the SE Baker Street (Highway 99W)/SE Handley Street intersection is just 0.28 crashes per million entering vehicles. Per the ODOT critical crash calculator, the critical crash rate for a similar intersection is 0.36 crashes per million entering vehicles. Since the crash rate is below the critical crash rate, there is not reason to analyze the intersection further.

The crash rate of the SE Baker Street (Highway 99W)/SE Cowls Street intersection is just 0.28 crashes per million entering vehicles. Per the ODOT critical crash calculator, the critical crash rate for a similar intersection is 0.41 crashes per million entering vehicles. Since the crash rate is below the critical crash rate, there is not reason to analyze the intersection further.

The crash rate of the SE Baker Street (Highway 99W)/Adams U turn intersection is just 0.09 crashes per million entering vehicles. Per the ODOT critical crash calculator, the critical crash rate for a similar intersection is 0.36 crashes per million entering vehicles. Since the crash rate is below the critical crash rate, there is not reason to analyze the intersection further.

Based upon the above information, it is clear that there is not an existing safety issue at any of the study intersections.

SUMMARY AND RECOMMENDATIONS

The proposed zone change/comprehensive plan amendment can be approved with no mitigation. The Transportation Planning Rule requirements are met. All study intersections will operate adequately in the City of McMinnville's TSP horizon year of 2023 per ODOT standards.

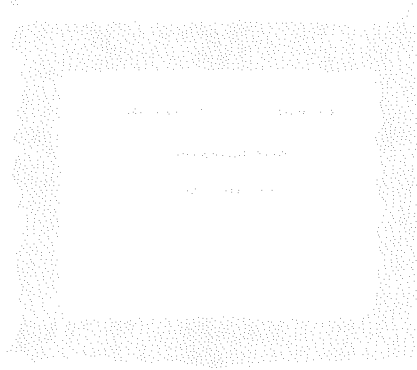
There are no existing or anticipated safety issues within the study area.

APPENDICES

- A) Preliminary Site Plan
- B) Traffic Counts
- C) 30th Highest Hour Volumes (30 HV)/Seasonal Adjustment Worksheet
- D) ODOT Travel Demand Model Output Sheets
- E) 2023 Background & Total Traffic Volumes
- F) Traffic Flow Figures
 - Figure 1, Intersection Control & Lane Channelization
 - Figure 2, 2018 Existing Traffic Weekday AM & PM Traffic Volumes
 - Figure 3, Site Trip Distribution Weekday AM & PM Peak Hour
 - Figure 4, 2023 Background Traffic Weekday AM & PM Traffic Volumes
 - Figure 5, Site Trip Distribution Weekday AM & PM Peak Hour
 - Figure 6, 2023 Total Traffic Weekday AM & PM Traffic Volumes
- G) Synchro Intersection Capacity Analysis Report Outputs
- H) SimTraffic Queuing Results
- I) Critical Crash Rate Calculator & Crash Data

Appendix A

Preliminary Site Plan



Appendix B

Traffic Counts

Table 1

Year

2010

2011

2012

2013

2014

2015

2016

2017

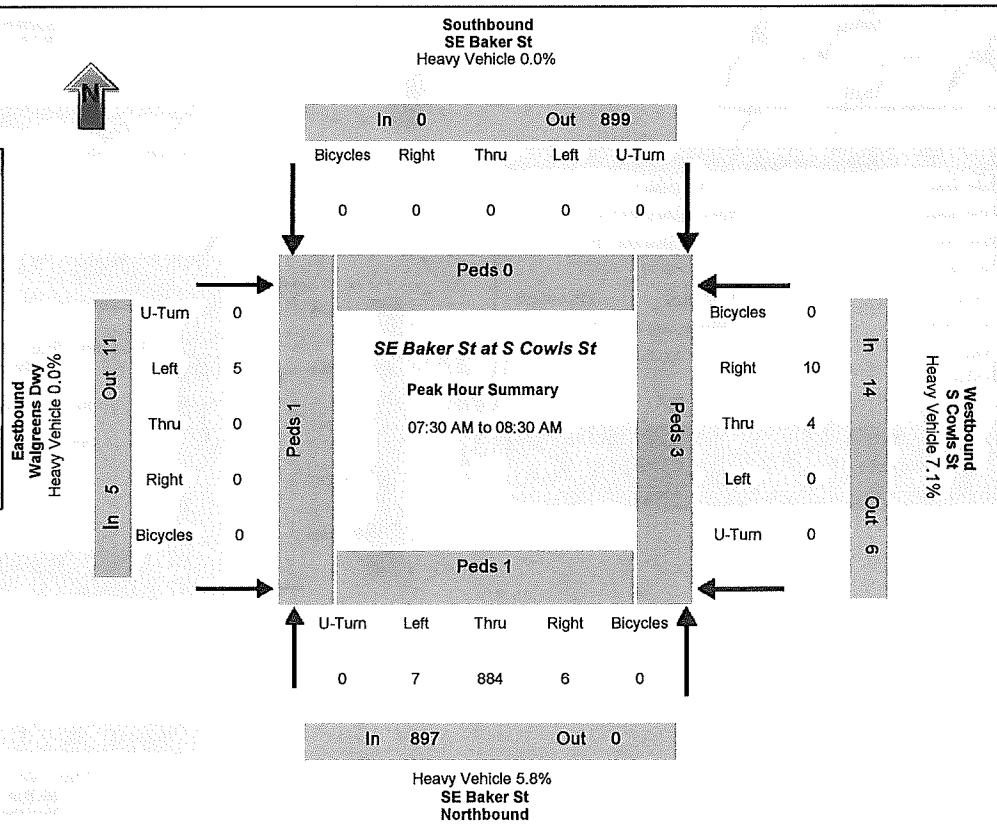
2018

2019

2020

Data Provided by K-D-N.com 503-594-4224

N/S street	SE Baker St
E/W street	Walgreens Dwy
City, State	McMinnville OR
Site Notes	
Location	45.204704 -123.198175
Start Date	Tuesday, July 10, 2018
Start Time	07:00:00 AM
Weather	
Study ID #	
Peak Hour Start	07:30:00 AM
Peak 15 Min Start	07:50:00 AM
PHF (15-Min Int)	0.78



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
7	884	6	0	0	0	0	0	5	0	0	0	0	4	10	0	897	0	5	14	0	899	11	6

Percent Heavy Vehicles																							
0.0%	5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.8%	0.0%	0.0%	7.1%	NaN	5.9%	0.0%	0.0%

PHV - Bicycles														PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	5

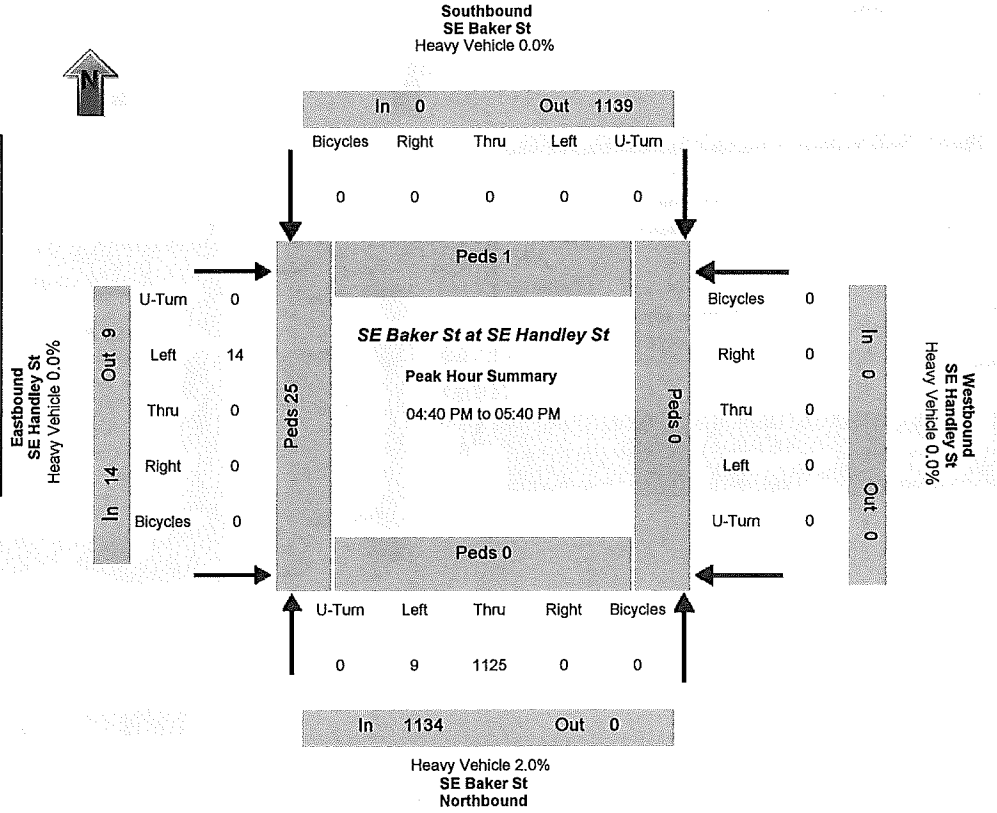
Time	Northbound SE Baker St				Southbound SE Baker St				Eastbound Walgreens Dwy				Westbound S Cowls St				15 Min Sum	1 HR Sum	
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn			
07:00:00 AM	2	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	152	
07:15:00 AM	1	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175	
07:20:00 AM	0	47	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168	
07:25:00 AM	0	43	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	161	
07:30:00 AM	1	63	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159	
07:35:00 AM	0	79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190	
07:40:00 AM	0	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	212	
07:45:00 AM	1	76	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	225	
07:50:00 AM	0	110	2	0	0	0	0	0	0	0	0	0	0	0	1	3	0	262	
07:55:00 AM	0	92	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	288	813
08:00:00 AM	2	76	0	0	0	0	0	0	1	0	0	0	0	2	1	0	0	292	851
08:05:00 AM	0	57	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	236	856
08:10:00 AM	1	56	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	202	863
08:15:00 AM	1	69	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	192	868
08:20:00 AM	0	57	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	191	879
08:25:00 AM	1	81	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	214	916
08:30:00 AM	1	57	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	203	912
08:35:00 AM	0	63	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	210	899
08:40:00 AM	1	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	204	908
08:45:00 AM	0	62	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	206	893
08:50:00 AM	0	65	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	207	844
08:55:00 AM	1	72	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	206	826

K-D-N

KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224

N/S street	SE Baker St
E/W street	SE Handley St
City, State	McMinnville OR
Site Notes	
Location	45.206064 - -123.197952
Start Date	Tuesday, July 10, 2018
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:40:00 PM
Peak 15 Min Start	04:40:00 PM
PHF (15-Min Int)	0.67



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
9	1125	0	0	0	0	0	0	14	0	0	0	0	0	0	0	1134	0	14	0	0	1139	9	0
Percent Heavy Vehicles																							
0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	NaN	2.0%	0.0%	0.0%

PHV - Bicycles														PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	25	0	26

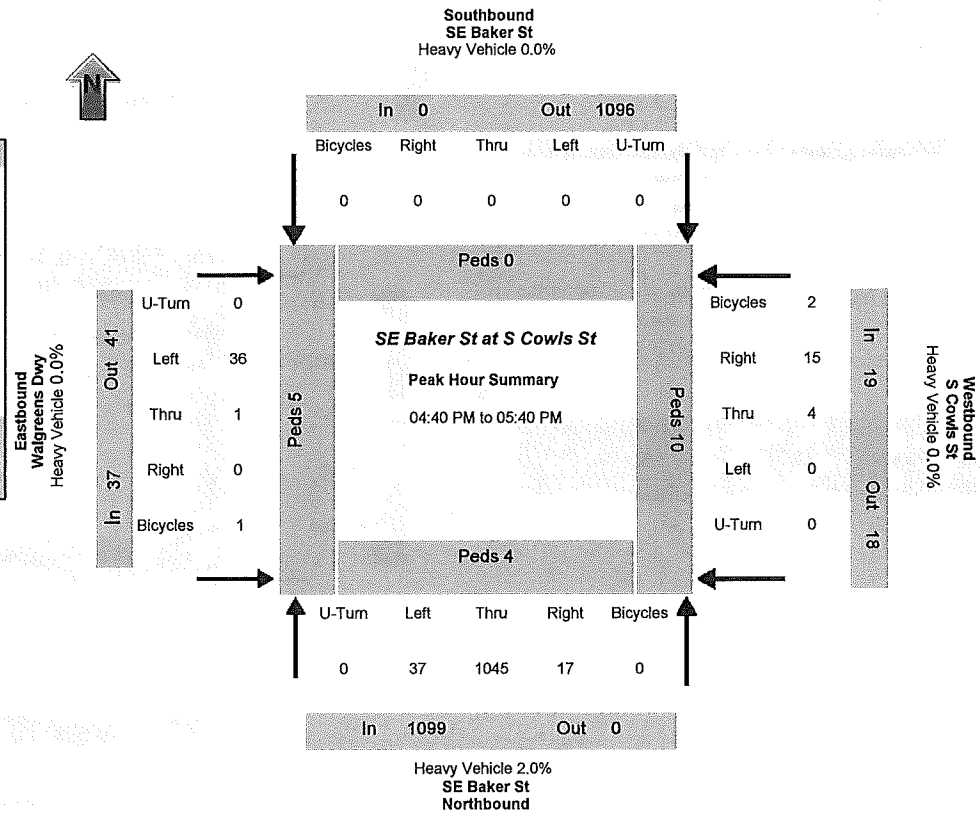
Time	Northbound SE Baker St				Southbound SE Baker St				Eastbound SE Handley St				Westbound SE Handley St				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	1	87	0	0	0	0	0	0	1	0	0	0	0	0	0	0		
04:05:00 PM	0	95	0	0	0	0	0	0	1	0	0	0	0	0	0	0		
04:10:00 PM	1	72	0	0	0	0	0	0	1	0	0	0	0	0	0	0	259	
04:15:00 PM	0	95	0	0	0	0	0	0	2	0	0	0	0	0	0	0	267	
04:20:00 PM	1	107	0	0	0	0	0	0	4	0	0	0	0	0	0	0	283	
04:25:00 PM	0	74	0	0	0	0	0	0	2	0	0	0	0	0	0	0	285	
04:30:00 PM	0	60	0	0	0	0	0	0	1	0	0	0	0	0	0	0	249	
04:35:00 PM	0	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	210	
04:40:00 PM	0	126	0	0	0	0	0	0	0	0	0	0	0	0	0	0	260	
04:45:00 PM	1	105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	305	
04:50:00 PM	2	97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	331	
04:55:00 PM	0	86	0	0	0	0	0	0	2	0	0	0	0	0	0	0	293	1097
05:00:00 PM	2	93	0	0	0	0	0	0	1	0	0	0	0	0	0	0	283	1104
05:05:00 PM	1	80	0	0	0	0	0	0	2	0	0	0	0	0	0	0	267	1091
05:10:00 PM	2	102	0	0	0	0	0	0	2	0	0	0	0	0	0	0	285	1123
05:15:00 PM	0	95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	284	1121
05:20:00 PM	0	83	0	0	0	0	0	0	1	0	0	0	0	0	0	0	285	1093
05:25:00 PM	1	81	0	0	0	0	0	0	2	0	0	0	0	0	0	0	283	1101
05:30:00 PM	0	87	0	0	0	0	0	0	4	0	0	0	0	0	0	0	259	1131
05:35:00 PM	0	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	265	1148
05:40:00 PM	0	95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	276	1117
05:45:00 PM	0	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	265	1091
05:50:00 PM	0	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	252	1069
05:55:00 PM	0	83	0	0	0	0	0	0	2	0	0	0	0	0	0	0	242	1066

