

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

athy Schtofflatt

Kathy Schlotfeldt Executive Director

Danc Dangel

Dave Haugeberg President

Enclosures: Conceptual site plan Map with location of proposed site

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



(503) 434-7311 Office o (503) 474-4955 Fax

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Comprehensive Plan Map Amendment/ Zone Change Application

Applicant Information

www.mcminnvilleoregon.gov

| Applicant is: D Property Owner 🖾 Contract Buyer D Option Holder | □ Agent □ Other |
|---|---------------------------------------|
| Applicant Name MV Advancements | Phone 503-472-2248 |
| Contact Name Kathy Schlotfeldt | Phone 503-687-2507 |
| Address <u>319 NE 576 Street</u> | nder i transversetet. - |
| 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 <u>McMinnville</u> , DR 97128 | |
| Contact Emailrodrigu 1@ linfield. edu | |

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

| Property Address 600 SE Baker St. Mc | Minnville, |
|---|---|
| Assessor Map No. <u>R44 20 00 - 60101- + 00 200</u> | Total Site Area 5.8 acres |
| Subdivision | _BlockLot |
| Comprehensive Plan Designation Residential | Zoning Designation <u>R4PD - Multifamik</u> |

This request is for a:

Comprehensive Plan Amendment

Zone Change

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

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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).

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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.

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| Resident of Loning Basemon A. C. S. M. | amprotective Piler Disalguerdon. |

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.

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

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| | President Carlos Carlos Carlos |

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.

application attack

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

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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.

A Payment of the applicable review fee, which can be found on the Planning Department web page.

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

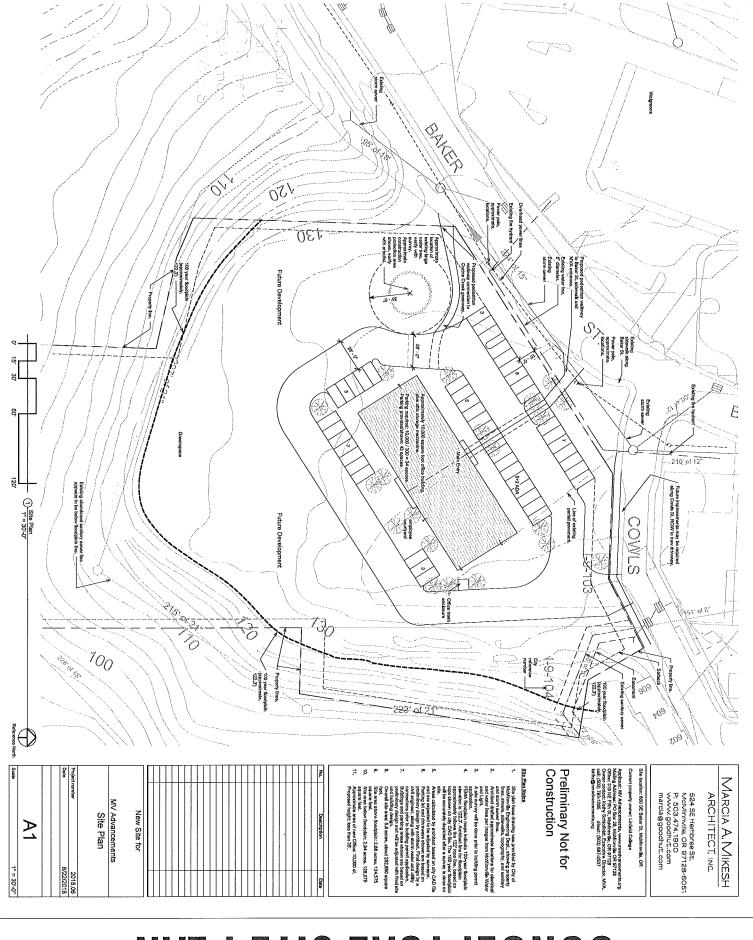
Applicant's Signature

Date

9-28-18

Property Owner's Signature

Date



CONCEPTUAL SITE PLAN



Subdivision_

Comprehensive Plan Designation Residuntial

| Office Use Only: File No. PDA 1-18 |
|---------------------------------------|
| Date Received 9.28-18 Fee 442.50 |
| Receipt No. 18 206 |
| Received by |

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 Schlot feldt Phone 503-687-2507 (If different than above) Address 319 NE 5th Street City, State, Zip McMinnville, OR 97128 Contact Email Kathy @ mv advancements. org |
| Contact Email <u>Raining C Infordence Reinfords Con</u> |
| 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 JE Baker Street |
| City, State, Zip McMinnville, OR 97128 |
| Contact Email mrodrigul@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 |

Block

Lot

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:_____ N Repticestion 00 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):_____ -0 of V

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

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

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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:

application attached

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

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

X 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.
- 2 Payment of the applicable review fee, which can be found on the Planning Department web page.

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

Applicant's Signature

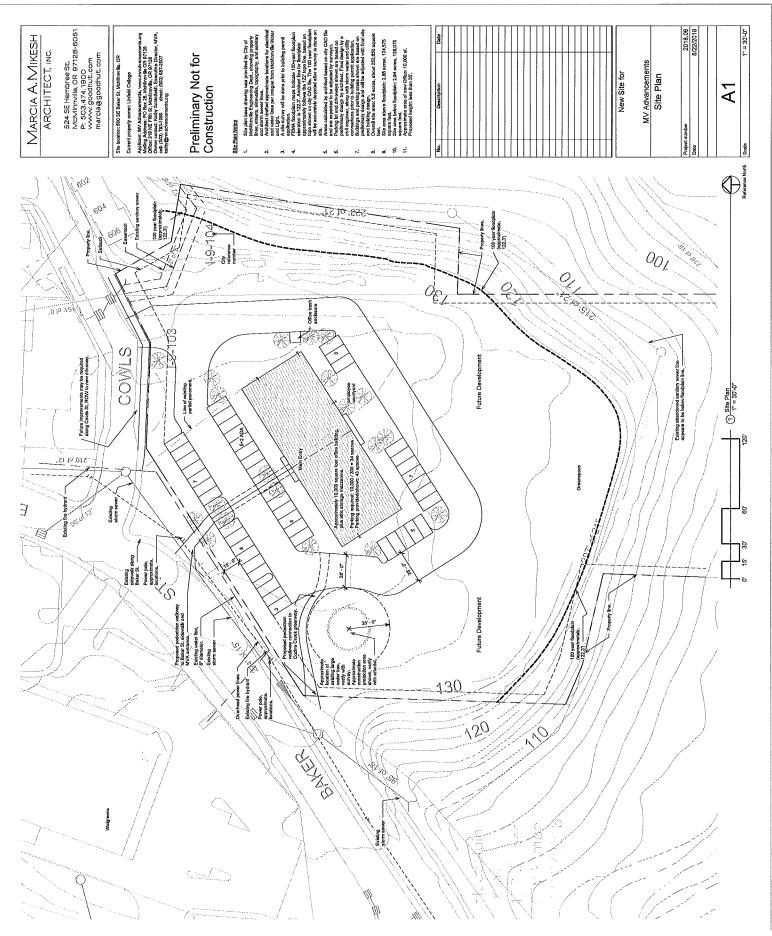
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Property Owner's Signature

Date

CONCEPTUAL SITE PLAN



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 OP 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.

<u>Applicant Response</u>: 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.

<u>Applicant Response</u>: 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)

<u>Applicant Response</u>: 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 COMMERCIALLY 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 autooriented strip development. (Ord.4796, October 14, 2003)

<u>Applicant Response</u>: 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.

<u>Applicant Response</u>: 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 Cowls 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.

<u>Applicant Response</u>: Access for the proposed development would be located off Cowls 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)

<u>Applicant Response</u>: 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.

<u>Applicant Response</u>: 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)

<u>Applicant Response</u>: 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.

<u>Applicant Response</u>: 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.

<u>Applicant response</u>: 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.

<u>Applicant response</u>: 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 highdensity 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.

<u>Applicant response</u>: 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.

<u>Applicant response</u>: 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.

<u>Applicant response</u>: 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.

<u>Applicant response</u>: 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.

<u>Applicant response</u>: 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)

<u>Applicant response</u>: 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)

<u>Applicant response</u>: 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.

<u>Applicant Response</u>: 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.

<u>Applicant Response</u>: 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.

<u>Applicant Response:</u> 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.

<u>Applicant Response:</u> 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.

<u>Applicant Response:</u> 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.

<u>Applicant Response:</u> 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.

<u>Applicant Response:</u> 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 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: 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 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 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 Cowls 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 Cowls 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 Cowls Street; no direct access to Baker Street from this property would be permitted. This will have negligible impact on Cowls Street as it is a narrow street and vehicles will go where the traffic flows more freely, which would be Baker Street. Intersections along Cowls Street were discussed with City Staff and it was agreed that impacts along Cowls 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 Cowls 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 Cowls 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.



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,

MARodnauez

Mary Ann Rodriguez Vice President, Finance and Administration Vice President for Finance & Administration 900 SE Baker Street McMinnville, OR 97128-6894 v 503.883.2458 f 503.883.2630 **Traffic Impact Analysis**

MV Advancements Comprehensive Plan Amendment /Zone Change

600 SE Baker Street McMinnville, Oregon

September 10, 2018



13554 Rogers Road

Lake Oswego, OR 97035
Phone: 503.317.4559
Web: www.greenlightengineering.com

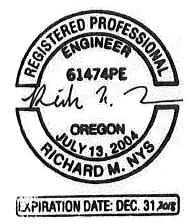




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EXECUTIVE SUMMARY

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 remained 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 Cowls Street
 - 3) SE Baker Street (Highway 99W)/Adams Street U-turn

- Intersections along Cowls Street were discussed with City staff and it was agreed that impacts along Cowls 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 Cowls 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 Cowls 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 Cowls Street. Currently, the site is vacant although there are two existing access points constructed to SE Cowls Street. With development, access will be provided to Cowls 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, oneway 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 Cowls 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 Cowls 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 Cowls Street. Along the project frontage there is an existing curb and curb tight sidewalk. SE Cowls Street is classified as a local street according to Exhibit 2-3 of the City TSP.

6

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

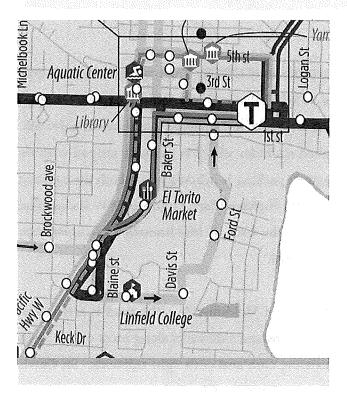
² https://www.mcminnvilleoregon.gov/planning/page/transportation-system-plan

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.