K-D-N

KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224

N/S street	SE Baker St
E/W street	Walgreens Dwy
City, State	McMinnville OR
Site Notes	
Location	45.204704 - -123.198175
Start Date	Tuesday, July 10, 2018
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:40:00 PM
Peak 15 Min Start	04:40:00 PM
PHF (15-Min Int)	0.86



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
37	1045	17	0	0	0	0	0	36	1	0	0	0	4	15	0	1099	0	37	19	0	1096	41	18
Percent Heavy Vehicles																							
2.7%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	NaN	1.9%	2.4%	0.0%

PHV - Bicycles														PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3	4	0	5	10	19

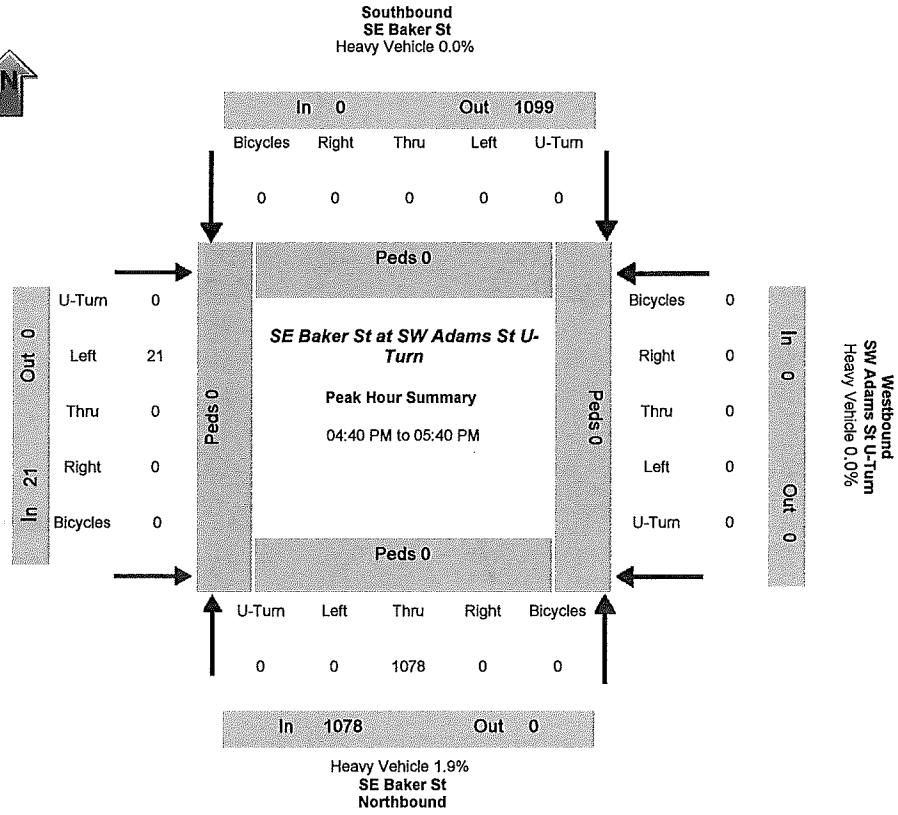
Time	Northbound SE Baker St				Southbound SE Baker St				Eastbound Walgreens Dwy				Westbound S Cowls St				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	5	79	0	0	0	0	0	0	3	2	0	0	0	1	3	0		
04:05:00 PM	3	84	1	0	0	0	0	0	2	0	0	0	0	1	1	0		
04:10:00 PM	1	71	0	0	0	0	0	0	4	1	0	0	0	0	1	0	263	
04:15:00 PM	1	86	0	0	0	0	0	0	4	0	0	0	0	0	1	0	262	
04:20:00 PM	1	102	0	0	0	0	0	0	1	0	0	0	0	0	0	0	274	
04:25:00 PM	0	78	1	0	0	0	0	0	2	1	0	0	0	0	2	0	280	
04:30:00 PM	0	61	0	0	0	0	0	0	0	0	0	0	0	0	1	0	250	
04:35:00 PM	1	69	0	0	0	0	0	0	1	0	0	0	0	0	1	0	218	
04:40:00 PM	2	122	1	0	0	0	0	0	2	0	0	0	0	1	0	0	262	
04:45:00 PM	5	105	1	0	0	0	0	0	0	0	0	0	0	0	1	0	312	
04:50:00 PM	1	88	1	0	0	0	0	0	4	1	0	0	0	0	0	0	335	
04:55:00 PM	1	86	3	0	0	0	0	0	3	0	0	0	0	2	2	0	304	1109
05:00:00 PM	3	86	3	0	0	0	0	0	2	0	0	0	0	0	1	0	287	1111
05:05:00 PM	4	63	2	0	0	0	0	0	3	0	0	0	0	0	1	0	265	1092
05:10:00 PM	5	92	2	0	0	0	0	0	4	0	0	0	0	0	1	0	272	1118
05:15:00 PM	2	88	2	0	0	0	0	0	7	0	0	0	0	0	1	0	277	1126
05:20:00 PM	6	81	2	0	0	0	0	0	2	0	0	0	0	0	1	0	296	1114
05:25:00 PM	1	74	0	0	0	0	0	0	2	0	0	0	0	1	2	0	272	1110
05:30:00 PM	5	76	0	0	0	0	0	0	3	0	0	0	0	0	4	0	260	1136
05:35:00 PM	2	84	0	0	0	0	0	0	4	0	0	0	0	0	1	0	259	1155
05:40:00 PM	1	91	1	0	0	0	0	0	5	0	0	0	0	0	1	0	278	1126
05:45:00 PM	3	73	1	0	0	0	0	0	3	0	0	0	0	0	2	0	272	1096
05:50:00 PM	1	71	1	0	0	0	0	0	1	0	0	0	0	1	2	0	258	1078
05:55:00 PM	1	84	3	0	0	0	0	0	3	0	0	0	0	0	2	0	252	1074

K-D-N

KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224

N/S street	SE Baker St
E/W street	SW Adams St U-Turn
City, State	McMinnville OR
Site Notes	
Location	45.203925 - -123.199438
Start Date	Tuesday, July 10, 2018
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:40:00 PM
Peak 15 Min Start	04:40:00 PM
PHF (15-Min Int)	0.84



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	1078	0	0	0	0	0	0	21	0	0	0	0	0	0	0	1078	0	21	0	0	1099	0	0
Percent Heavy Vehicles																							
0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.0%	4.8%	0.0%	NaN	2.0%	NaN	0.0%

PHV- Bicycles																PHV - Pedestrians					
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		NB	SB	EB	WB	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Time	Northbound SE Baker St				Southbound SE Baker St				Eastbound SW Adams St U-Turn				Westbound SW Adams St U-Turn				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	0	83	0	0	0	0	0	0	1	0	0	0	0	0	0	0		
04:05:00 PM	0	86	0	0	0	0	0	0	2	0	0	0	0	0	0	0		
04:10:00 PM	0	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	244	
04:15:00 PM	0	85	0	0	0	0	0	0	2	0	0	0	0	0	0	0	247	
04:20:00 PM	0	103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	262	
04:25:00 PM	0	77	0	0	0	0	0	0	2	0	0	0	0	0	0	0	269	
04:30:00 PM	0	60	0	0	0	0	0	0	1	0	0	0	0	0	0	0	243	
04:35:00 PM	0	66	0	0	0	0	0	0	4	0	0	0	0	0	0	0	210	
04:40:00 PM	0	123	0	0	0	0	0	0	2	0	0	0	0	0	0	0	256	
04:45:00 PM	0	110	0	0	0	0	0	0	1	0	0	0	0	0	0	0	306	
04:50:00 PM	0	89	0	0	0	0	0	0	1	0	0	0	0	0	0	0	326	
04:55:00 PM	0	85	0	0	0	0	0	0	5	0	0	0	0	0	0	0	291	1060
05:00:00 PM	0	90	0	0	0	0	0	0	2	0	0	0	0	0	0	0	272	1068
05:05:00 PM	0	67	0	0	0	0	0	0	2	0	0	0	0	0	0	0	251	1049
05:10:00 PM	0	97	0	0	0	0	0	0	2	0	0	0	0	0	0	0	260	1076
05:15:00 PM	0	92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	260	1081
05:20:00 PM	0	87	0	0	0	0	0	0	2	0	0	0	0	0	0	0	280	1067
05:25:00 PM	0	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	256	1063
05:30:00 PM	0	80	0	0	0	0	0	0	1	0	0	0	0	0	0	0	245	1083
05:35:00 PM	0	83	0	0	0	0	0	0	3	0	0	0	0	0	0	0	242	1099
05:40:00 PM	0	92	0	0	0	0	0	0	1	0	0	0	0	0	0	0	260	1067
05:45:00 PM	0	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	256	1033
05:50:00 PM	0	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	243	1016
05:55:00 PM	0	88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	238	1014

Appendix C

***30th Highest Hour Volumes (30 HV)/
Seasonal Adjustment Worksheet***

Weekday AM Peak Hour

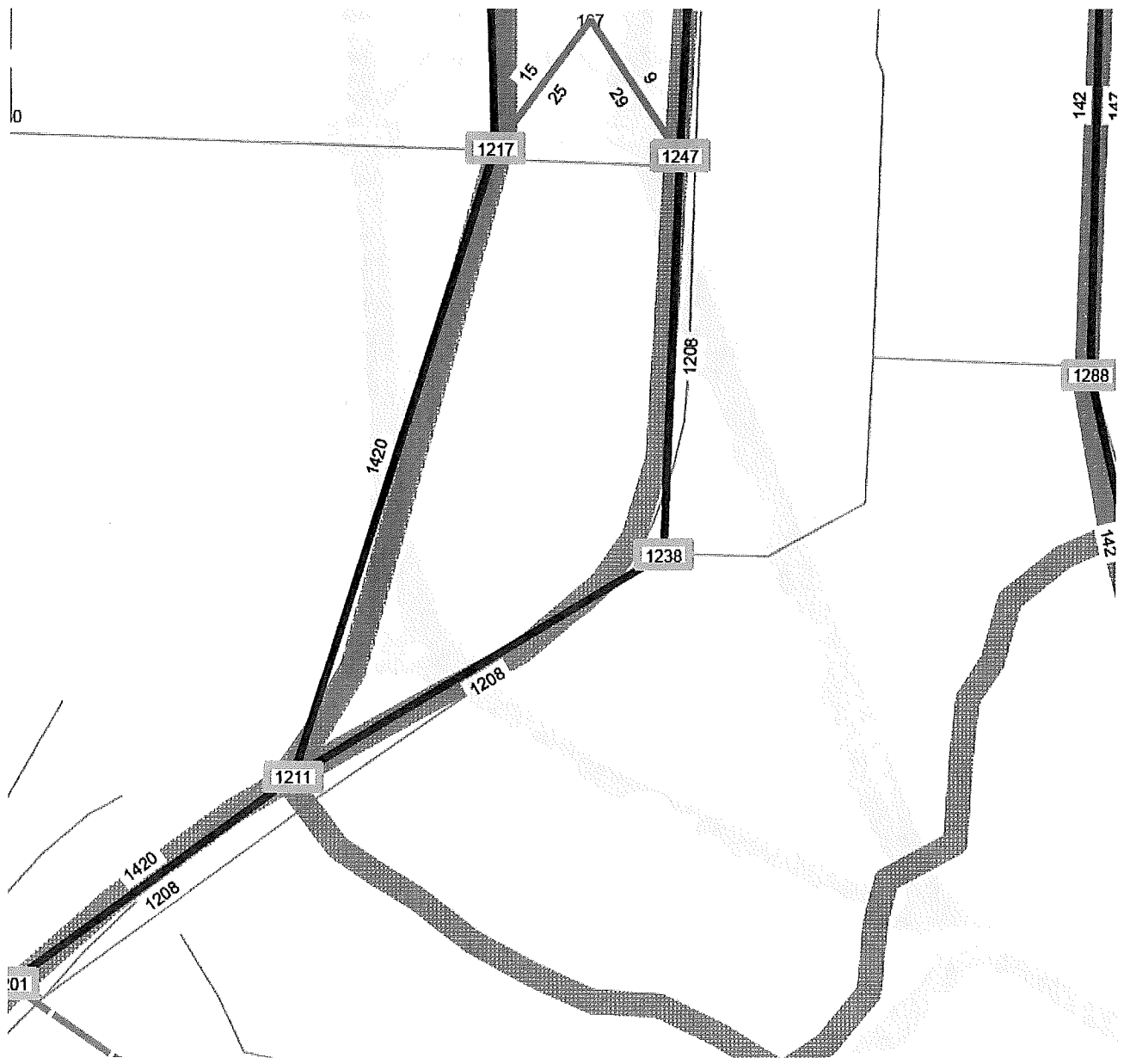
Baker/Handley												
Movement	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
2018 Existing Volumes (7/10/18)	0	0	0	0	0	0	0	877	4	0	0	9
Count Date Seasonal Factor	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214
Peak Period Seasonal Factor	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037
Count Date Seasonal Factor / Peak Period Seasonal Factor	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196
2018 30th Highest Hour Volume	0	0	0	0	0	0	0	894	4	0	0	9
Baker/Cowls												
Movement	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
2018 Existing Volumes (7/10/18)	0	0	0	10	4	0	6	884	7	0	0	5
Count Date Seasonal Factor	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214
Peak Period Seasonal Factor	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037
Count Date Seasonal Factor / Peak Period Seasonal Factor	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196
2018 30th Highest Hour Volume	0	0	0	10	4	0	6	901	7	0	0	5
Baker/Adams U-turn												
Movement	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
2018 Existing Volumes (7/10/18)	0	0	0	0	0	0	0	877	0	0	0	20
Count Date Seasonal Factor	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214
Peak Period Seasonal Factor	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037
Count Date Seasonal Factor / Peak Period Seasonal Factor	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196
2018 30th Highest Hour Volume	0	0	0	0	0	0	0	894	0	0	0	20

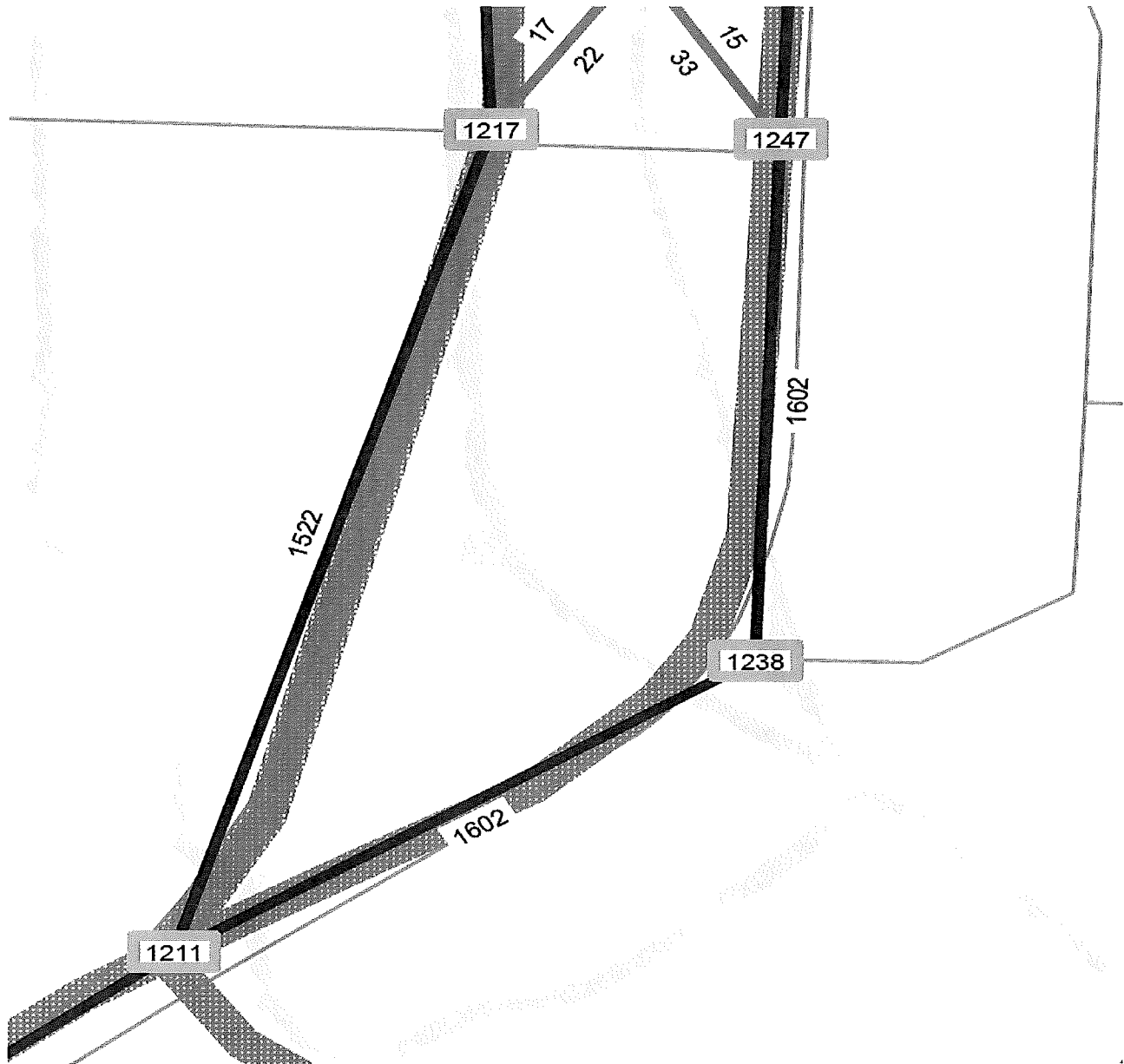
Weekday PM Peak Hour

Baker/Handley												
Movement	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
2018 Existing Volumes (7/10/18)	0	0	0	0	0	0	0	1125	9	0	0	14
Count Date Seasonal Factor	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214
Peak Period Seasonal Factor	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037
Count Date Seasonal Factor / Peak Period Seasonal Factor	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196
2018 30th Highest Hour Volume	0	0	0	0	0	0	0	1147	9	0	0	14
Baker/Cowls												
Movement	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
2018 Existing Volumes (7/10/18)	0	0	0	15	4	0	17	1045	37	0	1	36
Count Date Seasonal Factor	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214
Peak Period Seasonal Factor	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037
Count Date Seasonal Factor / Peak Period Seasonal Factor	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196
2018 30th Highest Hour Volume	0	0	0	15	4	0	17	1065	38	0	1	37
Baker/Adams U-turn												
Movement	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
2018 Existing Volumes (7/10/18)	0	0	0	0	0	0	0	1078	0	0	0	21
Count Date Seasonal Factor	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214	0.9214
Peak Period Seasonal Factor	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037	0.9037
Count Date Seasonal Factor / Peak Period Seasonal Factor	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196	1.0196
2018 30th Highest Hour Volume	0	0	0	0	0	0	0	1099	0	0	0	21

Appendix D

ODOT Travel Demand Model Output Sheets





Appendix E

2023 Background & Total Traffic Volumes

Weekday AM Peak Hour

Baker/Handley

Link	Existing	2003 Model	2023 Model	Annual Growth Rate	Base Adjust to Existing Year	Future Adjust to Project Year	Difference Method	Growth Method	% Difference	Selected Method	Rounded	Intersection Annual Growth
WB	0	0	0	#DIV/0!	#DIV/0!	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	None
SB	0	0	0	#DIV/0!	#DIV/0!	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	None
EB	9	0	0	#DIV/0!	#DIV/0!	0	9	#DIV/0!	#DIV/0!	9.758187	10	Exponential Growth based on Annual Growth Rate
NB	881	0	0	#DIV/0!	#DIV/0!	0	881	#DIV/0!	#DIV/0!	955.218	960	Exponential Growth based on Annual Growth Rate
Sum			0									

Turning Volumes	EBLT	EBTH	EBRT	WBLT	WBTH	WBRT	NBLT	NBTH	NBRT	SBLT	SBTH	SBRT
Existing	9	0	0	0	0	0	4	877	0	0	0	0
Approach Vol			9						881			0
% of movement	1.000	0.000	0.000	#DIV/0!	#DIV/0!	#DIV/0!	0.005	0.995	0.000	#DIV/0!	#DIV/0!	#DIV/0!
PP Link Vol			10						960			0
Subtotal	10	0	0	#DIV/0!	#DIV/0!	#DIV/0!	4	956	0	#DIV/0!	#DIV/0!	#DIV/0!
Rounded	10	0	0	0	0	0	5	960	0	0	0	0
Existing Zoning Adjustment							7	14				
2023 BG Volume	10	0	0	0	0	0	12	974	0	0	0	0
Net New Site Gen												
2023 Total Volume	10	0	0	0	0	0	5	960	0	0	0	0

Baker/Cowls

Link	Existing	2003 Model	2023 Model	Annual Growth Rate	Base Adjust to Existing Year	Future Adjust to Project Year	Difference Method	Growth Method	% Difference	Selected Method	Rounded	Intersection Annual Growth
WB	14	0	45	#DIV/0!	#DIV/0!	45	59	#DIV/0!	#DIV/0!	15.1794	20	Exponential Growth based on Annual Growth Rate
SB	0	0	10	#DIV/0!	#DIV/0!	10	10	#DIV/0!	#DIV/0!	#DIV/0!	0	None
EB	5	0	160	#DIV/0!	#DIV/0!	160	165	#DIV/0!	#DIV/0!	5.421215	10	Exponential Growth based on Annual Growth Rate
NB	897	0	5	#DIV/0!	#DIV/0!	5	902	#DIV/0!	#DIV/0!	972.5659	975	Exponential Growth based on Annual Growth Rate
Sum											1005	

Turning Volumes	EBLT	EBTH	EBRT	WBLT	WBTH	WBRT	NBLT	NBTH	NBRT	SBLT	SBTH	SBRT
Existing	5	0	0	0	4	10	7	884	6	0	0	0
Approach Vol			5						897			0
% of movement	1.000	0.000	0.000	0.000	0.286	0.714	0.008	0.986	0.007	#DIV/0!	#DIV/0!	#DIV/0!
PP Link Vol			10						975			#DIV/0!
Subtotal	10	0	0	0	6	14	8	961	7	#DIV/0!	#DIV/0!	#DIV/0!
Rounded	10	0	0	0	10	15	10	965	10	0	0	0
Existing Zoning Adjustment							21		7			
2023 BG Volume	10	0	0	0	10	36	10	965	17	0	0	0
Net New Site Gen									53			
2023 Total Volume	10	0	0	0	10	15	10	965	63	0	0	0

Baker/Adams Uturn

Link	Existing	2003 Model	2023 Model	Annual Growth Rate	Base Adjust to Existing Year	Future Adjust to Project Year	Difference Method	Growth Method	% Difference	Selected Method	Rounded	Intersection Annual Growth
WB	0	0	45	#DIV/0!	#DIV/0!	45	45	#DIV/0!	#DIV/0!	#DIV/0!	0	None
SB	0	0	10	#DIV/0!	#DIV/0!	10	10	#DIV/0!	#DIV/0!	#DIV/0!	0	None
EB	20	0	160	#DIV/0!	#DIV/0!	160	180	#DIV/0!	#DIV/0!	21.68486	25	Exponential Growth based on Annual Growth Rate
NB	845	0	5	#DIV/0!	#DIV/0!	5	850	#DIV/0!	#DIV/0!	916.1853	920	Exponential Growth based on Annual Growth Rate
Sum			0								945	

Turning Volumes	EBLT	EBTH	EBRT	WBLT	WBTH	WBRT	NBLT	NBTH	NBRT	SBLT	SBTH	SBRT
Existing	20	0	0	0	0	0	0	877	0	0	0	0
Approach Vol			20						877			0
% of movement	1.000	0.000	0.000	#DIV/0!	#DIV/0!	#DIV/0!	0.000	1.000	0.000	#DIV/0!	#DIV/0!	#DIV/0!
PP Link Vol			25						920			#DIV/0!
Subtotal	25	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	920	0	#DIV/0!	#DIV/0!	#DIV/0!
Rounded	25	0	0	0	0	0	0	920	0	0	0	0
Existing Zoning Adjustment	5							2				
2023 BG Volume	30	0	0	0	0	0	0	922	0	0	0	0
Net New Site Gen	28							25				
2023 Total Volume	53	0	0	0	0	0	0	945	0	0	0	0

Weekday PM Peak Hour

Baker/Handley

Link	Existing	2003 Model	2023 Model	Annual Growth Rate	Base Adjust to Existing Year	Future Adjust to Project Year	Difference Method	Growth Method	% Difference	Selected Method	Rounded	Intersection Annual Growth
WB	0	0	0	#DIV/0!	#DIV/0!	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	None
SB	0	0	0	#DIV/0!	#DIV/0!	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	None
EB	14	0	0	#DIV/0!	#DIV/0!	0	0	#DIV/0!	#DIV/0!	15.1794	20	Exponential Growth based on Annual Growth Rate
NB	1134	1208	1602	1.016	1540	1602	1528	1517	-0.725	1522.5	1525	Average
Sum											1545	

Turning Volumes	EBLT	EBTH	EBRT	WBLT	WBTH	WBRT	NBLT	NBTH	NBRT	SBLT	SBTH	SBRT
Existing	14	0	0	0	0	0	9	1125	0	0	0	0
Approach Vol			14				0		1134			0
% of movement	1.000	0.000	0.000	#DIV/0!	#DIV/0!	#DIV/0!	0.008	0.992	0.000	#DIV/0!	#DIV/0!	#DIV/0!
PP Link Vol			20				0		1525			0
Subtotal	20	0	0	#DIV/0!	#DIV/0!	#DIV/0!	12	1513	0	#DIV/0!	#DIV/0!	#DIV/0!
Rounded	20	0	0	0	0	0	15	1515	0	0	0	0
Existing Zoning Adjustment							4	9				
2023 BG Volume	20	0	0	0	0	0	19	1524	0	0	0	0
Net New Site Gen							16	18				
2023 Total Volume	20	0	0	0	0	0	31	1533	0	0	0	0

Baker/Cowls

Link	Existing	2003 Model	2023 Model	Annual Growth Rate	Base Adjust to Existing Year	Future Adjust to Project Year	Difference Method	Growth Method	% Difference	Selected Method	Rounded	Intersection Annual Growth
WB	19	0	0	#DIV/0!	#DIV/0!	0	19	#DIV/0!	#DIV/0!	20.60062	25	Exponential Growth based on Annual Growth Rate
SB	0	0	0	#DIV/0!	#DIV/0!	0	0	#DIV/0!	#DIV/0!	0	0	None
EB	37	0	0	#DIV/0!	#DIV/0!	0	37	#DIV/0!	#DIV/0!	40.11699	45	Exponential Growth based on Annual Growth Rate
NB	1099	1208	1602	1.016	1540	1602	1493	1470	-1.565	1481.5	1485	Average
Sum											1555	

Turning Volumes	EBLT	EBTH	EBRT	WBLT	WBTH	WBRT	NBLT	NBTH	NBRT	SBLT	SBTH	SBRT
Existing	36	1	0	0	4	15	37	1045	17	0	0	0
Approach Vol			37				19		1099			0
% of movement	0.973	0.027	0.000	0.000	0.211	0.789	0.034	0.951	0.015	#DIV/0!	#DIV/0!	#DIV/0!
PP Link Vol			45				25		1485			0
Subtotal	44	1	0	0	5	20	50	1412	23	#DIV/0!	#DIV/0!	#DIV/0!
Rounded	45	5	0	0	5	20	50	1415	25	0	0	0
Existing Zoning Adjustment							13		22			
2023 BG Volume	45	5	0	0	5	33	50	1415	47	0	0	0
Net New Site Gen							34					
2023 Total Volume	45	5	0	0	5	54	50	1415	25	0	0	0