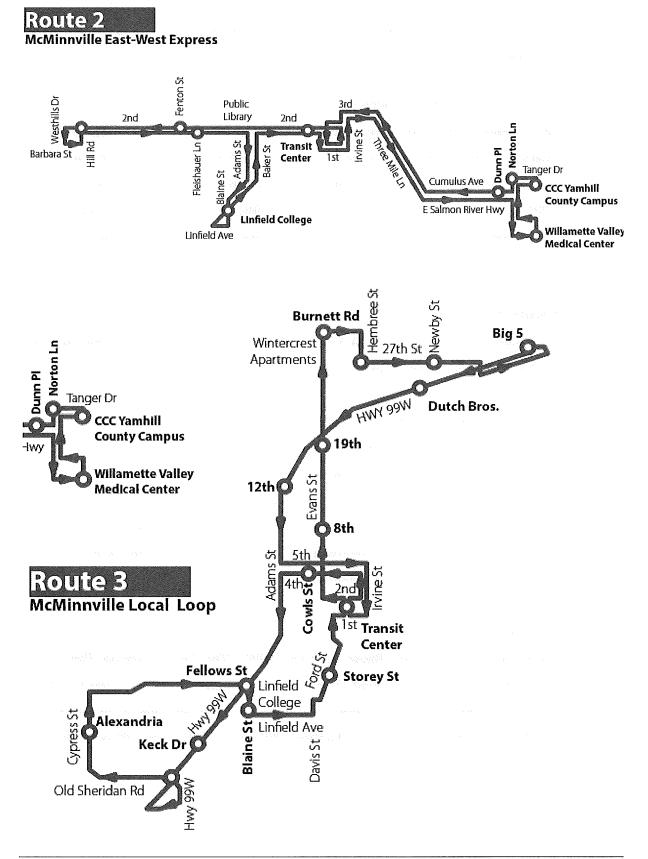
Figure 1 of Appendix F illustrates the existing intersection control and lane configurations.

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/



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 Cowls 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 Cowls Street. North of SE Cowls 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 Cowls 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 Cowls 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 worse 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.

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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 worse 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.

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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.

| Existing Zoning | | Daily | Weekda | ay AM Pe | ak Hour | Weekd | ay PM Pe | ak Hour |
|---|--------|-------|--------|---------------------|---------|-------|----------|---------|
| Description & ITE Code | Units | Daliy | Total | In | Out | Total | In | Out |
| Multifamily Housing (Mid- Rise) (ITE #221) | 83 | 451 | 29 | anda 7 ahala | 22 | 37 | 23 | 14 |
| Proposed Zoning | | Daily | Weekda | ay AM Pe | ak Hour | Weekd | ay PM Pe | ak Hour |
| Description & ITE Code | KSF | Dairy | 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 |

| Table 1. Trip Generation of Existing Zoning vs. Proposed Zonir | Table 1. | Trip Generation | of Existing Zoning vs. | Proposed Zonina |
|--|----------|-----------------|------------------------|-----------------|
|--|----------|-----------------|------------------------|-----------------|

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 in 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.

| | 2010 HCM | Methodology |
|-------------------------|-------------------------|-------------------------|
| Traffic Scenario | 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 |

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

Note: 2010 Highway Capacity Manual methodology used in analysis.

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

| | 2010 HCM I | Viethodology |
|-------------------------|-------------------------|-------------------------|
| Traffic Scenario | 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

| | 2010 HCM I | Methodology | | |
|-------------------------|-------------------------|-------------------------|--|--|
| Traffic Scenario | 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.

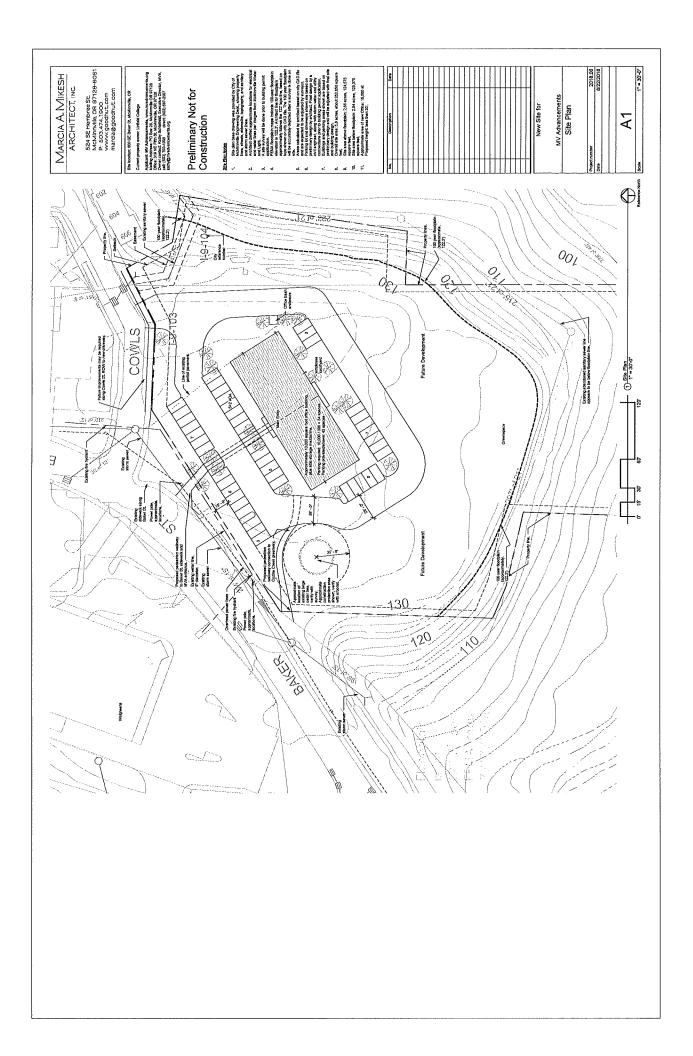
There are no existing or anticipated safety issues within the study area.

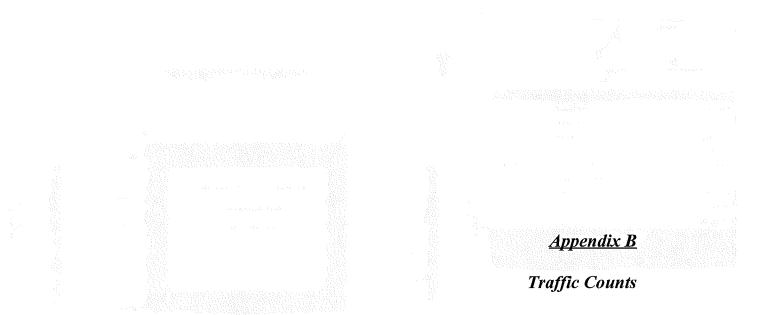
APPENDICES

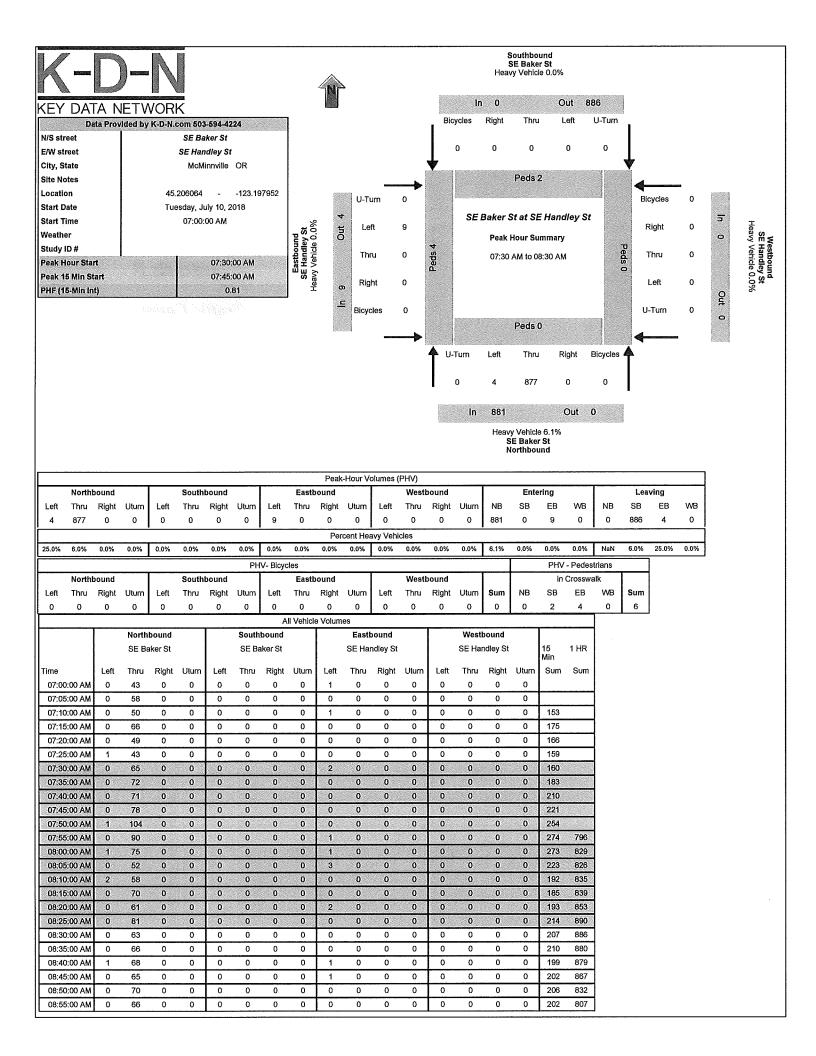
- A) Preliminary Site Plan
- B) Traffic Counts
- C) 30th Highest Hour Volumes (30 HV)/Seasonal Adjustment Worksheet
- D) ODOT Travel Demand Model Output Sheets
- E) 2023 Background & Total Traffic Volumes
- F) Traffic Flow Figures
- Figure 1, Intersection Control & Lane Channelization
- Figure 2, 2018 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

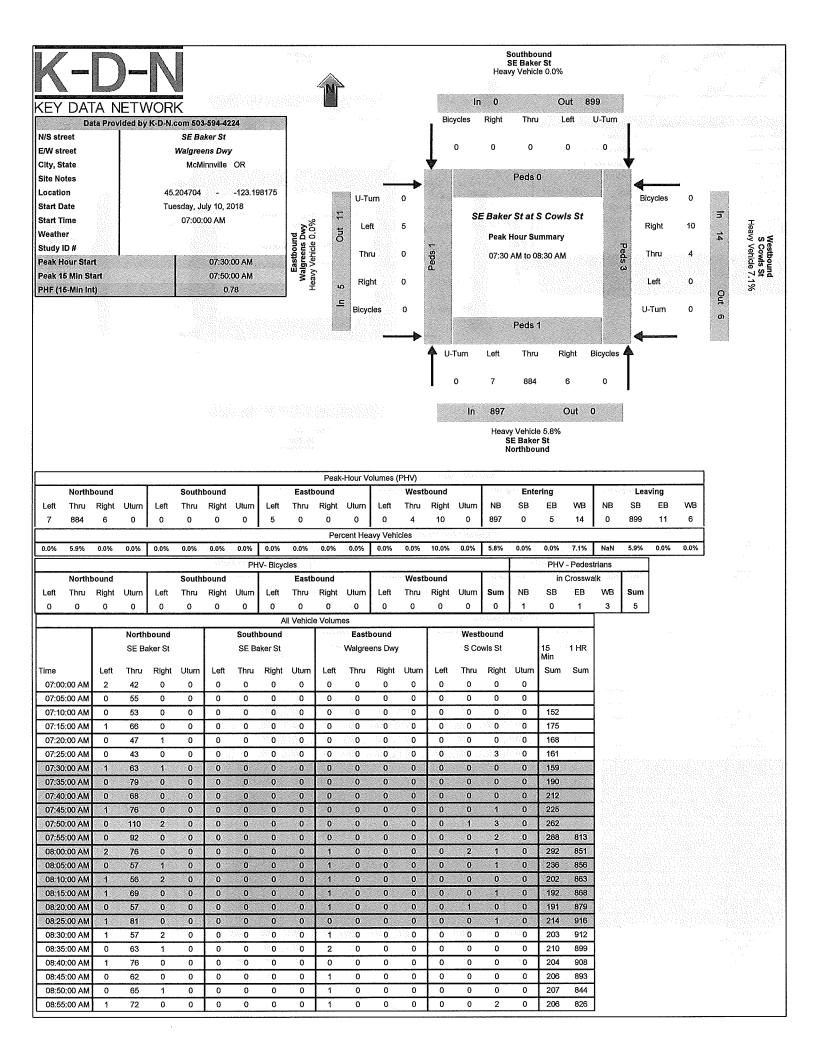
<u>Appendix A</u>

Preliminary Site Plan

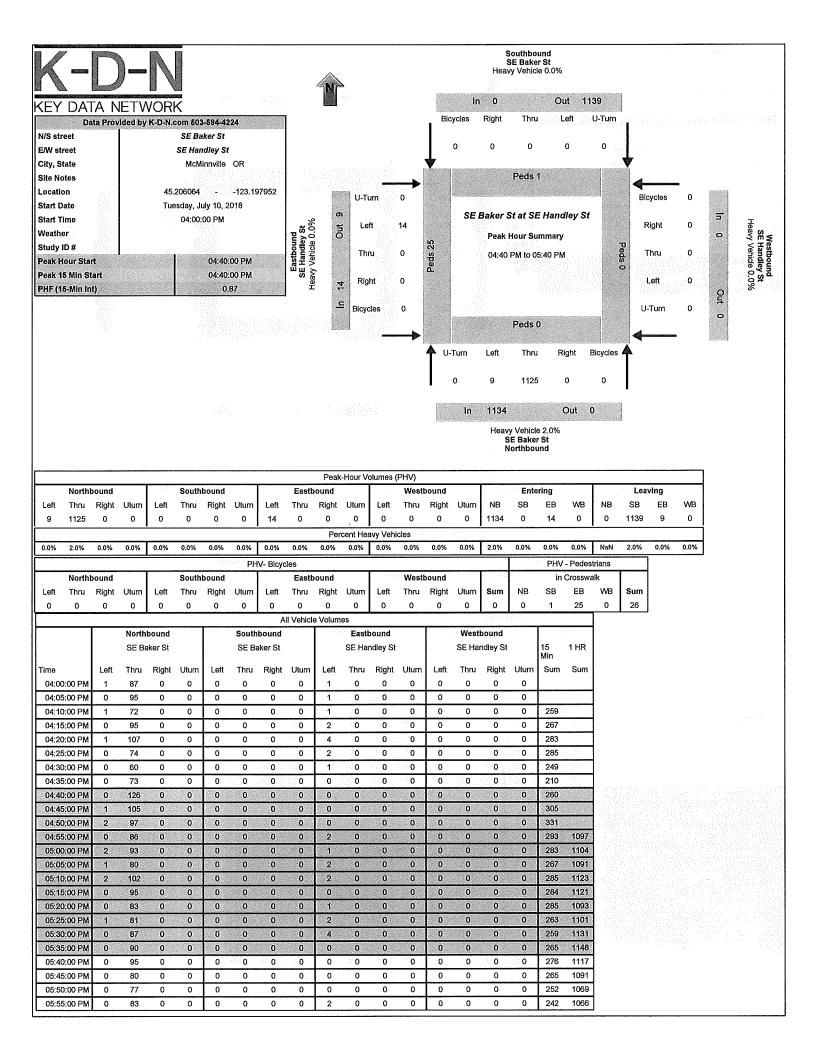


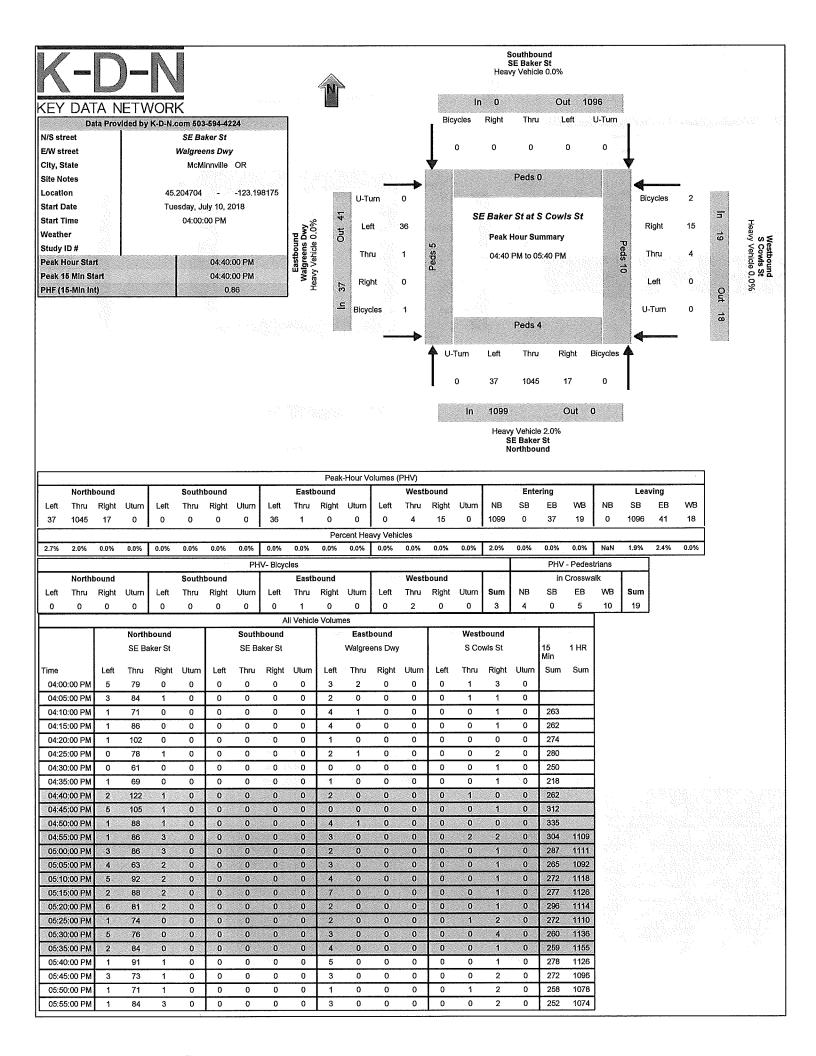


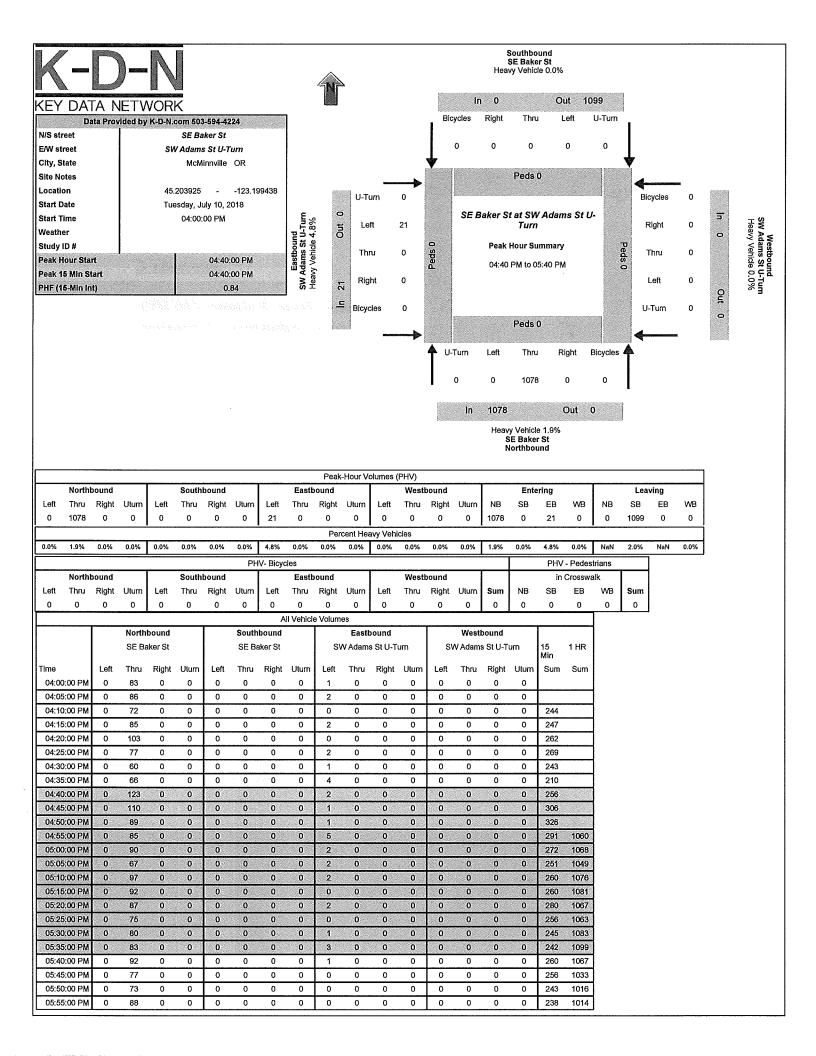




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| 07:40 07:45 07:55 08:00 08:05 08:05 08:10 08:15 08:20 08:25 08:30 08:35 08:36 | 5:00 AM 0:00 AM 5:00 AM 0:00 AM 5:00 AM 0:00 AM 0:00 AM 5:00 AM 0:00 AM 0:00 AM 0:00 AM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 79 67 109 88 77 54 58 68 68 68 56 81 59 | 0 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 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 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 0 0 0 0 0 0 0 0 0 0 0 0 | 1 2 3 4 1 4 1 2 1 1 1 1 1 | 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 | 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 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 0 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 212 224 257 281 282 228 195 187 186 209 199 | 837 840 846 849 858 897 892 | | | | | | |
| 07:40 07:45 07:55 08:00 08:05 08:10 08:15 08:20 08:25 08:30 08:35 08:36 08:42 08:45 | 5:00 AM 5:00 AM | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 79 67 75 109 88 77 54 58 68 56 81 59 63 75 | 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 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 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 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 | 1 2 3 4 1 4 1 2 1 1 1 1 1 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 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 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 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 0 0 0 0 0 0 0 0 0 0 0 0 0 | 212 224 257 281 282 228 195 187 186 209 199 206 201 | 837 840 846 849 858 897 892 877 886 | | | | | | |