Baker/Adams Utturn

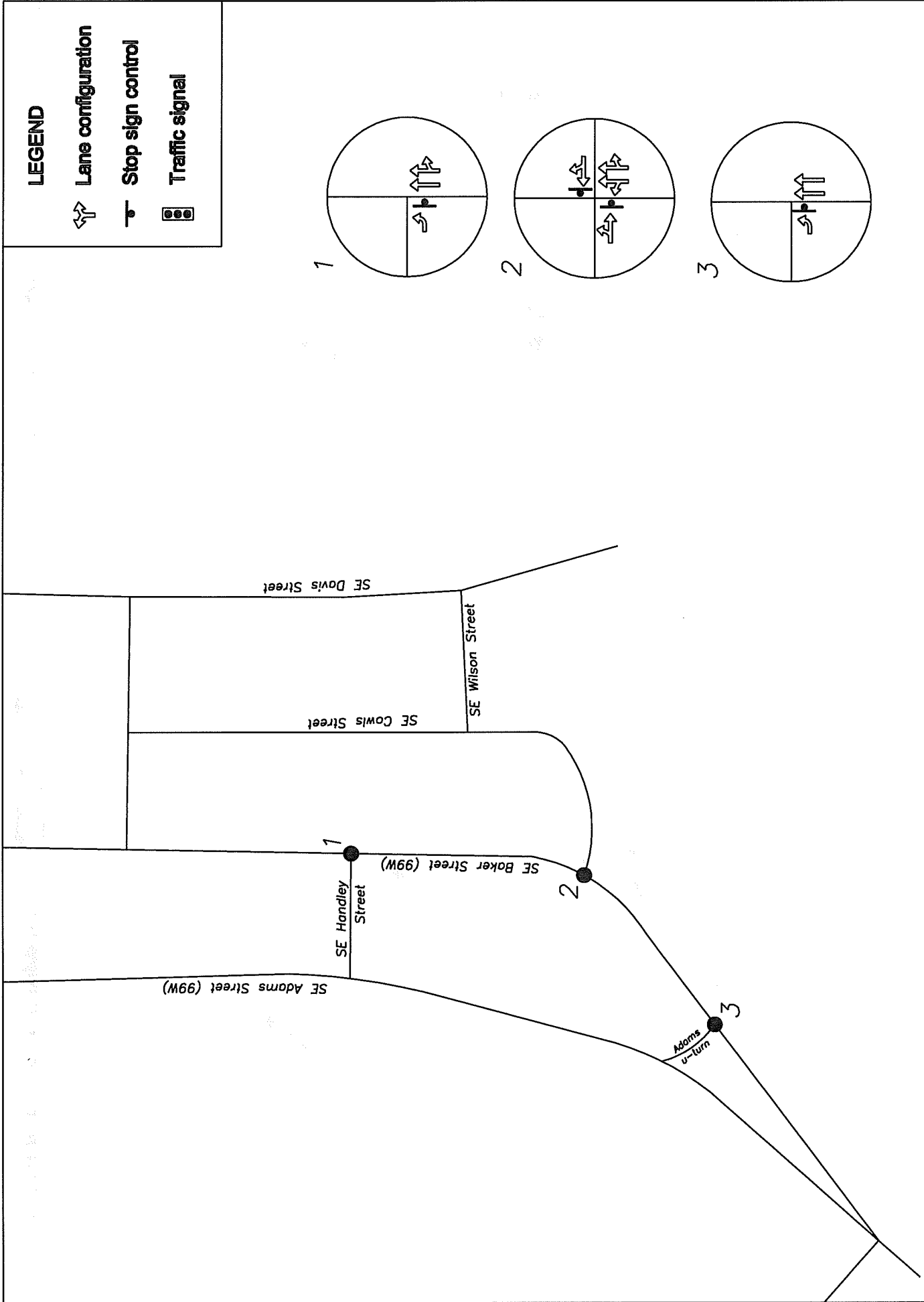
Link	Existing	2003 Model	2023 Model	Annual Growth Rate	Base Adjust to Existing Year	Future Adjust to Project Year	Difference Method	Growth Method	% Difference	Selected Method	Rounded	Intersection Annual Growth
WB	0	0	45	#DIV/0!	#DIV/0!	45	45	#DIV/0!	#DIV/0!	0	0	None
SB	0	0	10	#DIV/0!	#DIV/0!	10	10	#DIV/0!	#DIV/0!	0	0	None
EB	21	0	160	#DIV/0!	#DIV/0!	160	181	#DIV/0!	#DIV/0!	22.7691	25	Exponential Growth based on Annual Growth Rate
NB	1078	1208	1602	1.016	1540	1602	1472	1442	-2.080	1457	1460	Average
Sum		1208									1485	

Turning Volumes	EBLT	EBTH	EBRT	WBLT	WBTH	WBRT	NBLT	NBTH	NBRT	SBLT	SBTH	SBRT
Existing	21	0	0	0	0	0	0	1078	0	0	0	0
Approach Vol			21				0		1078			0
% of movement	1.000	0.000	0.000	#DIV/0!	#DIV/0!	#DIV/0!	0.000	1.000	0.000	#DIV/0!	#DIV/0!	#DIV/0!
PP Link Vol			22.769				0		1457			0
Subtotal	23	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	1457	0	#DIV/0!	#DIV/0!	#DIV/0!
Rounded	25	0	0	0	0	0	0	1460	0	0	0	0
Existing Zoning Adjustment	15							7				
2023 BG Volume	40	0	0	0	0	0	0	1467	0	0	0	0
Net New Site Gen												
2023 Total Volume	25	0	0	0	0	0	0	1460	0	0	0	0

*Growth rate derived from 99W 2003 and 2023 ODOT transportation model volumes

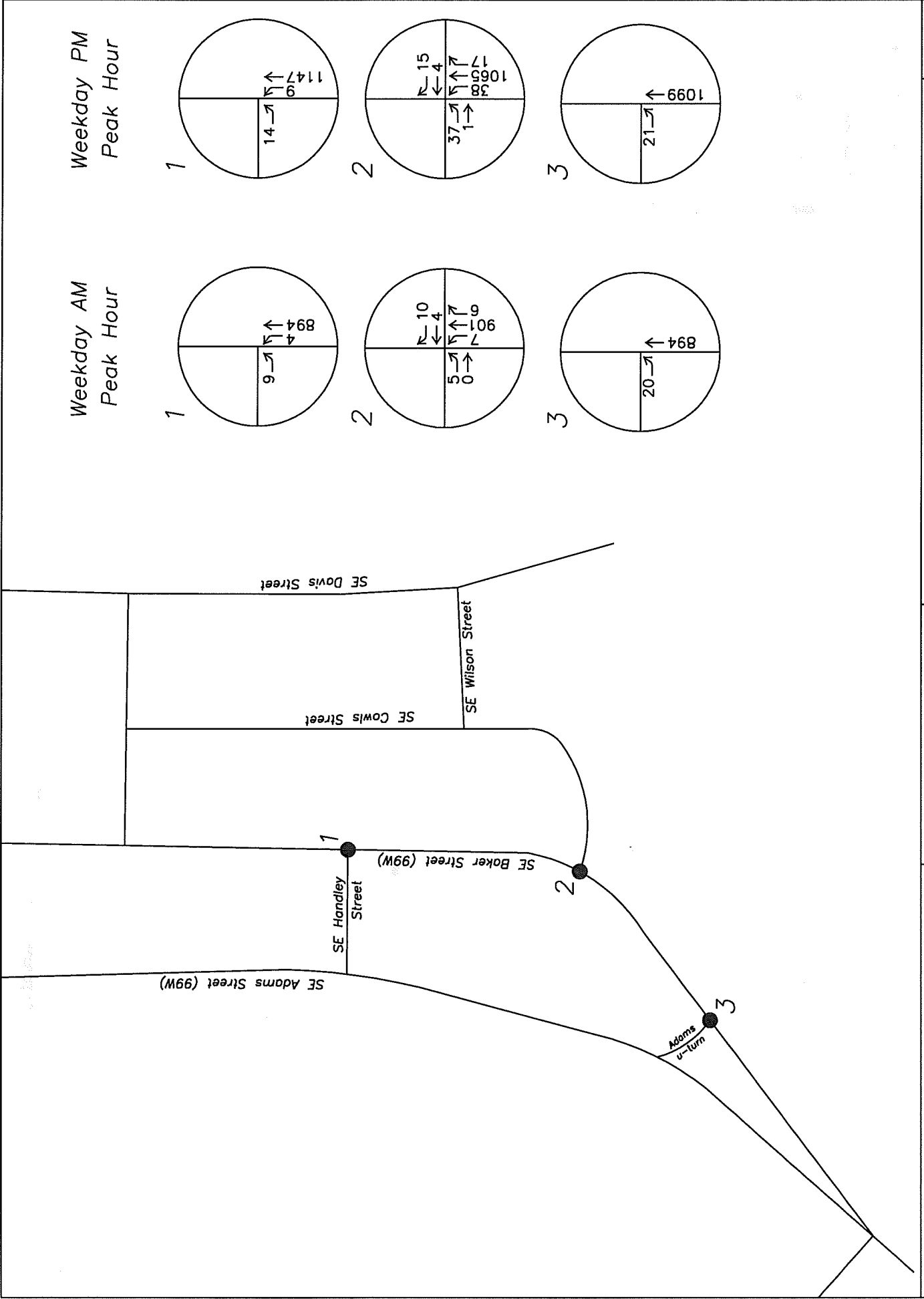
Appendix F

Traffic Flow Figures



NOTES:
Intersection Control
& Lane Channelization

GREENLIGHT ENGINEERING
TRAFFIC ENGINEERING/TRANSPORTATION PLANNING

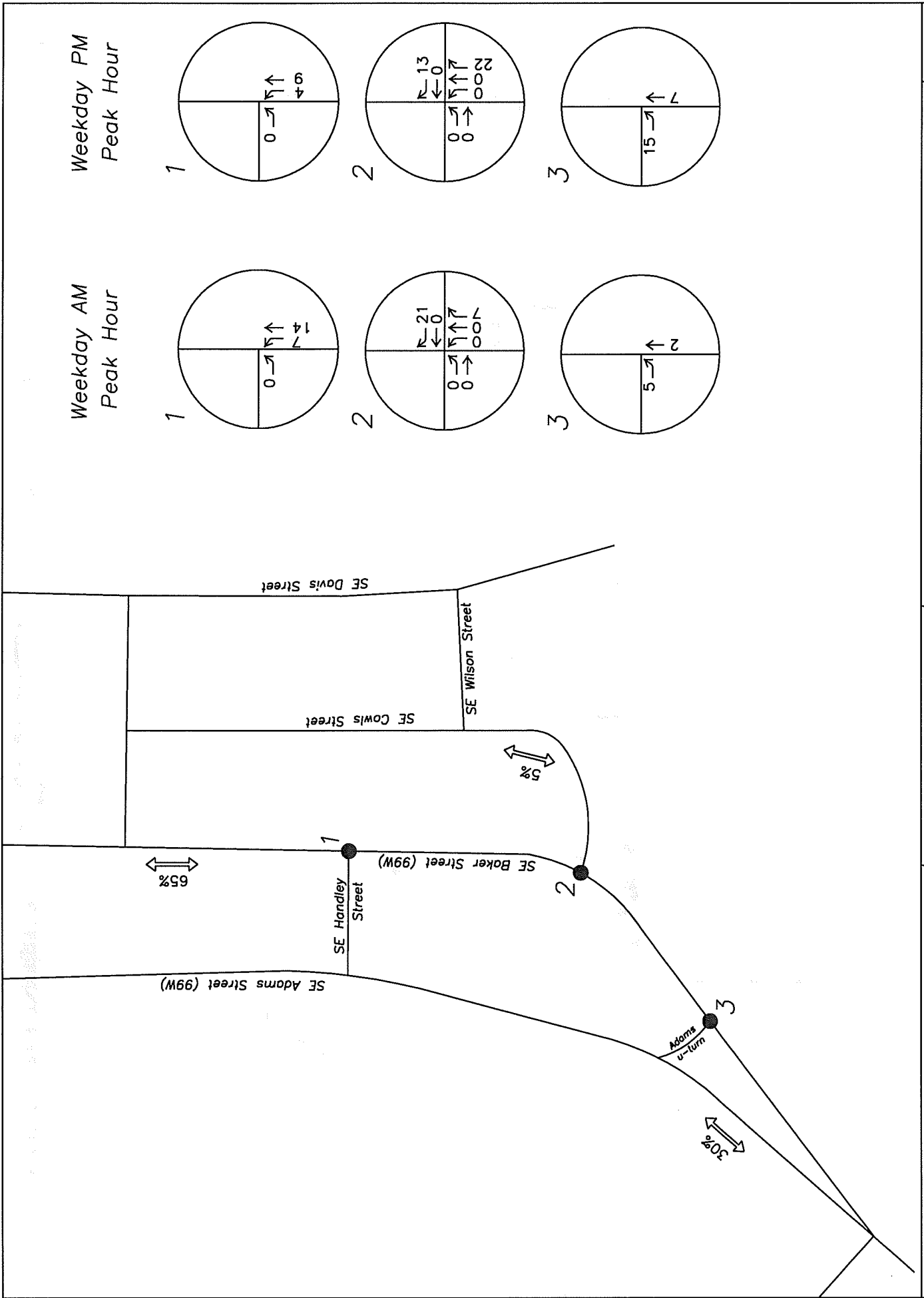


GREENLIGHT ENGINEERING
 TRAFFIC ENGINEERING/TRANSPORTATION PLANNING

NOTES:
 Seasonally Adjusted
 (30 HV)

2018 Existing Traffic
 Weekday AM & PM Peak Hours

FIGURE
2



GREENLIGHT ENGINEERING
TRAFFIC ENGINEERING/TRANSPORTATION PLANNING

NOTES:
Trip generation of 83 Multifamily Units

Existing Zoning
Site Generated Traffic

FIGURE 3

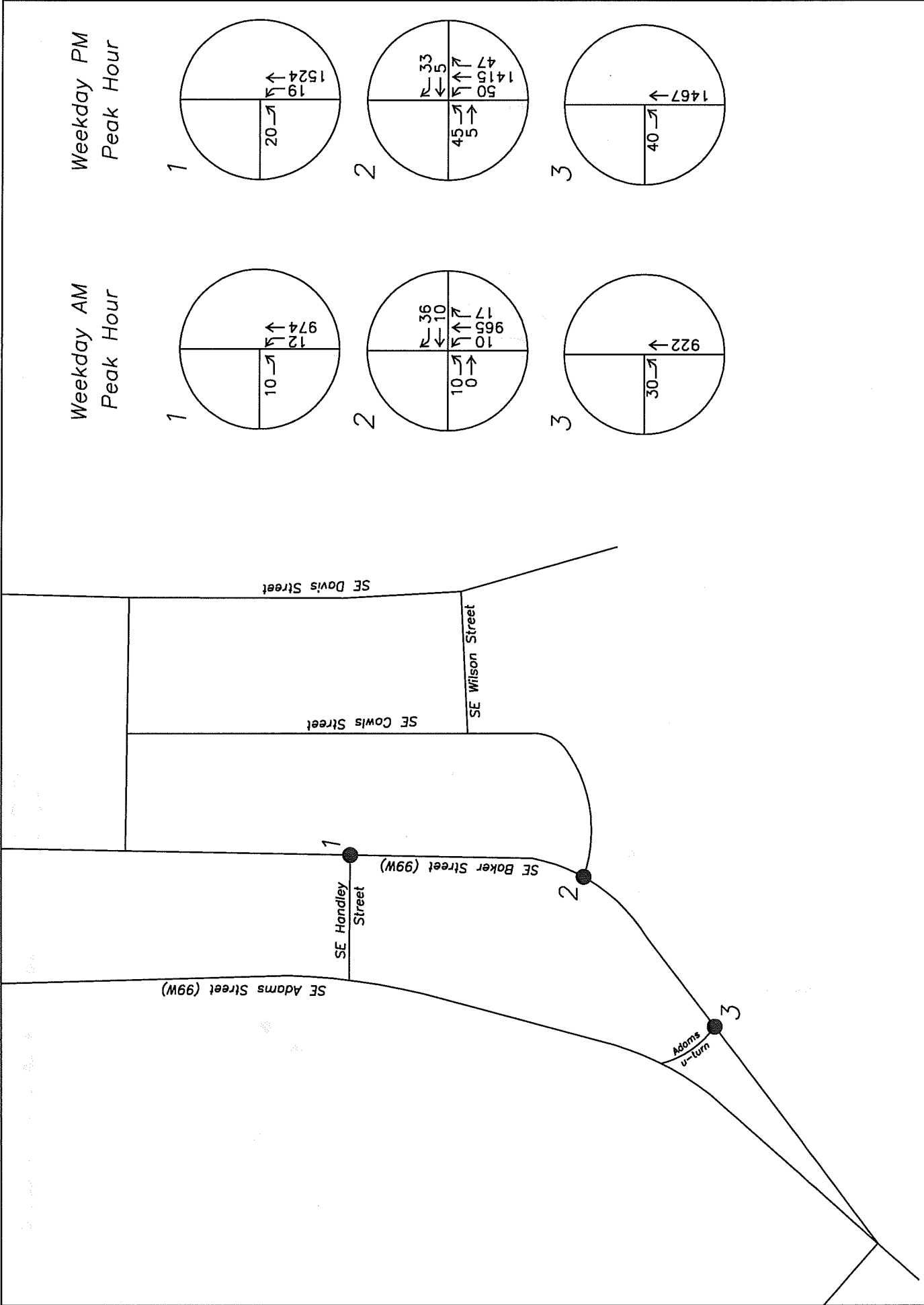
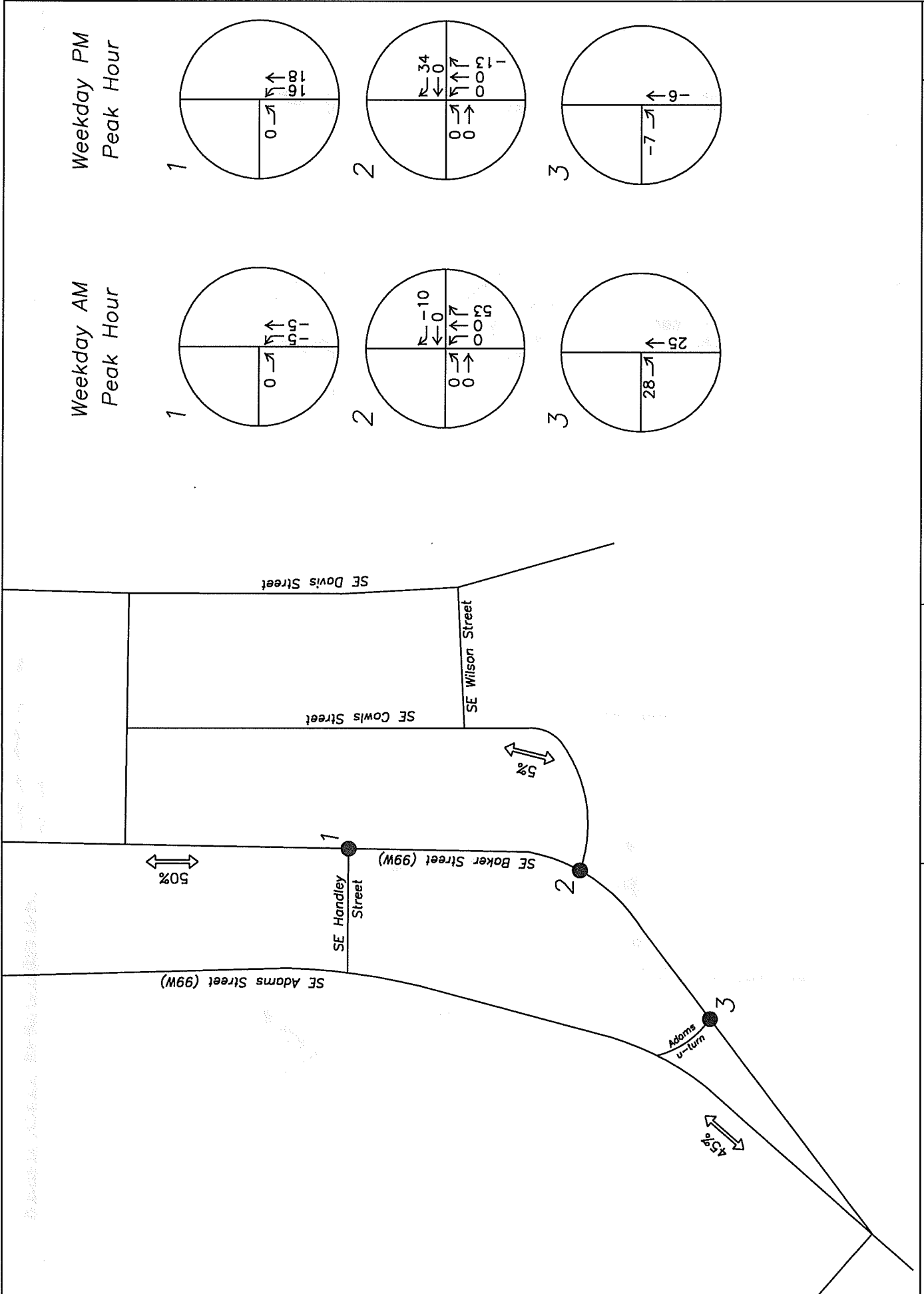


FIGURE 4

2023 Background Traffic
Weekday AM & PM Peak Hours

NOTES:
ODOT Regional Travel Demand
Model + Existing Zoning of Site

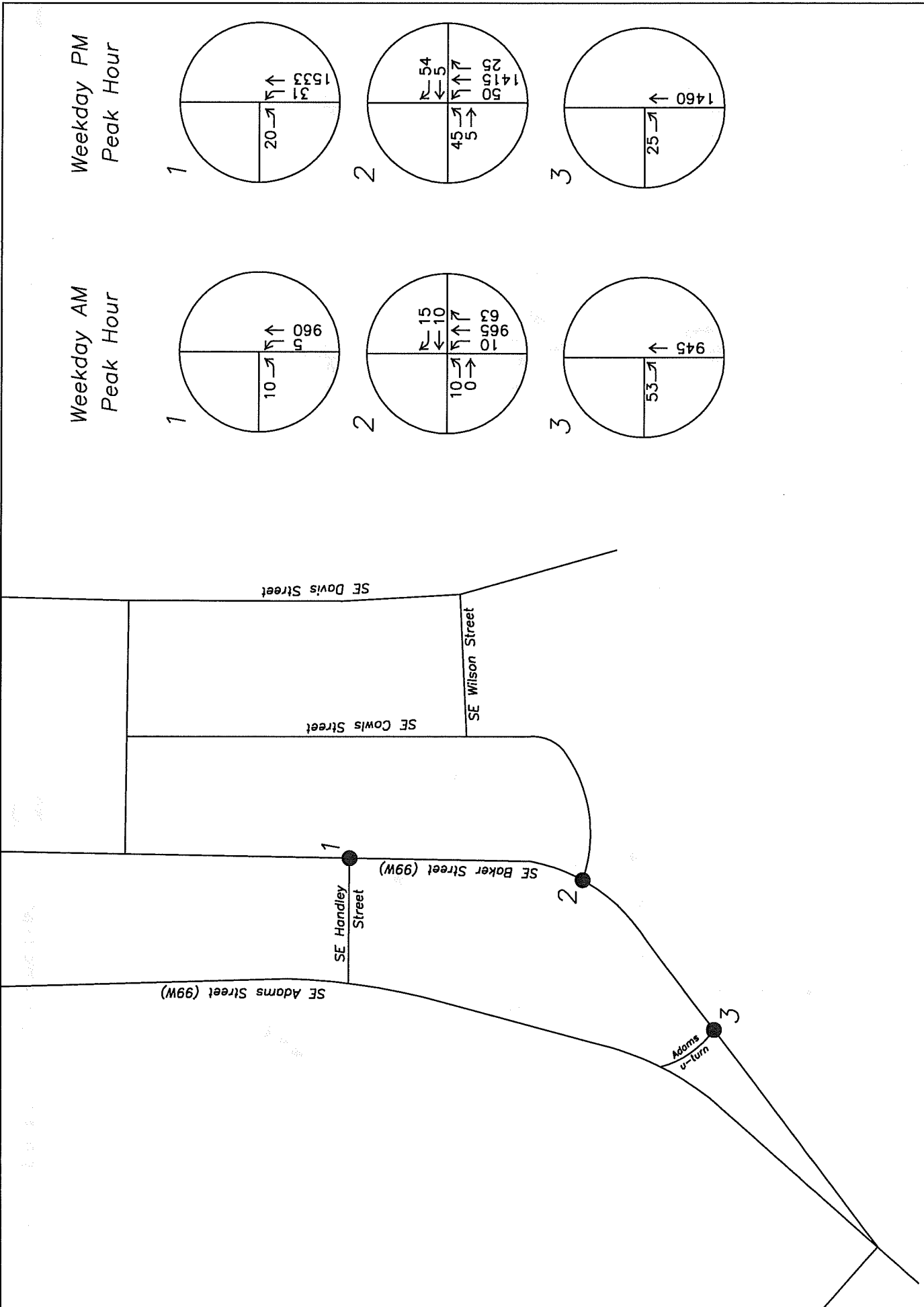


GREENLIGHT ENGINEERING
 TRAFFIC ENGINEERING/TRANSPORTATION PLANNING

NOTES:
 Net New Trips
 Existing Zoning vs Proposed Zoning

Site Generated Traffic
 Weekday AM & PM Peak Hours

FIGURE 5



GREENLIGHT ENGINEERING
 TRAFFIC ENGINEERING/TRANSPORTATION PLANNING

NOTES:
 2023 Background Traffic +
 Site Generated Traffic

2023 Total Traffic
 Weekday AM & PM Peak Hours

FIGURE 6

Appendix G

***Synchro Intersection Capacity
Analysis Report Outputs***

HCM 2010 TWSC
4: SE Baker St & Se Handley St

08/06/2018

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵			↕↕		
Traffic Vol, veh/h	9	0	4	894	0	0
Future Vol, veh/h	9	0	4	894	0	0
Conflicting Peds, #/hr	2	0	4	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	6	6	0	0
Mvmt Flow	11	0	5	1104	0	0

Major/Minor	Minor2	Major1		
Conflicting Flow All	568	-	4	0
Stage 1	4	-	-	-
Stage 2	564	-	-	-
Critical Hdwy	6.8	-	4.22	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-
Follow-up Hdwy	3.5	-	2.26	-
Pot Cap-1 Maneuver	458	0	1587	-
Stage 1	-	0	-	-
Stage 2	539	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	451	-	1581	-
Mov Cap-2 Maneuver	451	-	-	-
Stage 1	-	-	-	-
Stage 2	537	-	-	-

Approach	EB	NB
HCM Control Delay, s	13.2	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	1581	-	451
HCM Lane V/C Ratio	0.003	-	0.025
HCM Control Delay (s)	7.3	0	13.2
HCM Lane LOS	A	A	B
HCM 95th %tile Q(veh)	0	-	0.1

HCM 2010 TWSC

6: Walgreens Driveway/SE Cowls S & SE Baker St

08/06/2018

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Traffic Vol, veh/h	5	0	0	0	4	10	7	901	6	0	0	0
Future Vol, veh/h	5	0	0	0	4	10	7	901	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	3	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	7	7	7	6	6	6	2	2	2
Mvmt Flow	6	0	0	0	5	13	9	1155	8	0	0	0

Major/Minor	Minor2		Minor1		Major1				
Conflicting Flow All	599	1185	-	-	1181	585	1	0	0
Stage 1	1	1	-	-	1180	-	-	-	-
Stage 2	598	1184	-	-	1	-	-	-	-
Critical Hdwy	7.5	6.5	-	-	6.64	7.04	4.22	-	-
Critical Hdwy Stg 1	-	-	-	-	5.64	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	4.07	3.37	2.26	-	-
Pot Cap-1 Maneuver	390	191	0	0	181	442	1592	-	-
Stage 1	-	-	0	0	252	-	-	-	-
Stage 2	461	265	0	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	365	187	-	-	177	441	1590	-	-
Mov Cap-2 Maneuver	365	187	-	-	177	-	-	-	-
Stage 1	-	-	-	-	247	-	-	-	-
Stage 2	431	260	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	15	17.4	0.2
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	1590	-	-	365	309
HCM Lane V/C Ratio	0.006	-	-	0.018	0.058
HCM Control Delay (s)	7.3	0.1	-	15	17.4
HCM Lane LOS	A	A	-	C	C
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2

HCM 2010 TWSC
 10: SE Baker St & SE Adams U Turn

08/06/2018

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↑			↑↑		
Traffic Vol, veh/h	20	0	0	894	0	0
Future Vol, veh/h	20	0	0	894	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	5	2	2	6	2	2
Mvmt Flow	25	0	0	1118	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	559	-	0
Stage 1	0	-	-
Stage 2	559	-	-
Critical Hdwy	6.9	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.9	-	-
Follow-up Hdwy	3.55	-	-
Pot Cap-1 Maneuver	452	0	0
Stage 1	-	0	0
Stage 2	528	0	0
Platoon blocked, %			
Mov Cap-1 Maneuver	452	-	-
Mov Cap-2 Maneuver	452	-	-
Stage 1	-	-	-
Stage 2	528	-	-

Approach	EB	NB
HCM Control Delay, s	13.4	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	452
HCM Lane V/C Ratio	-	0.055
HCM Control Delay (s)	-	13.4
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.2

HCM 2010 TWSC
 4: SE Baker St & Se Handley St

08/07/2018

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		↑↑			
Traffic Vol, veh/h	14	0	9	1147	0	0
Future Vol, veh/h	14	0	9	1147	0	0
Conflicting Peds, #/hr	1	0	25	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	16	0	10	1318	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	705	-	25
Stage 1	25	-	-
Stage 2	680	-	-
Critical Hdwy	6.8	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	-	2.22
Pot Cap-1 Maneuver	375	0	1588
Stage 1	-	0	-
Stage 2	470	0	-
Platoon blocked, %			
Mov Cap-1 Maneuver	349	-	1550
Mov Cap-2 Maneuver	349	-	-
Stage 1	-	-	-
Stage 2	459	-	-

Approach	EB	NB
HCM Control Delay, s	15.8	0.2
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	1550	-	349
HCM Lane V/C Ratio	0.007	-	0.046
HCM Control Delay (s)	7.3	0.1	15.8
HCM Lane LOS	A	A	C
HCM 95th %tile Q(veh)	0	-	0.1

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↔				
Traffic Vol, veh/h	37	1	0	0	4	15	38	1065	17	0	0	0
Future Vol, veh/h	37	1	0	0	4	15	38	1065	17	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	10	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	2	2	2
Mvmt Flow	43	1	0	0	5	17	44	1238	20	0	0	0

Major/Minor	Minor2		Minor1		Major1				
Conflicting Flow All	715	1361	-	-	1351	639	5	0	0
Stage 1	5	5	-	-	1346	-	-	-	-
Stage 2	710	1356	-	-	5	-	-	-	-
Critical Hdwy	7.5	6.5	-	-	6.5	6.9	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	4	3.3	2.22	-	-
Pot Cap-1 Maneuver	322	150	0	0	152	424	1615	-	-
Stage 1	-	-	0	0	222	-	-	-	-
Stage 2	395	219	0	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	278	134	-	-	136	420	1607	-	-
Mov Cap-2 Maneuver	278	134	-	-	136	-	-	-	-
Stage 1	-	-	-	-	200	-	-	-	-
Stage 2	336	197	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	20.9	18.3	0.5
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	1607	-	-	270	292
HCM Lane V/C Ratio	0.027	-	-	0.164	0.076
HCM Control Delay (s)	7.3	0.3	-	20.9	18.3
HCM Lane LOS	A	A	-	C	C
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.2