<u>Appendix C</u>

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

Alexandre and a second second

Weekday AM Peak Hour

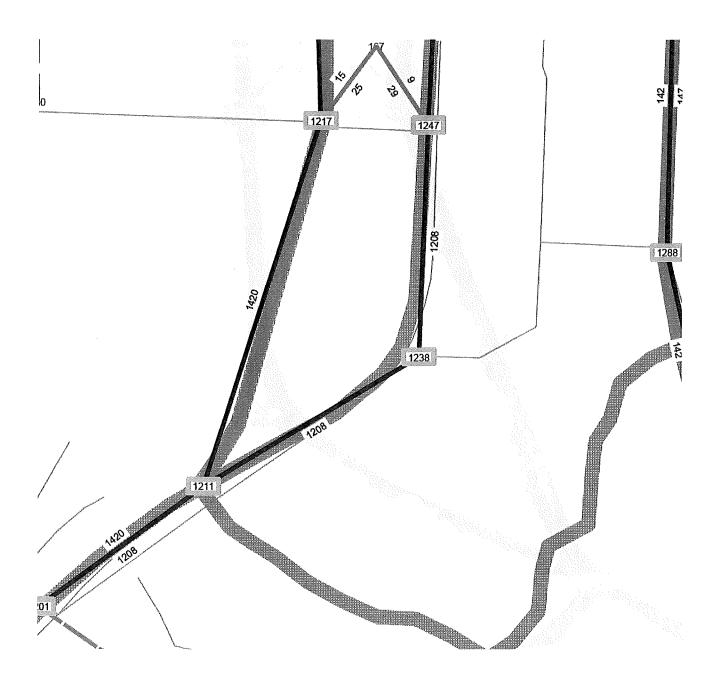
| Baker/Handley | | | | | | | | | | | | |
|---|--------|---------------|--------|--------|--------|--------|--------|--------|--------|----------|--------|--------|
| Movement | SB RT | SB TH | SB LT | WB RT | WB TH | WB LT | NB RT | NB TH | NB LT | EB RT | EB TH | EB LT |
| 2018 Existing Volumes (7/10/18) | 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 | 0.903 |
| 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 |
| | | ADAN DADAN | | | | | | | | | | |
| Baker/Cowis | | | | | | | 1 | | | | | L |
| 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 | i 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 | L | ale ale | | | | | | | | . | 1 | ι |
| 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 |

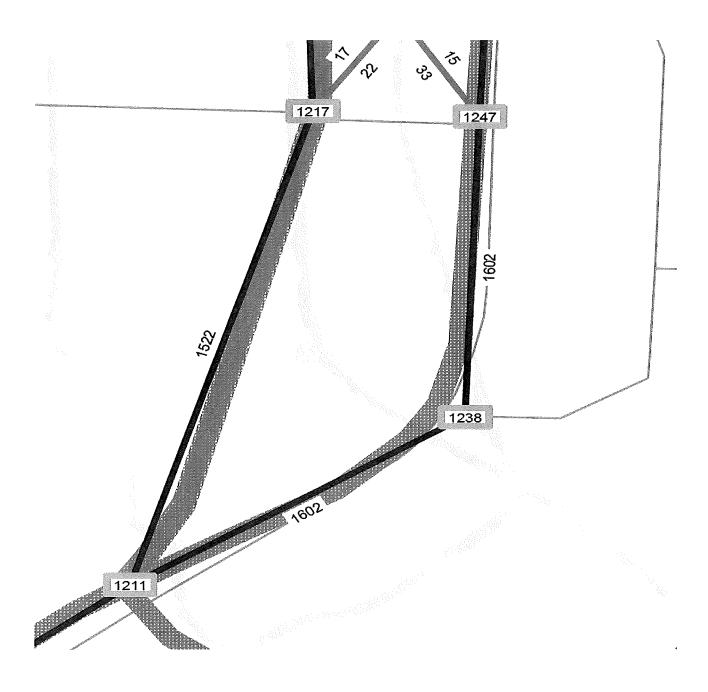
Weekday PM Peak Hour

| BakarlHandlay | | | | | | | | | | | | |
|---|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 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 |
| | | | | | | | | | | | | |
| trave extractor of the | | | | | | | | | | | | |
| 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 |
| 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 |

<u>Appendix D</u> **ODOT Travel Demand Model Output Sheets**

.





<u>Appendix E</u>

2023 Background & Total Traffic Volumes

 $p_{i} \neq 0$

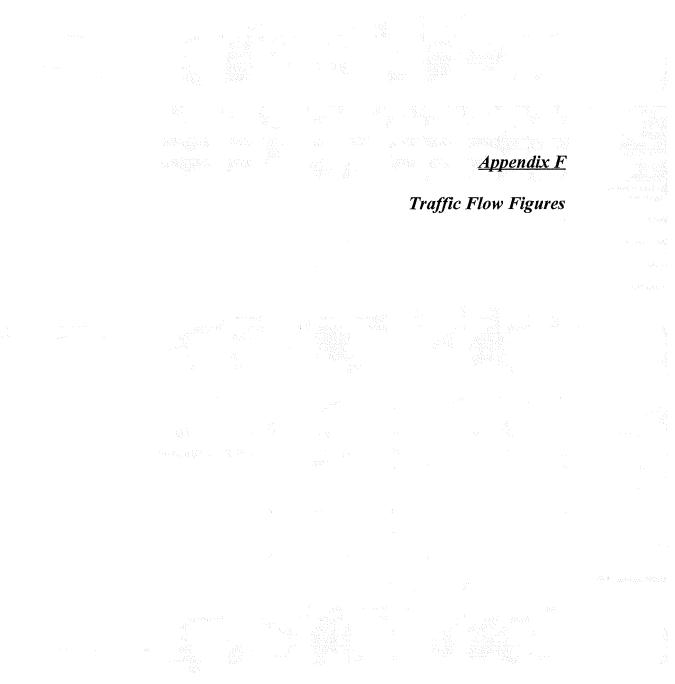
Weekday AM Peak Hour

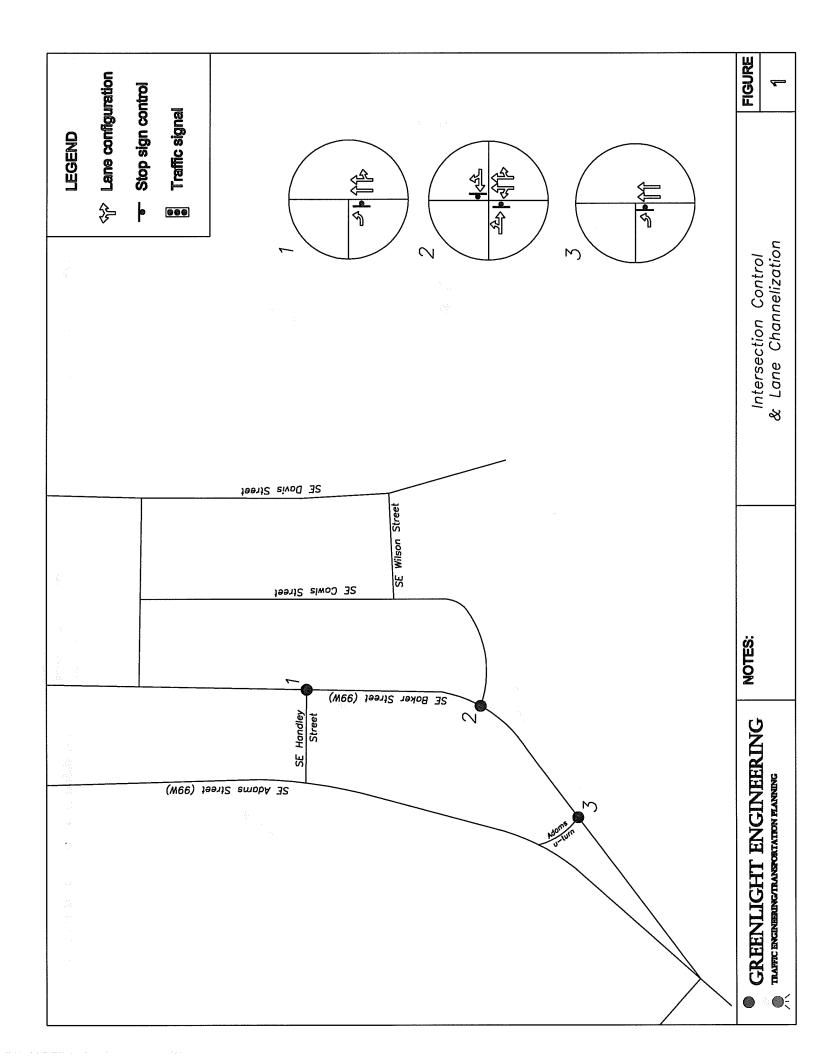
| Baker/Handley | | | | | | | | | | | | |
|--------------------------------|---------------|------------|-----------------|---|-------------------|---------------------|------------|----------|-------------------------|-------------------|---------|---|
| <u>Dakel/Halluley</u> | | | | Τ | Base | Future | I | T. | | | I | 1 |
| | | | | Annual | Adjust to | Adjust to | | | | | | |
| l tada | Tudatla a | 2003 | 2023 | Growth | Existing | | Difference | | | Selected | Davidad | Internetion Annual Co |
| Link WB | Existing 0 | Model 0 | Model (| Rate #DIV/0 | Year #DIV/0 | Year 0 | Method | #DIV/0 | Difference #DIV/0 | Method #DIV/01 | Rounded | Intersection Annual Gr |
| SB | 0 | | | | | | | #DIV/0 | | | | None |
| EB | 9 | | | | | | | | | 9,758187 | | Exponential Growth based on Annual Growth F |
| NB | 881 | | | | | | | #DIV/0 | | | | Exponential Growth based on Annual Growth F |
| Sum | 001 | 0 | | | #01410 | · | | 1 #010/0 | 1 1010/0 | 1 0001210 | | |
| Tuming Volumes | EBLT | ЕВТН | FBRT | WBLT | WBTH | WBRT | NBLT | NBTH | NBRT | SBLT | SBTH | SBRT |
| Existing | 9 | | | | | | | 877 | | | | |
| Approach Vol | | | 6 | | - | 0 | | | 881 | | | |
| % of movement | 1.000 | 0.000 | 0.000 | #DIV/0 | #DIV/0 | #DIV/0! | 0.005 | 0.995 | | | #DIV/0 | !#DIV/0! |
| PP Link Vol | | | 10 |) | | 0 | | 1 | 960 | | | 0 |
| Subtotal | 10 | | - 66 . (| #DIV/01 | #DIV/01 | #DIV/01 | | 956 | | | #DIV/01 | #DIV/01 |
| Rounded | 10 | 0 | 0 | | 0 | 0 | 5 | 960 | 0 | 0 | 0 | 00 |
| Existing Zoning | | | | | | | 7 | | | · · | | |
| Adjustment | | 196397 | | | N 94.8 | NE A | 1.00000 | 14 | ni. An a' airtean a' | 1 | | |
| 2023 BG Volume | 10 | | | c c | ۱ ۱ | ο 1 το 1 | 12 | 974 | 0 | 0 | 0 | |
| 2023 BG Volume | 10 | | | 1 | | | 14 | 5/4 | | | | / |
| Net New Site Gen | | | | | | | | | | | | |
| 2023 Total | | | | | | | | I | | | | <u>+−−−</u> |
| Volume | 10 | 0 | 0 | 0 | 0 | 0 | 5 | 960 | 0 | 0 | 0 | 0 |
| | | | | . • | ° | , ° | . <u> </u> | | · | · | ·~ | i |
| Baker/Cowls | | | | 1 | | - | | 1 | 1 | | | 1 |
| | | | | Annual | Base Adjust to | Future Adjust to | | | | | | |
| | | 2003 | 2023 | | Existing | Project | Difference | Growth | % | Selected | | |
| Link | | Model | | Rate | Year | Year | Method | | Difference | Method | Rounded | |
| WB | 14 | 0 | | #DIV/0 | #DIV/0! | 45 | 59 | #DIV/0! | #DIV/0! | 15.1794 | 20 | Exponential Growth based on Annual Growth F |
| SB | 0 | | | | | | 10 | #DIV/0! | | | | None |
| EB | 5 | | | | | | | #DIV/0! | | 5.421215 | | Exponential Growth based on Annual Growth F |
| NB | 897 | 0 | 5 | #DIV/0 | #DIV/0! | 5 | 902 | #DIV/0! | #DIV/0! | 972.5659 | | Exponential Growth based on Annual Growth F |
| Sum | | | | | | | | | | | 1005 | i |
| Turning Volumes | EBLT | EBTH | EBRT | WBLT | WBTH | WBRT | NBLT | NBTH | NBRT | SBLT | SBTH | SBRT |
| Existing | 5 | | | ÷ | | | | 884 | 6 | | | |
| Approach Vol | | | 5 | | | 14 | | | 897 | | | 0 |
| % of movement | 1.000 | 0.000 | | | 0.286 | | 0.008 | 0,986 | 0.007 | | #DIV/0! | #DIV/0! |
| PP Link Vol | | | 10 | | | 20 | | | 975 | | | #DIV/0! |
| Subtotal | 10 | 0 | | | | | 8 | | 7 | #DIV/01 | | #DIV/01 |
| Rounded | 10 | 0 | 0 | 0 | 10 | 15 | 10 | 965 | 10 | 0 | 0 | U U |
| Existing Zoning Adjustment | | | | | | 21 | | | 7 | | | |
| lujuounont | | | | | | | | | | | | <u>}</u> |
| 2023 BG Volume | 10 | 0 | 0 | 0 | 10 | 36 | 10 | 965 | 17 | 0 | 0 | 0 |
| Net New Site Gen | | | | | | | | | E 2 | | | |
| 2023 Total | | | | | | | | | 53 | | | <u>}</u> |
| Volume | 10 | 0 | 0 | 0 | 10 | 15 | 10 | 965 | 63 | 0 | 0 | 0 |
| | | | | | • | | | • | . | | | |
| Baker/Adams Utur | <u>n</u> | | | | L | | | 1 | | 1 | | 1 |
| | | | | Annual | Base Adjust to | Future Adjust to | | | | | | 1 |
| | | 2003 | 2023 | | Existing | | Difference | Growth | % | Selected | | |
| _ink | Existing | | | Rate | Year | | | | Difference | Method | Rounded |] |
| WВ | 0 | 0 | 45 | | | 45 | | #DIV/0! | #DIV/0! | #DIV/01 | | None |
| SB | 0 | - | 10 | | | 10 | | #DIV/0! | #DIV/0! | | | None |
| EB | 20 | | 160 | | | | | #DIV/0! | | 21.68486 | | Exponential Growth based on Annual Growth F |
| NB Sum | 845 | 0 | 5 | #DIV/0! | #DIV/01 | 5 | 850 | #DIV/0! | #DIV/0! | 916.1853 | 920 | Exponential Growth based on Annual Growth F |
| Sum | | 0 | | | | | | | | | 340 | |
| Furning Volumes | | EBTH | EBRT | WBLT | WBTH | WBRT | NBLT | NBTH | NBRT | SBLT | SBTH | SBRT |
| Existing | 20 | 0 | 0 | | 0 | | 0 | 877 | 0 | | 0 | 0 |
| Approach Vol | | | 20 | | | 0 | | | 877 | | | 0 |
| % of movement | 1.000 | 0.000 | | #DIV/0! | #DIV/0! | #DIV/0! | 0.000 | 1.000 | | | #DIV/0! | |
| PP Link Vol | | | 25 | HDIL //CT | #DIV/01 | #DIV/0! | ļ | | 920 | | #DIV/01 | #DIV/0 |
| Subtotal Rounded | 25 25 | 0 | 0 | | | #DIV/01 | 0 | | 0 | | | |
| | 23 | U | U | | | ' | U | 520 | | | | 11 |
| Existing Zoning Adjustment | 5 | | | | | | | 2 | | | | |
| Nguaunont | | | | <u> </u> | | | | | | | | + |
| 2023 BG Volume | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 922 | 0 | 0 | 0 | 0 |
| | | | L | t – – – – – – – – – – – – – – – – – – – | [*] | | | | | <u> </u> | Ť | <u>+</u> 1 |
| | | | | 1 | 1 | | | 25 | | 1 | 1 | |
| Net New Site Gen | 28 | | | | | | | 20 | | | | |
| Net New Site Gen 2023 Total | 28 53 | | | | | | 0 | | | | | |