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		↑↑			
Traffic Vol, veh/h	21	0	0	1099	0	0
Future Vol, veh/h	21	0	0	1099	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	25	0	0	1308	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	654	-	0
Stage 1	0	-	-
Stage 2	654	-	-
Critical Hdwy	6.9	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.9	-	-
Follow-up Hdwy	3.55	-	-
Pot Cap-1 Maneuver	393	0	0
Stage 1	-	0	0
Stage 2	471	0	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	393	-	-
Mov Cap-2 Maneuver	393	-	-
Stage 1	-	-	-
Stage 2	471	-	-

Approach	EB	NB
HCM Control Delay, s	14.8	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	393
HCM Lane V/C Ratio	-	0.064
HCM Control Delay (s)	-	14.8
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.2

HCM 2010 TWSC
 4: SE Baker St & Se Handley St

09/09/2018

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↕↕			
Traffic Vol, veh/h	10	0	12	974	0	0
Future Vol, veh/h	10	0	12	974	0	0
Conflicting Peds, #/hr	2	0	4	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	95	95	81	81
Heavy Vehicles, %	0	0	6	6	0	0
Mvmt Flow	12	0	13	1025	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	545	-	4 0
Stage 1	4	-	-
Stage 2	541	-	-
Critical Hdwy	6.8	-	4.22 -
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	-	2.26 -
Pot Cap-1 Maneuver	473	0	1587 -
Stage 1	-	0	-
Stage 2	553	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	460	-	1581 -
Mov Cap-2 Maneuver	460	-	-
Stage 1	-	-	-
Stage 2	551	-	-

Approach	EB	NB
HCM Control Delay, s	13	0.2
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	1581	-	460
HCM Lane V/C Ratio	0.008	-	0.027
HCM Control Delay (s)	7.3	0.1	13
HCM Lane LOS	A	A	B
HCM 95th %tile Q(veh)	0	-	0.1

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Traffic Vol, veh/h	10	0	0	0	10	36	10	965	17	0	0	0
Future Vol, veh/h	10	0	0	0	10	36	10	965	17	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	3	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	95	95	95	78	78	78
Heavy Vehicles, %	0	0	0	7	7	7	6	6	6	2	2	2
Mvmt Flow	13	0	0	0	13	46	11	1016	18	0	0	0

Major/Minor	Minor2		Minor1		Major1				
Conflicting Flow All	538	1060	-	-	1051	520	1	0	0
Stage 1	1	1	-	-	1050	-	-	-	-
Stage 2	537	1059	-	-	1	-	-	-	-
Critical Hdwy	7.5	6.5	-	-	6.64	7.04	4.22	-	-
Critical Hdwy Stg 1	-	-	-	-	5.64	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	4.07	3.37	2.26	-	-
Pot Cap-1 Maneuver	431	226	0	0	218	488	1592	-	-
Stage 1	-	-	0	0	292	-	-	-	-
Stage 2	501	304	0	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	368	221	-	-	214	487	1590	-	-
Mov Cap-2 Maneuver	368	221	-	-	214	-	-	-	-
Stage 1	-	-	-	-	286	-	-	-	-
Stage 2	426	298	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	15.1	16.2	0.2
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	1590	-	-	368	381
HCM Lane V/C Ratio	0.007	-	-	0.035	0.155
HCM Control Delay (s)	7.3	0.1	-	15.1	16.2
HCM Lane LOS	A	A	-	C	C
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5

HCM 2010 TWSC
 10: SE Baker St & SE Adams U Turn

09/09/2018

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖			↑↑		
Traffic Vol, veh/h	30	0	0	922	0	0
Future Vol, veh/h	30	0	0	922	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	95	95	80	80
Heavy Vehicles, %	5	2	2	6	2	2
Mvmt Flow	38	0	0	971	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	486	-	0
Stage 1	0	-	-
Stage 2	486	-	-
Critical Hdwy	6.9	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.9	-	-
Follow-up Hdwy	3.55	-	-
Pot Cap-1 Maneuver	503	0	0
Stage 1	-	0	0
Stage 2	576	0	0
Platoon blocked, %			
Mov Cap-1 Maneuver	503	-	-
Mov Cap-2 Maneuver	503	-	-
Stage 1	-	-	-
Stage 2	576	-	-

Approach	EB	NB
HCM Control Delay, s	12.7	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	503
HCM Lane V/C Ratio	-	0.075
HCM Control Delay (s)	-	12.7
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.2

HCM 2010 TWSC
 4: SE Baker St & Se Handley St

09/09/2018

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		↑↑			
Traffic Vol, veh/h	20	0	19	1524	0	0
Future Vol, veh/h	20	0	19	1524	0	0
Conflicting Peds, #/hr	1	0	25	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	95	95	87	87
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	23	0	20	1604	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	868	-	25
Stage 1	25	-	-
Stage 2	843	-	-
Critical Hdwy	6.8	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	-	2.22
Pot Cap-1 Maneuver	296	0	1588
Stage 1	-	0	-
Stage 2	388	0	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	248	-	1550
Mov Cap-2 Maneuver	248	-	-
Stage 1	-	-	-
Stage 2	379	-	-

Approach	EB	NB
HCM Control Delay, s	21	0.5
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	1550	-	248
HCM Lane V/C Ratio	0.013	-	0.093
HCM Control Delay (s)	7.4	0.4	21
HCM Lane LOS	A	A	C
HCM 95th %tile Q(veh)	0	-	0.3

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔					
Traffic Vol, veh/h	45	5	0	0	5	33	50	1415	47	0	0	0
Future Vol, veh/h	45	5	0	0	5	33	50	1415	47	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	10	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	95	95	95	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	2	2	2
Mvmt Flow	52	6	0	0	6	38	53	1489	49	0	0	0

Major/Minor	Minor2		Minor1		Major1				
Conflicting Flow All	859	1659	-	-	1635	779	5	0	0
Stage 1	5	5	-	-	1630	-	-	-	-
Stage 2	854	1654	-	-	5	-	-	-	-
Critical Hdwy	7.5	6.5	-	-	6.5	6.9	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	4	3.3	2.22	-	-
Pot Cap-1 Maneuver	253	99	0	0	102	343	1615	-	-
Stage 1	-	-	0	0	162	-	-	-	-
Stage 2	324	157	0	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	173	75	-	-	77	340	1607	-	-
Mov Cap-2 Maneuver	173	75	-	-	77	-	-	-	-
Stage 1	-	-	-	-	122	-	-	-	-
Stage 2	209	119	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	42.3	23.8	1
HCM LOS	E	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WB Ln1
Capacity (veh/h)	1607	-	-	153	235
HCM Lane V/C Ratio	0.033	-	-	0.38	0.188
HCM Control Delay (s)	7.3	0.8	-	42.3	23.8
HCM Lane LOS	A	A	-	E	C
HCM 95th %tile Q(veh)	0.1	-	-	1.6	0.7

HCM 2010 TWSC
 10: SE Baker St & SE Adams U Turn

09/09/2018

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		↑↑			
Traffic Vol, veh/h	40	0	0	1467	0	0
Future Vol, veh/h	40	0	0	1467	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	95	95	84	84
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	48	0	0	1544	0	0

Major/Minor	Minor2	Major1		
Conflicting Flow All	772	-	-	0
Stage 1	0	-	-	-
Stage 2	772	-	-	-
Critical Hdwy	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-
Follow-up Hdwy	3.55	-	-	-
Pot Cap-1 Maneuver	330	0	0	-
Stage 1	-	0	0	-
Stage 2	409	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	330	-	-	-
Mov Cap-2 Maneuver	330	-	-	-
Stage 1	-	-	-	-
Stage 2	409	-	-	-

Approach	EB	NB
HCM Control Delay, s	17.7	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	330
HCM Lane V/C Ratio	-	0.144
HCM Control Delay (s)	-	17.7
HCM Lane LOS	-	C
HCM 95th %tile Q(veh)	-	0.5

HCM 2010 TWSC
 4: SE Baker St & Se Handley St

09/09/2018

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↕↕			
Traffic Vol, veh/h	10	0	5	960	0	0
Future Vol, veh/h	10	0	5	960	0	0
Conflicting Peds, #/hr	2	0	4	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	95	95	81	81
Heavy Vehicles, %	0	0	6	6	0	0
Mvmt Flow	12	0	5	1011	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	522	-	4
Stage 1	4	-	-
Stage 2	518	-	-
Critical Hdwy	6.8	-	4.22
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	-	2.26
Pot Cap-1 Maneuver	489	0	1587
Stage 1	-	0	-
Stage 2	568	0	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	482	-	1581
Mov Cap-2 Maneuver	482	-	-
Stage 1	-	-	-
Stage 2	566	-	-

Approach	EB	NB
HCM Control Delay, s	12.7	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	1581	-	482
HCM Lane V/C Ratio	0.003	-	0.026
HCM Control Delay (s)	7.3	0	12.7
HCM Lane LOS	A	A	B
HCM 95th %tile Q(veh)	0	-	0.1

HCM 2010 TWSC

6: Walgreens Driveway/SE Cowls S & SE Baker St

09/09/2018

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔↔					
Traffic Vol, veh/h	10	0	0	0	10	15	10	965	63	0	0	0
Future Vol, veh/h	10	0	0	0	10	15	10	965	63	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	3	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	95	95	95	78	78	78
Heavy Vehicles, %	0	0	0	7	7	7	6	6	6	2	2	2
Mvmt Flow	13	0	0	0	13	19	11	1016	66	0	0	0

Major/Minor	Minor2		Minor1		Major1				
Conflicting Flow All	538	1108	-	-	1075	544	1	0	0
Stage 1	1	1	-	-	1074	-	-	-	-
Stage 2	537	1107	-	-	1	-	-	-	-
Critical Hdwy	7.5	6.5	-	-	6.64	7.04	4.22	-	-
Critical Hdwy Stg 1	-	-	-	-	5.64	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	4.07	3.37	2.26	-	-
Pot Cap-1 Maneuver	431	212	0	0	210	470	1592	-	-
Stage 1	-	-	0	0	284	-	-	-	-
Stage 2	501	288	0	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	388	207	-	-	205	469	1590	-	-
Mov Cap-2 Maneuver	388	207	-	-	205	-	-	-	-
Stage 1	-	-	-	-	278	-	-	-	-
Stage 2	450	282	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	14.6	17.9	0.2
HCM LOS	B	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	1590	-	-	388	310
HCM Lane V/C Ratio	0.007	-	-	0.033	0.103
HCM Control Delay (s)	7.3	0.1	-	14.6	17.9
HCM Lane LOS	A	A	-	B	C
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3

HCM 2010 TWSC
 10: SE Baker St & SE Adams U Turn

09/09/2018

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘		↑↑			
Traffic Vol, veh/h	53	0	0	945	0	0
Future Vol, veh/h	53	0	0	945	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	95	95	80	80
Heavy Vehicles, %	5	2	2	6	2	2
Mvmt Flow	66	0	0	995	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	498	-	0
Stage 1	0	-	-
Stage 2	498	-	-
Critical Hdwy	6.9	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.9	-	-
Follow-up Hdwy	3.55	-	-
Pot Cap-1 Maneuver	494	0	-
Stage 1	-	0	-
Stage 2	567	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	494	-	-
Mov Cap-2 Maneuver	494	-	-
Stage 1	-	-	-
Stage 2	567	-	-

Approach	EB	NB
HCM Control Delay, s	13.4	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	494
HCM Lane V/C Ratio	-	0.134
HCM Control Delay (s)	-	13.4
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.5

HCM 2010 TWSC
4: SE Baker St & Se Handley St

09/09/2018

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		←↑↑			
Traffic Vol, veh/h	20	0	31	1533	0	0
Future Vol, veh/h	20	0	31	1533	0	0
Conflicting Peds, #/hr	1	0	25	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	95	95	87	87
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	23	0	33	1614	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	899	-	25
Stage 1	25	-	-
Stage 2	874	-	-
Critical Hdwy	6.8	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	-	2.22
Pot Cap-1 Maneuver	282	0	1588
Stage 1	-	0	-
Stage 2	373	0	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	213	-	1550
Mov Cap-2 Maneuver	213	-	-
Stage 1	-	-	-
Stage 2	364	-	-

Approach	EB	NB
HCM Control Delay, s	23.9	0.8
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	1550	-	213
HCM Lane V/C Ratio	0.021	-	0.108
HCM Control Delay (s)	7.4	0.7	23.9
HCM Lane LOS	A	A	C
HCM 95th %tile Q(veh)	0.1	-	0.4

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	45	5	0	0	5	54	50	1415	25	0	0	0
Future Vol, veh/h	45	5	0	0	5	54	50	1415	25	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	10	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	95	95	95	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	2	2	2
Mvmt Flow	52	6	0	0	6	63	53	1489	26	0	0	0

Major/Minor	Minor2		Minor1		Major1				
Conflicting Flow All	859	1636	-	-	1623	768	5	0	0
Stage 1	5	5	-	-	1618	-	-	-	-
Stage 2	854	1631	-	-	5	-	-	-	-
Critical Hdwy	7.5	6.5	-	-	6.5	6.9	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	4	3.3	2.22	-	-
Pot Cap-1 Maneuver	253	102	0	0	104	349	1615	-	-
Stage 1	-	-	0	0	164	-	-	-	-
Stage 2	324	161	0	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	163	79	-	-	81	346	1607	-	-
Mov Cap-2 Maneuver	163	79	-	-	81	-	-	-	-
Stage 1	-	-	-	-	128	-	-	-	-
Stage 2	199	125	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	44.7	22.7	0.9
HCM LOS	E	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	1607	-	-	147	271
HCM Lane V/C Ratio	0.033	-	-	0.396	0.253
HCM Control Delay (s)	7.3	0.7	-	44.7	22.7
HCM Lane LOS	A	A	-	E	C
HCM 95th %tile Q(veh)	0.1	-	-	1.7	1

HCM 2010 TWSC
 10: SE Baker St & SE Adams U Turn

09/09/2018

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵			↑↑		
Traffic Vol, veh/h	25	0	0	1460	0	0
Future Vol, veh/h	25	0	0	1460	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	95	95	84	84
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	30	0	0	1537	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	769	-	0
Stage 1	0	-	-
Stage 2	769	-	-
Critical Hdwy	6.9	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.9	-	-
Follow-up Hdwy	3.55	-	-
Pot Cap-1 Maneuver	331	0	0
Stage 1	-	0	0
Stage 2	410	0	0
Platoon blocked, %			
Mov Cap-1 Maneuver	331	-	-
Mov Cap-2 Maneuver	331	-	-
Stage 1	-	-	-
Stage 2	410	-	-

Approach	EB	NB
HCM Control Delay, s	16.9	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	331
HCM Lane V/C Ratio	-	0.09
HCM Control Delay (s)	-	16.9
HCM Lane LOS	-	C
HCM 95th %tile Q(veh)	-	0.3

Appendix H

SimTraffic Queuing Results

Queuing and Blocking Report
Baseline

09/09/2018

Intersection: 4: SE Baker St & Se Handley St

Movement	EB	NB
Directions Served	L	T
Maximum Queue (ft)	40	7
Average Queue (ft)	10	0
95th Queue (ft)	36	5
Link Distance (ft)	1148	468
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Walgreens Driveway/SE Cowls S & SE Baker St