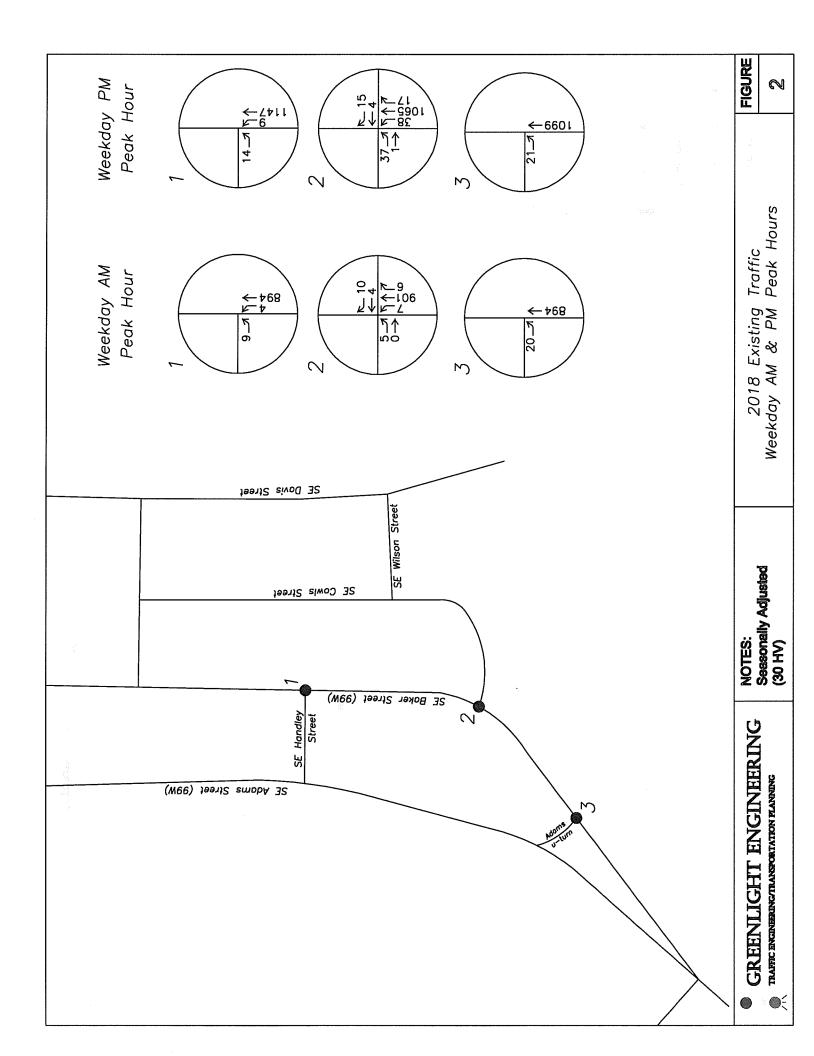
Weekday PM Peak Hour

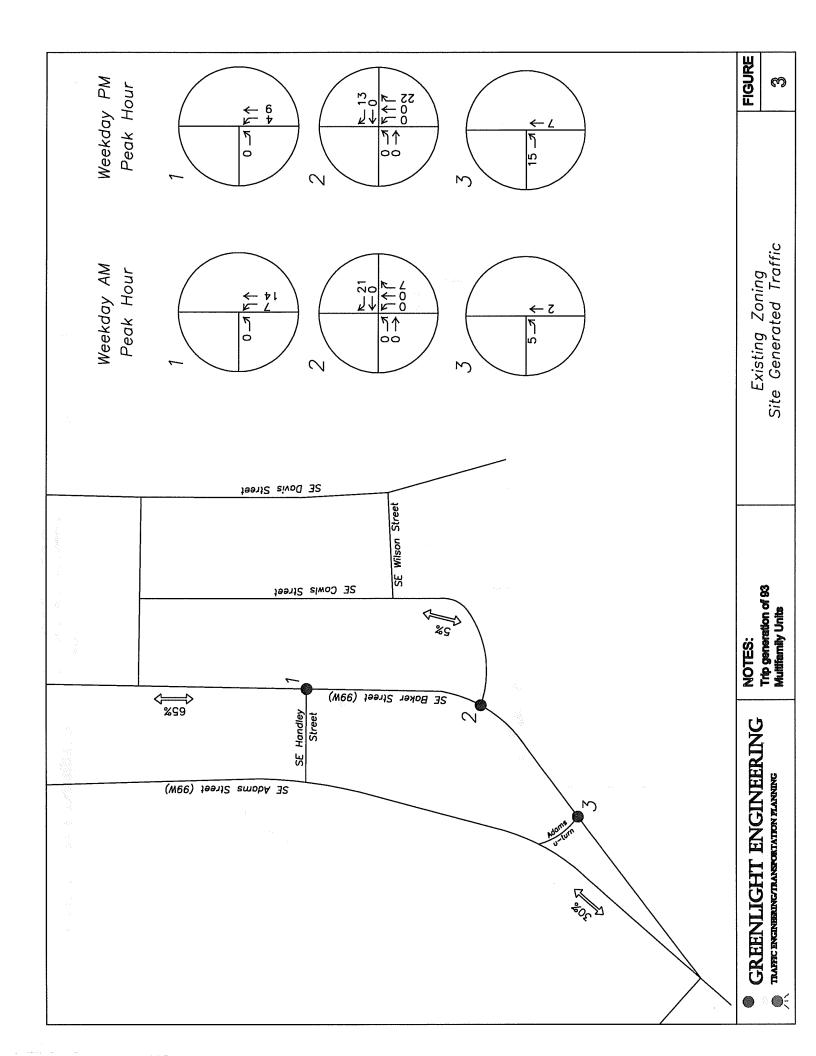
| Baker/Handley | | _ | | | | | _ | | | | | |
|-------------------------|----------|----------|-------------|---------------------------------------|-----------------------|---------------------|------------|--------------------|--------------------|----------|-----------|---|
| | | | | Appual | Base | Future Adjust to | | 1 | | | | |
| | | 2003 | 2023 | Annual Growth | Adjust to Existing | Project | Difference | | % | Selected | | |
| Link | <u> </u> | | Model | Rate | Year | Year | Method | | Difference | Method | Rounded | Intersection Annual Growth |
| WB SB | 0 | | | | #DIV/0 | | | #DIV/0! #DIV/0! | | | | one |
| EB | 14 | | | | | | | #DIV/0! | | | | xponential Growth based on Annual Growth Rate |
| NB | 1134 | | | | | | | | -0,725 | · | | |
| Sum | | | | | | | | | | | 1545 | |
| Turning Volumes | EBLT | EBTH | EBRT | WBLT | WBTH | WBRT | NBLT | NBTH | NBRT | SBLT | SBTH S | PDT |
| Existing | | | ÷ | | | | t | | | | | BRT |
| Approach Vol | | | 14 | | <u>~</u> | | | | 1134 | | | 0 |
| % of movement | 1.000 | 0.000 | | #DIV/0! | #DIV/0 | #DIV/0 | 0.008 | 0.992 | 0.000 | #DIV/0! | #DIV/0!# | DIV/0! |
| PP Link Vol Subtotal | | 100 | 20 | 401/00 | #DIV/01 | 0 #DIV/01 | 40 | 4540 | 1525 | #DIV/01 | 400.0014 | |
| Rounded | 20 20 | | | #DIV/01 | | #017/01 | 12 15 | | 0 | | #DIV/01# | DIVIDI |
| Existing Zoning | | | | | | | | | | | | |
| Adjustment | | | - 19 - L | 1.000 | 4988 - A. | 93 | 4 | 9 | | | | |
| | | n napahi | | | | | | | | | | |
| 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 | | | | · · · · · · · · · · · · · · · · · · · | | | | r | r | | | |
| | | | | Annual | Base Adjust to | Future Adjust to | | | | | | |
| | | 2003 | 2023 | Growth | Existing | Project | | | % | Selected | | |
| | | | | Rate | Year | Year | | | | | Rounded | Intersection Annual Growth |
| WB SB | 19 0 | | 0 | #DIV/0! #DIV/0! | | 0 | | #DIV/0! #DIV/0! | #DIV/0! #DIV/0! | | 20E | xponential Growth based on Annual Growth Rate |
| EB | 37 | | | | | 0 | | #DIV/01 | | 40.11699 | | xponential Growth based on Annual Growth Rate |
| NB | 1099 | 1208 | 1602 | 1.016 | 1540 | 1602 | 1493 | 1470 | -1.565 | 1481.5 | 1485 A | verage |
| Sum | | | | | | | | | | | 1555 | |
| Turning Volumes | EBLT | EBTH | EBRT | WBLT | WBTH | WBRT | NBLT | NBTH | NBRT | SBLT | SBTH S | BRT |
| Existing | 36 | | 0 | 0 | | 15 | | 1045 | 17 | 00000 | | 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 Subtotal | 44 | 1 | 45 0 | 0 | 5 | 25 20 | 50 | 1412 | 1485 23 | #DIV/01 | #DIV/01# | |
| Rounded | 44 | 5 | | | | 20 | 50 | 1412 | 25 | #010/01 | #DIV/01#1 | 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 Utur | n | | | | - | _ | | | | | | |
| | | | | Annual | Base Adjust to | Future Adjust to | | | | | | |
| | | 2003 | 2023 | Growth | Existing | Project | | | % | Selected | | |
| Link | | | | Rate | Year | Year | | | Difference | | Rounded | |
| WB SB | 0 | 0 | | | | 45 10 | | #DIV/0! #DIV/0! | #DIV/0! #DIV/0! | 0 | | |
| EB | 21 | 0 | | | | 160 | | #DIV/0! | #DIV/0! | | | ponential Growth based on Annual Growth Rate |
| NB | 1078 | | 1602 | | | | | | -2.080 | | 1460 A | verage |
| Sum | | 1208 | | | | | | | | | 1485 | |
| Turning Volumes | EBLT | EBTH | EBRT | WBLT | WBTH | WBRT | NBLT | NBTH | NBRT | SBLT | SBTH S | BRT |
| Existing | 21 | 0 | | | | | | | | | | |
| Approach Vol | | | 21 | | | 0 | | | 1078 | | | 0 |
| % of movement | 1.000 | 0.000 | | #DIV/0! | #DIV/0! | #DIV/0! | 0.000 | 1.000 | 0.000 | #DIV/0! | #DIV/0!#I | 0//10 |
| PP Link Vol Subtotal | 23 | 0 | 22.769 0 | #DIV/01 | #DIV/01 | 0 #DIV/01 | 0 | 1457 | 1457 0 | #DIV/01 | #DIV/0[# | |
| Rounded | 25 | | - | | | | 0 | | 0 | | | 0 |
| Existing Zoning | | | İ | | | | Ť | | | | | |
| 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 |
| | | | | | | | | | | | | |

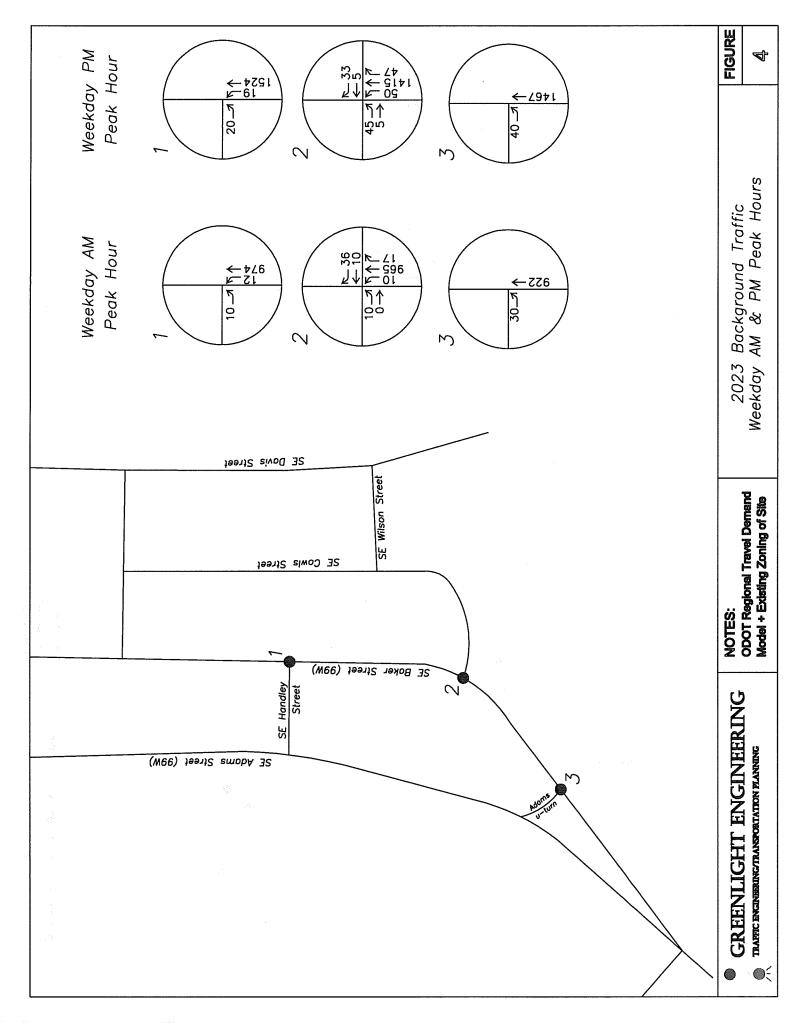
*Growth rate derived from 99W 2003 and 2023 ODOT transportation model volumes

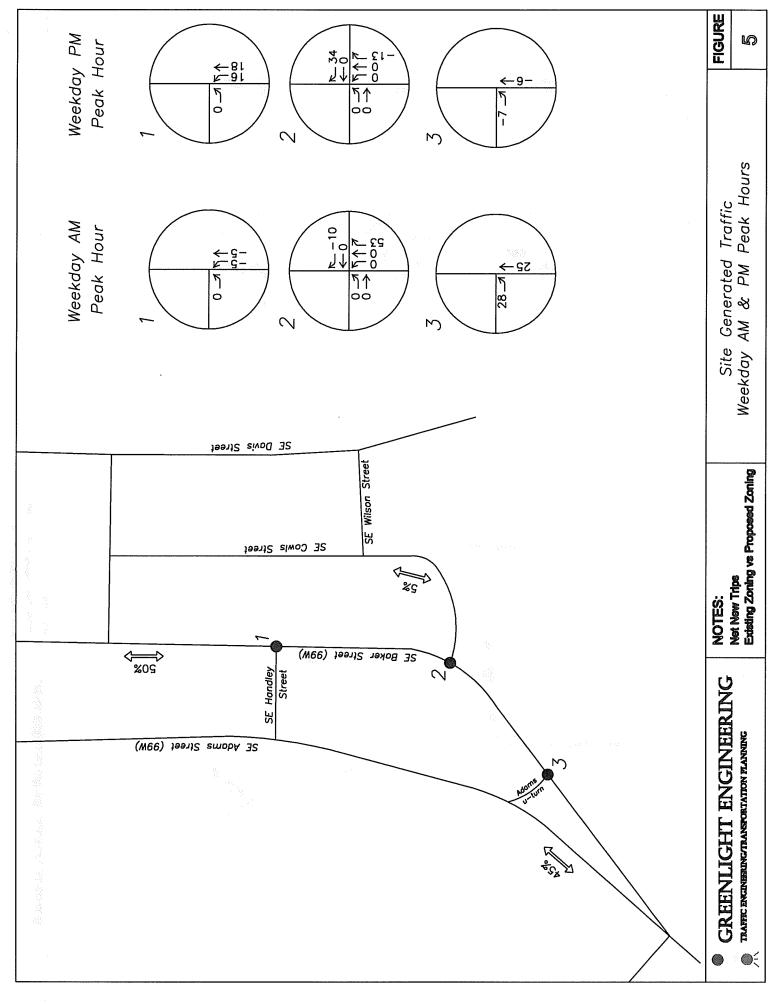




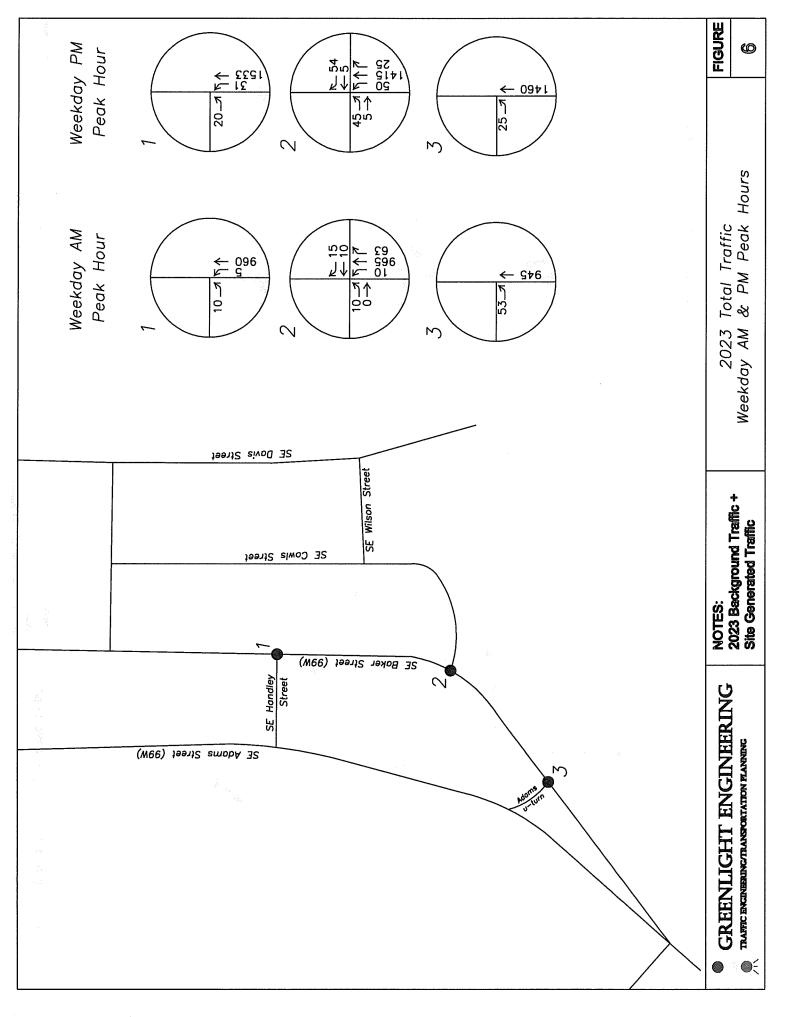








(c) and (c)