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	40	68
Average Queue (ft)	12	30
95th Queue (ft)	39	58
Link Distance (ft)	449	446
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: SE Baker St & SE Adams U Turn

Movement	EB	NB
Directions Served	L	T
Maximum Queue (ft)	80	5
Average Queue (ft)	24	0
95th Queue (ft)	58	4
Link Distance (ft)	365	414
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
Baseline

09/09/2018

Intersection: 4: SE Baker St & Se Handley St

Movement	EB	NB	NB
Directions Served	L	LT	T
Maximum Queue (ft)	59	28	44
Average Queue (ft)	19	2	1
95th Queue (ft)	51	18	14
Link Distance (ft)	1148	468	468
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Walgreens Driveway/SE Cowls St & SE Baker St

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	96	75
Average Queue (ft)	40	32
95th Queue (ft)	81	62
Link Distance (ft)	449	446
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: SE Baker St & SE Adams U Turn

Movement	EB
Directions Served	L
Maximum Queue (ft)	81
Average Queue (ft)	32
95th Queue (ft)	67
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
Baseline

09/09/2018

Intersection: 4: SE Baker St & Se Handley St

Movement	EB	NB
Directions Served	L	T
Maximum Queue (ft)	40	7
Average Queue (ft)	8	0
95th Queue (ft)	32	5
Link Distance (ft)	1148	468
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Walgreens Driveway/SE Cowls S & SE Baker St

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	40	71
Average Queue (ft)	7	23
95th Queue (ft)	30	59
Link Distance (ft)	449	446
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: SE Baker St & SE Adams U Turn

Movement	EB
Directions Served	L
Maximum Queue (ft)	70
Average Queue (ft)	33
95th Queue (ft)	67
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
Baseline

09/09/2018

Intersection: 4: SE Baker St & Se Handley St

Movement	EB	NB
Directions Served	L	LT
Maximum Queue (ft)	60	18
Average Queue (ft)	20	1
95th Queue (ft)	52	17
Link Distance (ft)	1148	468
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Walgreens Driveway/SE Cowls St & SE Baker St

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	111	94
Average Queue (ft)	40	37
95th Queue (ft)	82	71
Link Distance (ft)	449	446
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: SE Baker St & SE Adams U Turn

Movement	EB
Directions Served	L
Maximum Queue (ft)	63
Average Queue (ft)	24
95th Queue (ft)	56
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

... ..

Appendix I

Critical Crash Rate Calculator & Crash Data

General & Site Information	
Analyst:	Rick Nys
Agency/Company:	Greenlight Engineering
Date:	8/8/2018
Project Name:	600 SE Baker Street ZG/CPA

Intersection Crash Data							
Intersection	Intersection Type	Year					Total
		2012	2013	2014	2015	2016	
SE Baker/SE Handley	Urban 3ST	1	0	1	2	2	6
SE Baker/SE Cows	Urban 4ST	0	1	1	3	1	6
SE Baker/Adams U Turn	Urban 3ST	0	0	1	1	0	2
Total		1	1	3	6	3	14

Intersection Population Type Crash Rate				
Average Crash Rate per intersection type				
Intersection Pop. Type	Sum of Crashes	Sum of 5-year MEV	Avg Crash Rate for Ref Pop.	INT in Pop
Rural 3SG	0	0		
Rural 3ST	0	0		
Rural 4SG	0	0		
Rural 4ST	0	0		
Urban 3ST	8	43	0.1857	2
Urban 3SG	0	0		
Urban 4ST	6	22	0.2786	1
Urban 4SG	0	0		

Critical Rate Calculation								
Intersection	AADT Entering Intersection	5-year MEV	Crash Total	Intersection Population Type	Intersection Crash Rate	Reference Population Crash Rate	Critical Rate	Over Critical
SE Baker/SE Handley	11,800	21.5	6	Urban 3ST	0.28	0.19	0.36	Under
SE Baker/SE Cows	11,800	21.5	6	Urban 4ST	0.28	APM Exhibit 4-1	0.41	Under
SE Baker/Adams U Turn	11,800	21.5	2	Urban 3ST	0.09	0.19	0.36	Under

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

Highway 091 ALL ROAD TYPES, MP 37.96 to 38.23 01/01/2008 to 02/28/2017, Both Add and Non-Add mileage

10 - 13 of 40 Crash records shown.

CDS380
07/08/2018

091: PACIFIC HIGHWAY WEST

STATE	DATE	CITY	RD#	FC	CONN#	RD	CHAR	INT-TYPE	INT-REL	OFFRD	WTR	CRASH	SPCL USE	TRLR	QTY	MOVE	FROM	TO	PH	TYPE	SUPPLY	OR	RES	LOC	ACT	EVENT	CAUSE
N	05/02/2011	YAMHILL	1	14		INTER		3-LEG	N	Y	CLR	PRKD	0	01	NONE	0	STRGHT	N	-S								10
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DARK	INJ	PSNGR						01	DRVR	INJB	28	M	OR-Y			00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY	REAR	PRVTE														00
N	05/02/2011	MCMINNVILLE	CP	0	ADAMS ST	01			NONE	N	DRY																

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

Highway 091 ALL ROAD TYPES, MP 37.96 to 38.23 01/01/2008 to 02/28/2017, Both Add and Non-Add mileage

24 - 28 of 40 Crash records shown.

CDS380
07/08/2018

091: PACIFIC HIGHWAY WEST

00397 Y Y N N N 04/09/2008

SR#	Y	Y	N	N	N	N	DATE	COUNTY	RD#	FC	CON#	RD	CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL	USE	MOVE	TRLR	QTY	OWNER	A	S	RES	LOC	ACT	EVENT	CAUSE
00397	Y	Y	N	N	N	N	04/09/2008	YAMHILL	2	14		CURVE		N	ONE-WAY	N	DRY	REAR	01	NONE	0	STRGHT	S	-N						062,013,001	
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE											53	
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												000
								MCMINNVILLE	CP	0	BAKER ST	S		(NONE)	ONE-WAY	N	DRY	REAR	PRVTE												

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

Highway 091 ALL ROAD TYPES, MP 37.96 to 38.23 01/01/2008 to 02/28/2017, Both Add and Non-Add mileage

40 - 40 of 40 Crash records shown.

SR#	INVEST DATE	RD DPT	UNLOC?	D C S I K LAT	N N N	FR	6P	45 12 11.82	-123 12 2.07	COUNTY	RD# FC	CON#	RD CHAR	INT-TYPE	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	TELR QTY	MOVE	FROM	TO	PH TYPE	SURTY	IN7	AG	EX	RES	LOC	ERRR	ACT	EVENT	CAUSE		
01194	N N N	11/07/2014								YAMHILL	2	14	STRGHT	N	(NONE)	N	DRY	OTH	ANIMAL	01	NONE	0	STRGHT	SM-NE											035	12	
NONE										MCMINNVILLE	CP	0	PACIFIC HY 99W	NE		UNKNOWN	N	DRY	OTH	PRVTE		SW-NE													000	035	00
N										MCMINVL UA	38.19	EDMUNSTON ST	03			N	DUSK	PDO	FSNGR																000	000	12
N												009100200800																								OR-25	

(02)

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 submission 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.

Copy of neighborhood meeting notice



August 28, 2018

LINFIELD COLLEGE
Attn: LINFIELD COLLEGE
900 SE BAKER ST
MCMINNVILLE OR, 97128

Site Address: 600 SW BAKER ST
Tax Lot: R4420DD00200

RE: Neighborhood meeting on Wednesday, September 19, 2018 at 6:00 PM

Dear Neighbors,

In accordance with the City of McMinnville Planning Department requirements, MV Advancements has scheduled a neighborhood meeting to discuss our development plans for property located at 600 SE Baker Street. This meeting is an opportunity to view our conceptual site plan and address any questions you might have. We have received your contact information from the city, as a property owner located nearby.

Meeting details:

Location: McMinnville Community Center 600 NE Evans Street
Day/time: Wednesday, September 19 at 6:00 PM

MV Advancements wishes to construct an office building to consolidate several programs as well as the company's administrative staff at the former Columbus School site located at 600 SE Baker Street in McMinnville. The property, currently owned by Linfield College includes a total acreage is 5.86, while the usable/buildable acreage is 2.93 and the remaining portion is impacted by wetlands and the 100 year flood plain.

MV Advancements (MVA) is a local non-profit corporation, founded in 1966 to provide employment, residential and community inclusion (involvement) supports to adults who experience intellectual and/or developmental disabilities. Our mission is to assist persons with disabilities to develop to their highest potential and achieve fulfilling lives. Our vision is that these adults will be fully supported to be involved in their community, developing meaningful relationships at work, at home and at leisure.

During Phase 1, MV Advancements intends to develop the site to include a corporate headquarters office building with approximately 10,000 sq/ft. This building will be a consolidation of several locations and services around our community and it will house approximately 50 employees including our administrative staff, employment staff, McMinnville Community Inclusion program, a training room and community space. Required off-street parking and landscaping will also be provided as part of this phase of development.

Phase 2 of the project would include up to 24 apartment units that would provide needed housing for people with intellectual/developmental disabilities as well as possible low-income senior housing.

ADMINISTRATION - 5th Street Office

319 NE 5th St • McMinnville, OR 97128 • phone: (503) 472-2248 • fax: (503) 472-7604 • mailing address: PO Box 28 • McMinnville, OR 97128

mvadvancements.org



The access to public transportation and the close access to other services and agencies within the community will create a real opportunity to improve the lives of the individuals we support.

The property is currently zoned R-4 – multi-family residential and we will be asking for a zone change to OR – Office/Residential as well as a comprehensive plan map amendment from Residential to Commercial.

A conceptual site plan has been enclosed for your review. We look forward to meeting you and in the meantime, if you have any questions, you may contact me at 503-687-2507 or via email at kathy@mvadvancements.org.

Sincerely

A handwritten signature in cursive script that reads "Kathy Schlotfeldt".

Kathy Schlotfeldt
Executive Director

A handwritten signature in cursive script that reads "Dave Haugeberg".

Dave Haugeberg
President

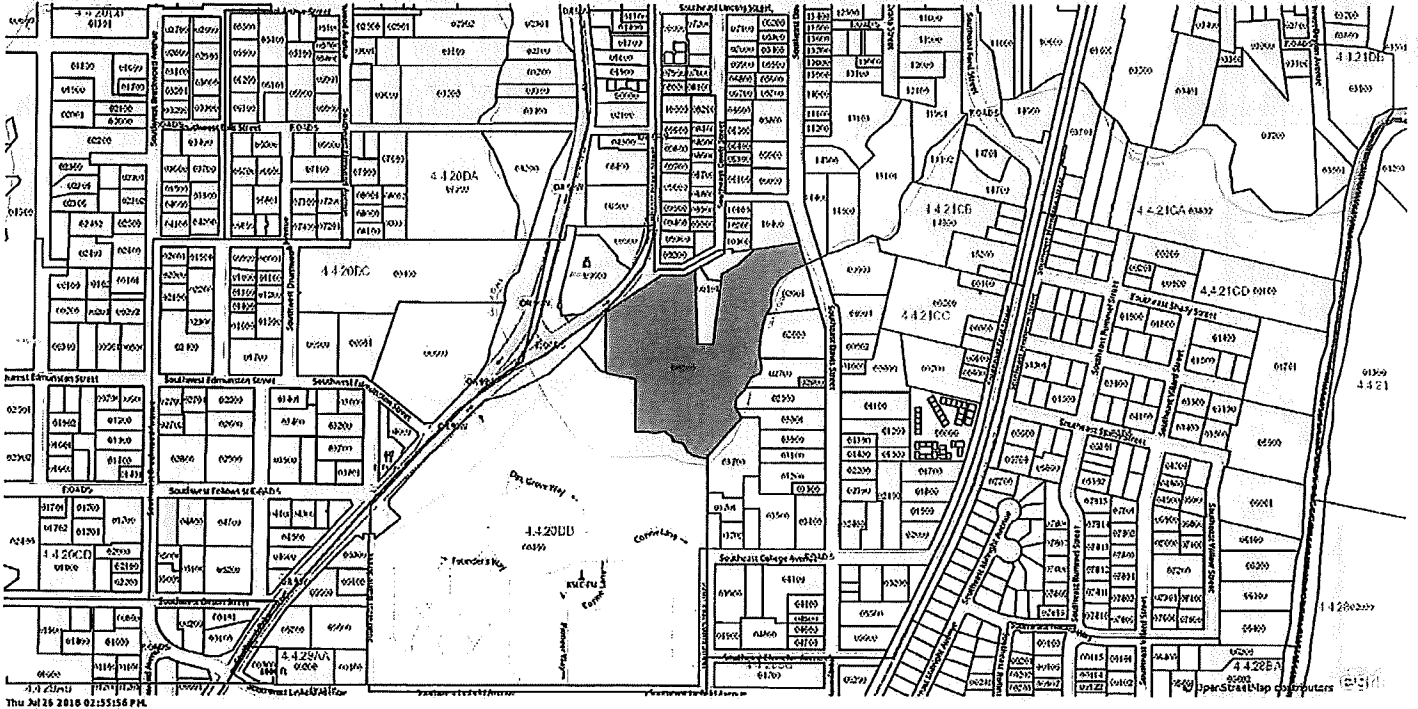
Enclosures:

Conceptual site plan

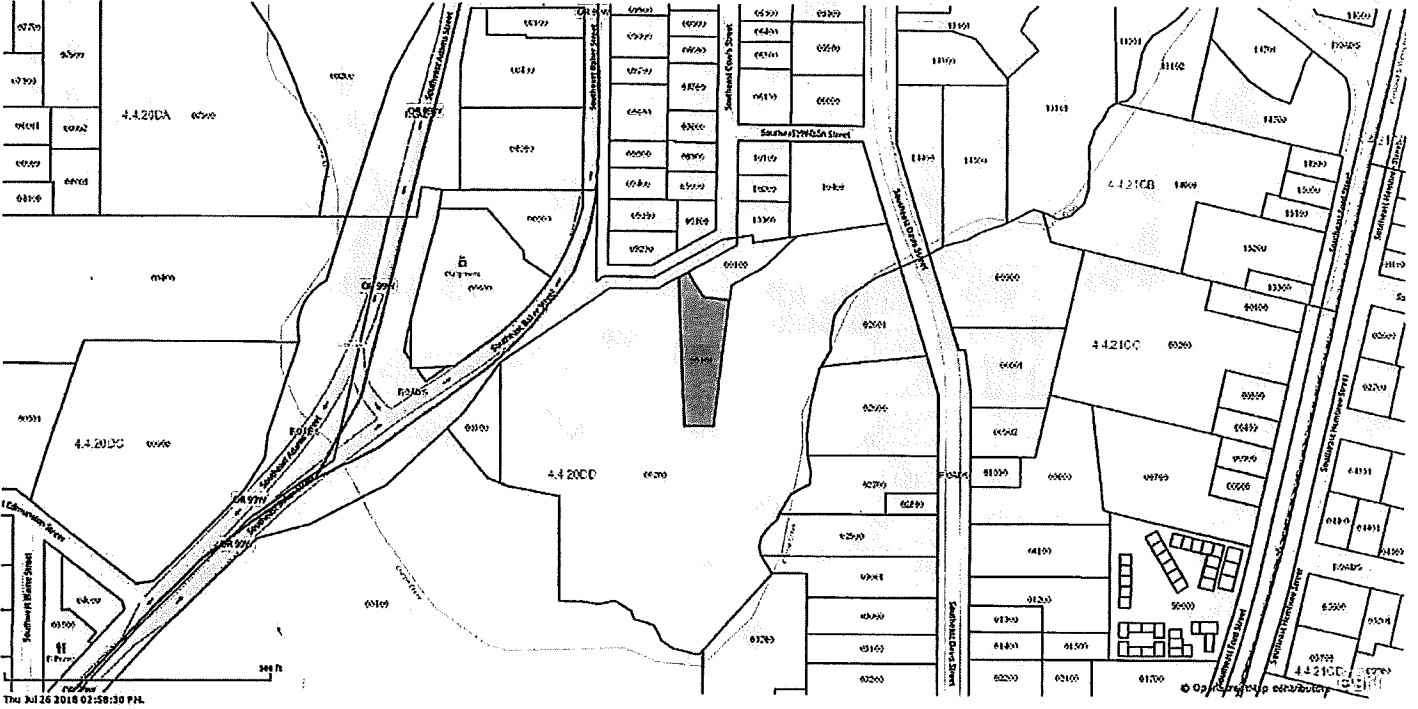
Map with location of proposed site

LOCATION OF PROPOSED SITE

Linfield Property
155423



Linfield Property
155414



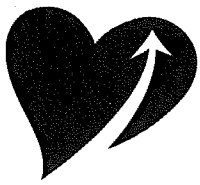
Neighbor hood meeting - 600 SE Baker street

Mailing list

Map No.	Tax Lot	Site Address	Owner	Attn:	Mailing Address	City State	Zip
1	R4421CB14800	n/a	WICHERT FRANK	WICHERT FAMILY TRUST	931 SW ORIOLE ST	MCMINNVILLE OR	97128
2	R4421CB10200	516 SE COWLS ST	BEAM KAARINA J	BEAM KAARINA J	516 SE COWLS ST	MCMINNVILLE OR	97128
3	R4420DD00690	n/a	OREGON STATE	PROPERTY SUPERVISOR	412 TRANSPORTATION	SALEM OR	97310
4	R4421CC02700	731 SE DAVIS ST	DECHATELET EDWARD L	DECHATELET EDWARD L	731 SE DAVIS ST	MCMINNVILLE OR	97128
5	R4421CC03000	925 SE DAVIS ST	PERALTA SALVADOR &	PERALTA SALVADOR &	925 SE DAVIS ST	MCMINNVILLE OR	97128
6	R4421CB14400	510 SE DAVIS ST	OAK CREEK RENTALS LLC	OAK CREEK RENTALS LLC	570 SE DAVIS ST	MCMINNVILLE OR	97128
7	R4421CC00900	n/a	MCMINNVILLE CITY	MCMINNVILLE CITY OF	230 NE 2ND ST	MCMINNVILLE OR	97128
8	R4420DD00100	600 SE COWLS ST	LAURANCE DAVID B TRUSTEE	LAURANCE DAVID B TRUSTEE	8071 SLEEPY HOLLOW RD NE	WOODBURN OR	97071
9	R4420DD00400	900 SW BAKER STREET - MAIN CAMPUS	LINFIELD COLLEGE	LINFIELD COLLEGE	535 NE 5TH ST	MCMINNVILLE OR	97128
10	R4421CC03800	315 SE COLLEGE AVE	LINFIELD COLLEGE	LINFIELD COLLEGE	535 NE 5TH ST	MCMINNVILLE OR	97128
11	R4421CC03700	325 SE COLLEGE AVE	BICKFORD TARIN L	BICKFORD TARIN L	325 SE COLLEGE AVE	MCMINNVILLE OR	97128
12	R4421CC03701	323 SE COLLEGE AVE	WITTROCK BONNIE LEE	WITTROCK BONNIE LEE	13655 NW BERRY CREEK RD	MCMINNVILLE OR	97128
13	R4421CC02600	715 SE DAVIS ST	FRIBERG TWILA M	FRIBERG TWILA M	715 SE DAVIS ST	MCMINNVILLE OR	97128
14	R4421CB09400	510 SE BAKER ST	RKJ PROPERTIES LLC	RKJ PROPERTIES LLC	14275 SW PEAVINE RD	MCMINNVILLE OR	97128
15	R4420DD00200	600 SW BAKER ST	LINFIELD COLLEGE	LINFIELD COLLEGE	900 SE BAKER ST	MCMINNVILLE OR	97128
16	R4421CB09300	520 SE BAKER ST	RKJ PROPERTIES LLC	RKJ PROPERTIES LLC	14275 SW PEAVINE RD	MCMINNVILLE OR	97128
17	R4421CB09000	545 SE COWLS ST	DEPPE MATTHEW G	DEPPE MATTHEW G	545 SE COWLS ST	MCMINNVILLE OR	97128
18	R4421CC00901	708 SE DAVIS ST	BAREFOOT DAVIS LLC	BAREFOOT DAVIS LLC	PO BOX 3993	TUALATIN OR	97062
19	R4421CC02601	n/a	MCMINNVILLE CITY	MCMINNVILLE CITY OF	% CITY HALL	MCMINNVILLE OR	97128
20	R4421CC03200	1005 SE DAVIS ST	SANDERLIN SHELLY G	SANDERLIN SHELLY G	1005 SE DAVIS ST	MCMINNVILLE OR	97128
21	R4421CC02900	801 SE DAVIS ST	BICKELL JASON L &	BICKELL JASON L &	801 SE DAVIS ST	MCMINNVILLE OR	97128
22	R4421CC03702	321 SE COLLEGE AVE	SOUTHALL LARRY & JANET	SOUTHALL LARRY & JANET	1520 SW 2ND ST	MCMINNVILLE OR	97128
23	R4420DD00500	527 SE BAKER ST	PARK WEST PROPERTIES INC	PARK WEST PROPERTIES INC	12670 SW 68TH SUITE 300	TIGARD OR	97223
24	R4421CB08800	435 SE COWLS ST	GRANT RANDY R & SUSAN M	GRANT RANDY R & SUSAN M	435 SE COWLS ST	MCMINNVILLE OR	97128
25	R4420DD00300	n/a	LINFIELD COLLEGE	LINFIELD COLLEGE	900 SW BAKER ST	MCMINNVILLE OR	97128
26	R4421CB14300	504 SE DAVIS ST	DRUSE STEPHEN E	DRUSE STEPHEN E	20101 SW TENINO CT	TUALATIN OR	97062
27	R4421CB14500	550 SE DAVIS ST	OAK CREEK RENTALS LLC	OAK CREEK RENTALS LLC	570 SE DAVIS ST	MCMINNVILLE OR	97128
28	R4421CC03600	327 SE COLLEGE AVE	CASTRO JOSEPH L	CASTRO JOSEPH L	3280 WESTSIDE RD	MCMINNVILLE OR	97128
29	R4420DA08500	500 SW ADAMS ST	WOBEL CONNECTIONS LLC	WOBEL CONNECTIONS LLC	19173 SW PEAVINE RD	MCMINNVILLE OR	97128
30	R4421CB10400	360 SE WILSON ST	THE BERRY HOUSE LLC	THE BERRY HOUSE LLC	PO BOX 782	MCMINNVILLE OR	97128
31	R4421CB09500	n/a	RKJ PROPERTIES	RKJ PROPERTIES LLC	14275 SW PEAVINE RD	MCMINNVILLE OR	97128
32	R4421CB10100	508 SE COWLS ST	WOZNY NICOLE	WOZNY NICOLE	508 SE COWLS ST	MCMINNVILLE OR	97128
33	R4420DD00600	603 SE BAKER ST	EASTERN WESTERN CORPORATION	EASTERN WESTERN CORPORATION	PO BOX 3228	PORTLAND OR	97208
34	R4421CB05900	535 SE DAVIS ST	BISCHOFF DONNA M TRUST	BISCHOFF DONNA M TRUST	505 SE DAVIS ST APT 2	MCMINNVILLE OR	97128
35	R4421CB08900	535 SE COWLS ST	WINE COUNTRY PROPERTIES LLC	WINE COUNTRY PROPERTIES LLC	PO BOX 1707	MCMINNVILLE OR	97128
36	R4421CB09200	523 SE BAKER ST	RKJ PROPERTIES LLC	RKJ PROPERTIES LLC	14275 SW PEAVINE RD	MCMINNVILLE OR	97128
37	R4420DD00690	n/a	OREGON STATE	PROPERTY SUPERVISOR	412 TRANSPORTATION	SALEM OR	97310
38	R4421CB09100	547 SE COWLS ST	KUMP KEVIN	KUMP KEVIN	660 THE VILLAGE APT 107	REDONDO BEACH CA	90277
39	R4421CC03001	813 SE DAVIS ST	STOKES DEVIN B	STOKES DEVIN B	813 SE DAVIS ST	MCMINNVILLE OR	97128
40	R4421CB10300	520 SE COWLS ST	HAMILTON LOYAL J &	HAMILTON LOYAL J &	PO BOX 523	MCMINNVILLE OR	97128
41	R4420DD00101	n/a	LINFIELD COLLEGE	% MELROSE HALL	900 SW BAKER ST	MCMINNVILLE OR	97128
42	R4421CC03100	927 SE DAVIS ST	FRICKE ERIC C & PEGGY L	FRICKE ERIC C & PEGGY L	PO BOX 1240	MCMINNVILLE OR	97128
43	R4421CB08700	421 SE COWLS ST	WHYTE WISWALL TRUST	WHYTE WISWALL TRUST	421 SE COWLS ST	MCMINNVILLE OR	97128
44	R4421CB13101	n/a	MCMINNVILLE CITY	MCMINNVILLE CITY OF	230 NE 2ND ST	MCMINNVILLE OR	97128
45	R4421CB09600	440 SE BAKER ST	RKJ PROPERTIES LLC	RKJ PROPERTIES LLC	14275 SW PEAVINE RD	MCMINNVILLE OR	97128
46	R4421CC02800	745 SE DAVIS ST	SMITH ROLAND L	SMITH ROLAND L	PO BOX 1081	WRIGHTWOOD CA	92397
47	R4421CC03500	369 SE COLLEGE AVE	369 COLLEGE AVE INC	369 COLLEGE AVE INC	PO BOX 746	HILLSBORO OR	97123
48	R4421CB06100	424 SE COWLS ST	SPALDING TERESA A	SPALDING TERESA A	1625 NW MICHELBOOK LN	MCMINNVILLE OR	97128
49	R4421CC00902	728 SE DAVIS ST	BAREFOOT DAVIS II LLC	BAREFOOT DAVIS II LLC	PO BOX 3993	TUALATIN OR	97062
50	R4421CB06000	545 SE DAVIS ST	OAK CREEK RENTALS LLC	OAK CREEK RENTALS LLC	3204 NE GRANDHAVEN DR	MCMINNVILLE OR	97128







mvadvancements
ENHANCING LIVES

**Neighborhood Meeting Agenda
September 19, 2018 at 6:00 PM
McMinnville Community Center
600 NE Evans St. McMinnville, OR 97128**

1. Introductions/background of MV Advancements (DaveH)
Reason for the project: community and clients (Kathy)

2. Review of conceptual site plan (Dean)

Major elements of proposal:

- Building height – no more than 35 feet
- Adequate off street parking provided
- Traffic study supports that there is adequate capacity for the development
- Landscaping will be provided as part of the development

3. Zone change requested (DaveH)

Current zoning: R4 multifamily residential up to 83 units

Proposed zoning: OR (office/residential) – a commercial building with about 10,000 sq/ft and approximately 50 employees with the potential for a limited number of housing units limited to persons with disabilities and/or seniors

Comprehensive plan map amendment: from Residential to Commercial

4. Questions/closing – (Kathy)



mv advancements

ENHANCING LIVES

Visitor Sign In

Neighborhood Meeting

McMinnville Community Center

Wednesday, September 19, 2018 6pm-8pm

Print Name	Address	Woodburn Email
1. Kris Lavrance	8071 Sleepy Hollow Rd NE	Woodburn 97071 krislavrance@hotmail.com
2. Terry Smith Schmidt	825 SW Hilary St, McMinnville	
3. LuAnn Anderson	1753 NW Wallace Rd, McMinnville OR	
4. Mike Schmidt	825 SW Hilary McMinnville	
5. David Langenberg	1395 NW W. U. Way Rd McMinnville	
6. Mary Ann Rodriguez	1116 SW Russ Lane McMinnville OR 97128	
7. John McKeegan	815 NW Yamhill St. McMinnville	
8. Dylan Kiger	450 W 7th St McMinnville, OR 97128	
9. Carol Miller	298 SE W. / 5th St - McMinnville, OR	
10. Shelly Sanderlin	1005 SE Davis St McM.	
11. Rick Johw	448 S. Baker McM	
12. Jani Claypool	90 Alder St, Dayton	
13. Marni + David Guillain	P.O. Box 1416 McMinnville	
14. Tamera K Maxwell	124 SE Edwards McMinnville, OR 97128	
15. Duan Klaus		
16. Kathy Schlotfeldt		
17. Marcia Mikesh		
18.		

Print Name

Address

Email

19.			
20.			
21.			
22.			
23.			
24.			
25.			
26.			
27.			
28.			
29.			
30.			
31.			
32.			
33.			
34.			
35.			
36.			
37.			
38.			
39.			
40.			
41.			
42.			
43.			

Meeting notes/comments received from 9/19/18 neighborhood meeting re: Linfield property located at 600 SE Baker Street

There were 15 guests in attendance as well as presenters Dave Haugeberg, Dean Klaus and Kathy Schlotfeldt

Questions/comments received:

1. Is Cowls Street the only access/entrance to the property? Answer: yes
2. You state that you will have 50 employees, but do you have enough parking? Answer: yes, we will provide sufficient off street parking in excess of City requirements.
3. There is already a traffic concern on Cowls Street will the development make this worse? Answer: We have a traffic study that indicates that there is sufficient capacity for the development. Further, based upon discussions with City staff, it was agreed that impact along Cowls Street would be minor enough (due to the narrow nature of the street: ie: traffic flows to where it moves most freely) that it was not included in the study area.
4. Do you plan to develop the entire acreage, even the flood plain? Answer: Our plan is to develop only the property above the 100 year flood plain.
5. When will you do a survey of the property? Answer: In order to reduce costs, we are waiting until we have assurance that the zone change is likely.
6. There is a concern about current traffic flows on Baker Street north, past Cowls Street and in front of Hagan Hamilton. Is there any way to sequence the lights on Baker Street to address? Answer: MVA is willing to work with other businesses to address this concern about the flow of traffic on Baker Street with the City.
7. Will this re-zoning application impact any other property? Answer: No, only the Linfield property located at 600 SE Baker Street.

Note: This information was included in the application but no revisions to the application were made based upon the feedback from the neighborhood meeting.