Appendix G Synchro Intersection Capacity Analysis Report Outputs

08/06/2018

| Intersection | | | | | | | | | | |
|---|----------------|--------|--|------------|--|--------------------|-------------------|---|--|---|
| Int Delay, s/veh | 0.1 | | | | | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | | | | |
| Lane Configurations | ٢ | | | 44 | | | | | | 1 |
| Traffic Vol, veh/h | 9 | 0 | 4 | 894 894 | 0 | 0 | | | | |
| Future Vol, veh/h Conflicting Peds, #/hr | 9 2 | 0 | 4 | 894 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 | - | - | | | | |
| Grade, % | 0 | | | 0 | 0 | - | | | | |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 | | | | |
| Heavy Vehicles, % Mvmt Flow | 0 11 | 0 0 | 6 5 | 6 1104 | 0 0 | 0 0 | | | | |
| | 11 | U | 0 | 1104 | U | U | | | | |
| 6 J / JA J ² | <i>r</i> 0 | | | | | | | | | |
| Major/Minor N Conflicting Flow All | /linor2 568 | 0 | Aajor1 | 0 | | | | | | |
| Stage 1 | 506 4 | - | 4 | U - | | | | | | |
| 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 | - | THE OWNER WATCH | | | | | |
| Pot Cap-1 Maneuver | 458 | 0 | 1587 | - | | | | | | |
| Stage 1 Stage 2 | - 539 | 0 0 | - | - | | | | | | |
| Platoon blocked, % | 039 | U | | _ | | | | | | |
| Mov Cap-1 Maneuver | 451 | - | 1581 | - | | | | | | |
| Mov Cap-2 Maneuver | 451 | - | - | - | 1972224729696799 | 49/2/2017/20047500 | | | | |
| Stage 1 | - | - | - | - | | | | | | |
| Stage 2 | 537 | - | - | - | an a | | | | | |
| | | | | | | | Derror and Derror | | | |
| Approach | EB | | NB | | | | | | | |
| HCM Control Delay, s | 13.2 | | 0 | | | | | | | |
| HCM LOS | В | | | | | | | · | | |
| | | | | | | | | | | |
| Minor Lane/Major Mvm | l | NBL | NBT | EBLn1 | | | | | | |
| Capacity (veh/h) | | 1581 | - | | | | | | | |
| HCM Lane V/C Ratio | | 0.003 | CONTRACTOR OF A DESCRIPTION OF A DESCRIP | 0.025 | | | | | | 1 |
| HCM Control Delay (s) | | 7.3 | 0 | 13.2 | | | | | | |
| HCM Lane LOS HCM 95th %tile Q(veh) | | A 0 | A _ | B 0.1 | | | | | | |
| I TOM SOLL WILE O(VEN) | | U | - | U, I | | | | | | |

HCM 2010 TWSC 6: Walgreens Driveway/SE Cowls S & SE Baker St

| Intersection | |
|------------------|-----|
| Int Delay, s/veh | 0.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | | | |
|------------------------|------|------|------|--------------------|------|------|------|-------|------|-------|------|------|---|------------|---------------|
| Lane Configurations | | र्स | | statisti Vititi | 4 | | | €î î÷ | | | | | | | |
| 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 | - | - 1 | Vone | | | |
| Storage Length | - | - | - | - | - | | - | | | - | - | | | | |
| Veh in Median Storage, | # - | 0 | - | - | 0 | - | - | 0 | - | - | - | - | | | |
| Grade, % | - | 0 | - | | 0 | | - | 0 | • | - | 0 - | | na na series Na series de la composición de la compo | | |
| 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 | - | d i sokihi | <u>Alabar</u> |
| Mvmt Flow | 6 | 0 | 0 | 0 | 5 | 13 | 9 | 1155 | 8 | 0 | 0 | 0 | | | |

| | | | | | | | | ****** | | | |
|----------------------|--------|-------------|----|------|------|------|--------|----------------|---|------|---|
| Major/Minor | Minor2 | | Mi | nor1 | | ſ | 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 | | - | м | | | |
| 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 | | | | | . – | | • | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | and the second |

| Approach EE | | WB | NB | |
|-------------------------|---|------|-----|--|
| HCM Control Delay, s 18 | j | 17.4 | 0.2 | |
| HCM LOS (| | C | | |

| Minor Lane/Major Mvmt | NBL | | EBLn1WBLn1 | | |
|-----------------------|-------|-------|---------------|--|--|
| 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 | Α | Α. | - C C | | |
| HCM 95th %tile Q(veh) | 0 | - | - 0.1 0.2 | | |

2018 Existing Traffic Weekday AM Peak Hour Synchro 7 - Report Page 1

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

2 0

08/06/2018

| | | 00/ | 00/2 | υic |
|--|--|-----|--------------|-----|
| | | | underseller. | |

-

| Contraction of the | n | ţ | er. | 1000 | y | Sec. 2 | | Contraction of the local distribution of the | | のであるの | No. and and | Contraction of the local distance of the loc | 「日日」の日日 | 主人の方 | 10000 | | とうないの | Sale Sale | | | |
|--------------------|---|---|-----|------|---|--------|---|--|---|-------|-------------|--|---------|------|-------|--|-------|-----------|--|--|--|
| | | | 1 | 1 | | 1 | ş | ł | ÷ | | | | 1 | | | | | | | | |

| Int Delay, s/veh | 0.3 | | | | | | | | | |
|------------------------------|--------------|--------------|--------------|--------------|------------------------|--------------|-------|-----------------|-----|--|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | | | | |
| Lane Configurations | ٦ | | | 个个 | | | | | | |
| 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 | e Nat | | | |
| RT Channelized | - | None | - | None | - | None | | | | |
| Storage Length | 0 | • | • | • | ana an statististis | | . · | a sana Taona | | |
| Veh in Median Storage, | # 0 | - | - | 0 | - | - | | | | |
| | | | | | | | | | | |
| Grade, % | 0 | - | | - 0 | 0 | | | ad the second | 2 - | |
| Grade, % Peak Hour Factor | 0 80 | - 80 | - 80 | 0 80 | 0 80 | - 80 | | | · - | |
| | 0 80 5 | - 80 2 | - 80 2 | 0 80 6 | 0 80 2 | - 80 2 | | | | |

| Major/Minor N | /linor2 | Major1 | | | | | | |
|----------------------|---|---|----------|---|--|---|------------------------|--|
| Conflicting Flow All | 559 | a a transmission and the second se | 0 | | | 1997 (1997) 1997 - 1997 (1997) 1997 - 1997 (1997) | | |
| Stage 1 | 0 | | - | | | | | |
| Stage 2 | 559 | | - | | | | 승규요 | |
| Critical Hdwy | 6.9 | | - | | | | | |
| Critical Hdwy Stg 1 | | | | · . | | | DAPA WARMAN DI ANY ANY | |
| Critical Hdwy Stg 2 | 5.9 | | - | | | | | |
| Follow-up Hdwy | 3.55 | | | | | Terra constituti and construction | | |
| Pot Cap-1 Maneuver | 452 | 0 0 | - | | | and the second | | |
| Stage 1 | - | 0 0 | | a fa la mais de la mais | | | | |
| Stage 2 | 528 | 0 0 | - | | | | | |
| Platoon blocked, % | stande in the second | | | | | | | |
| 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 | В | | | | | | | |
| | | and the second second | | | | | | |
| Minor Lane/Maior Mvm | | NBT EBLn1 | | | | | | |

| 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 | | |

| Intersection | |
|---|-------|
| Intersection | |
| <i>Killen and the second s</i> | 1 |
| Int Dolou alugh | Ω Λ |

| Int Delay, s/veh | 0.4 | | | | | | |
|------------------------|------|-------|------|------|------|------|--|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | |
| Lane Configurations | ٦ | | | A h | | | |
| 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 | |
| | 1.7 | t sta | · | | | | |

| Major/Minor | Minor2 | h | /lajor1 | | | | | | | | | | | |
|----------------------|--------|--------------------------|---------------------------------------|------|----------|-----------------------|---|------------------------|--|-----|------|--|----------------------------|--|
| Conflicting Flow All | 705 | | 25 | 0 | | | | | | | | | | |
| Stage 1 | 25 | - | - | - | | | | | | | | | | |
| Stage 2 | 680 | | - | | | | | | | | E XX | 1.1 | | |
| Critical Hdwy | 6.8 | - | 4.14 | - | | | | | | | | | | |
| Critical Hdwy Stg 1 | | :: . | | | 1. N. A. | | | s. 16. j. | | | | | oji dou | NASA (|
| Critical Hdwy Stg 2 | 5.8 | - | - | - | | | | | | | | | | |
| Follow-up Hdwy | 3.5 | | 2.22 | | | | | | 17.11.11.11.11.11.11.11.11.11.11.11.11.1 | / / | | automoneo Scolánica i | | |
| Pot Cap-1 Maneuver | 375 | 0 | 1588 | - | | | | | | | | | | |
| Stage 1 | | 0 | | | | | | MILTON DOG MANUFACTURE | NTOPRE WEAKING THE PARTY | | | NACINITARIAN | | |
| Stage 2 | 470 | 0 | - | - | | | | | | | | | | |
| Platoon blocked, % | | | | - | | | | | | | | - and the second se | | |
| Mov Cap-1 Maneuver | 349 | - | 1550 | - | | | | | | | | | | |
| Mov Cap-2 Maneuver | 349 | - | - | - | | | | | | | | | | an a |
| Stage 1 | - | - | - | - | | | | | | | | | | |
| Stage 2 | 459 | - | | - | | | ויאי המערכי איני איני איני איני איני איני איני אי | ontrational monormal | | | | | 10093024704014000003400000 | |
| | | | | | | | | | | | | | | |
| Approach | EB | | NB | | | | | | | | | | | |
| HCM Control Delay, s | 15.8 | | 0.2 | | | | | | | | | | | |
| HCM LOS | С | amar 1990 - Friddig Gali | na na an Asar Shares na Shares Shares | | | 9999-9099700000092783 | | | *************************************** | | | | | |
| | | | | | | | | | | | | | | |
| Minor Lane/Major Mvn | nt | NBL | NBTE | 3Ln1 | | | | | | | | | | |

| 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 | |

08/07/2018

| Intersection | |
|------------------|--|
| Int Delay, s/veh | |

| Int Delay, s/veh | 1.4 | tere ere te tere e | | | | ant ta ango Ango ang | | | | 1.1.1.1 | | | | |
|------------------------|------|-----------------------|--|----------------------|------|-------------------------|------------------------|------|------|---------|------|------|-------|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | | |
| Lane Configurations | | र्स | | NAR DA M NAR DA M | \$ | | | €Î}> | | | | | | |
| 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 | na president Status (na second Status (na second | - | . 0 | | n na haran Tanan ₹a | 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 | | Mir | nor1 | | | 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 | - | - | , Ś. s. | 1.1 | |
| Pot Cap-1 Maneuver | 322 | 150 | 0 | 0 | 152 | 424 | 1615 | - | | | | |
| Stage 1 | | - | 0 | 0 | 222 | - | - | - | - | | | |
| Stage 2 | 395 | 219 | 0 | 0 | - | - | - | - | - | | | |
| Platoon blocked, % | | 1.11 | ·, · · · | - | | | | - | - | | | |
| Mov Cap-1 Maneuve | · 278 | 134 | - | - | 136 | 420 | 1607 | - | - | | | |
| Mov Cap-2 Maneuver | 278 | 134 | | - | 136 | - | - | - | - | | 1948). 1948). | |
| Stage 1 | - | - | - | - | 200 | - | - | - | - | | | |
| Stage 2 | 336 | 197 | - | - | | - | - | - | - | | | |
| | | | | | | | | | | | | |

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

| Minor Lane/Major Mvmt | NBL | NBT N | NBR EBLn1WBLn1 | |
|-----------------------|-------|-------|----------------|--|
| | 4007 | | 070 000 | |
| 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 | Α | Α | - C C | |
| HCM 95th %tile Q(veh) | 0.1 | - | - 0.6 0.2 | |

| 08/07/2018 | |
|------------|--|
|------------|--|

| and the second second second second | | | | den sa de | e de la deterre es | : | | terre a | | 1.1.1. A.A.A. | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | ang sanata sa |
|--|--|--------|-----------------|-----------|----------------------------------|--------|--------------------------------------|---|--|---------------|---------------------------------------|---------------------------|
| Intersection | | | | | | | | | | | | |
| Int Delay, s/veh | 0.3 | | | | | | | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | | | | | | |
| Lane Configurations | ۲ | | | 个个 | | | | | | | | |
| Traffic Vol, veh/h | 21 | 0 | 0 | 1099 | 0 | 0 | | | | | | |
| Future Vol, veh/h | 21 | 0 | 0 | 1099 | 0 | 0 | | | | | didite . | |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Sign Control | Stop | Stop | Free | Free | Stop | Stop | | 8 - 668 e. | | | | |
| RT Channelized | - | None | - | None | - | None | | | | | | |
| Storage Length | . 0 | | | - | - | - | | | | | | |
| Veh in Median Storage | | - | - | 0 | - | - | | | | | | |
| Grade, % | 0 | - | - | 0 | 0 | - | | | 11 | - | | |
| Peak Hour Factor | 84 | 84 | 84 | 84 | 84 | 84 | | | | | | |
| Heavy Vehicles, % | 5 25 | 5 0 | 2 0 | 2 1308 | 2 0 | 2 0 | | | | | (84) (84) | |
| Mvmt Flow | 20 | U | U | 1308 | U | U | | | | | | |
| | | | | | | | | | | | | |
| | Alinor2 | ſ | Major1 | | | | | | | | | |
| Conflicting Flow All | 654 | | | 0 | | | | | | | | |
| Stage 1 | 0 | - | - | - | | | | | | | | |
| Stage 2 | 654 | | - | - | unaalisen läinnen taikuistaalise | | annen warme de la conversió (* 6) de | the Shi i dan ta Shi a ta Angala Shi 1970 | | | Anselwortune/Production | |
| 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 | - | | | | | 4 | | | |
| Stage 2 Platoon blocked, % | 471 | 0 | 0 | - | | | | | | | | |
| Mov Cap-1 Maneuver | 393 | - | | - | | - | | | | | | |
| Mov Cap-1 Maneuver | 393 | - | - | - | | | | | | • | | |
| Stage 1 | | - | _ | _ | | | | | | | | |
| Stage 2 | 471 | - | - | - | | | | | | | | |
| Oldgo 2 | | | | | | | | | | | | |
| ία | EB | | MD | | | | | | | | | |
| Approach | EB | | NB | | | | | | | | | |
| HCM Control Delay, s | 14.8 | | 0 | | | | - | | | | | |
| HCM LOS | В | | | | | | | ed a ser engle References | | | a saiptein | 1 - 40 (81 - 10 - 13) |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvm | t | NBT | EBLn1 | | | | | | | | | |
| Capacity (veh/h) | | - | 393 | | | | | | | | | |
| HCM Lane V/C Ratio | | | 0.064 | | | | | | | | | |
| HCM Control Delay (s) | | - | a canadada a | | | | | | | | | |
| HCM Lane LOS | anna ann an a | _ | B | | | | | 3044 - M | radia di Santa di San Santa di Santa | | 245 | |
| THE REPORT OF THE PARTY AND A DESCRIPTION OF THE PARTY AND A D | | | CARDONNAL AND D | | | | | | | | | |

HCM 95th %tile Q(veh)

0.2 -

| 09/09/2018 |
|------------|
|------------|

| Intersection | | | | | | | | | | | | | | | |
|---------------------------------|---|-------|--|------------|--|--|-----------------------|-------------|---|---|-------|---|---|--|---|
| Int Delay, s/veh | 0.4 | : | | | ang shak t | | | | | | | | | | 60) N |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | | | | | | | | | |
| Lane Configurations | ٦ | | | A ∱ | that April | | | | | | 1.5.2 | | | | |
| 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 | .6) | | | 1 | | | | 4666 | |
| RT Channelized | - | None | - | None | - | None | | | | | | | | | |
| Storage Length | 0 | - | - | - | - | - | | | 12077-020-020-020-020-020-020-020-020-020 | | | | | | 000000000000000000000000000000000000000 |
| Veh in Median Storage, | a constant of a second s | - | - | 0 | - | - | | | | | | | | | |
| Grade, % | 0 | - | - | 0 | 0 | - | | 1 | | | | | | | |
| 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 | | | | | | | | | |
| Mainellines | lin or 9 | | Aniard | | | | | | | | | | | | |
| | /linor2 545 | l | Aajor1 | | | | | | | | | | | en e | |
| Conflicting Flow All Stage 1 | 545 4 | - | 4 | 0 | | | | | | | | | | | |
| Stage 2 | 4 541 | - | - | - | | | | | | | | | | | |
| 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 | - | - | 20142224928282828282 | 1999-1999-1999-1999-1999-1999-1999-199 | 977497698595774598899 | | ****** | | | | 1941(945250-0500929986 | | |
| Stage 2 | 553 | 0 | - | - | | | | | | | | | | | |
| Platoon blocked, % | | | | - | | | | | | | | | | ant die P | |
| Mov Cap-1 Maneuver | 460 | - | 1581 | - | | | | | | | | | | | |
| Mov Cap-2 Maneuver | 460 | | - | - | sostellandoland | | | | 000000000000000000000000000000000000000 | | | | | | 525055000550000 |
| Stage 1 | - | - | - | - | | | | | | | | | | | |
| Stage 2 | 551 | - | | - | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| Approach | EB | | NB | | | | | | | | | | | | |
| HCM Control Delay, s | 13 | | 0.2 | | | | | | | | | | | | |
| HCM LOS | В | | | | | | | | | | | | | | |
| | | | | | | | | • | | | | | | | |
| Minor Lane/Major Mvm | | NBL | NBT 8 | | | | 4 | | | | | | | | |
| Capacity (veh/h) | | 1581 | - | 460 | | | | | | | | | | and the second | |
| HCM Lane V/C Ratio | 2 Ball State Southeaston of | 0.008 | TO A PROPERTY OF A DATE OF | 0.027 | THE CONTRACTOR OF THE OWNER OF T | | | | and the second secon | | | | Water and the second | | anisztaten akanama |
| HCM Control Delay (s) | | 7.3 | 0.1 | 13 | | | | and provide | | | | | | | |
| HCM Lane LOS | | A | Α | В | | | | | | | | | | | energeneen |
| HCM 95th %tile Q(veh) | | 0 | - | 0.1 | | | | | | | | | | | |

09/09/2018

| | | | | | | | | | | | 4101022230002042 | | | 1944) |
|------------------------|--------|------|------|---------------------------------------|------|------|--------|------|------|--------------|------------------|------|---------------------|-----------|
| Intersection | | | | | | | | | | | | | | |
| Int Delay, s/veh | 1.2 | | | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | | |
| Lane Configurations | | र्स | | | 4 | | | 414 | | | | | ng sa si si si N | |
| 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 | na La secon | |
| 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 Storag | e,# - | 0 | - | - | 0 | - | - | 0 | - | - | - | - | | |
| Grade, % | · | 0 | | ni v stati Statisti <mark>,</mark> | 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 | | Ň | Ainor1 | | ß | Major1 | | | | | | | |
| Conflicting Flow All | 538 | 1060 | | - | 1051 | 520 | 1 | 0 | 0 | 13 N.S. 1 | | | | |

| Conflicting Flow All | 538 | 1060 | | - | 1051 | 520 | 1 | 0 | 0 | | | | | |
|----------------------|-----|------|---|----|------|------|------|---|---|--|-----|----|--------|--------|
| Stage 1 | 1 | 1 | - | - | 1050 | - | - | - | - | | | | | |
| Stage 2 | 537 | 1059 | - | - | . 1 | - | - | - | - | | Ś | | | |
| Critical Hdwy | 7.5 | 6.5 | - | - | 6.64 | 7.04 | 4.22 | - | - | | | | | |
| Critical Hdwy Stg 1 | - | - | - | - | 5.64 | - | - | - | - | | | | al est | a. Jac |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | | - | - | - | - | - | - | | | | | |
| Follow-up Hdwy | 3.5 | 4 | - | | 4.07 | 3.37 | 2.26 | - | | | | ЗŶ | wild". | (dash) |
| Pot Cap-1 Maneuver | 431 | 226 | 0 | 0 | 218 | 488 | 1592 | - | - | | | | | |
| Stage 1 | | - | 0 | 0 | 292 | - | - | - | - | | . 1 | | e). | |
| Stage 2 | 501 | 304 | 0 | 0 | - | - | - | - | - | | | | | |
| Platoon blocked, % | | | | | | | | - | - | | | | stille | |
| Mov Cap-1 Maneuver | 368 | 221 | - | - | 214 | 487 | 1590 | - | - | | | | | |
| Mov Cap-2 Maneuver | 368 | 221 | + | - | 214 | - | - | - | - | | | | | |
| Stage 1 | - | - | - | - | 286 | - | - | - | - | | | | | |
| Stage 2 | 426 | 298 | - | | | - | - | | | | į | 18 | dij. | |
| | | | | | | | | | | | | | | |
| Approach | EB | | | WB | | | NB | | | | | | | |

| A | Approach | EB | | WB | NB | | | |
|-------|--|-----------------------------|--|--|-----|--|--|--|
| 100 F | HCM Control Delay, s | 15.1 | | 16.2 | 0.2 | | | |
| Η | HCM LOS | С | | С | | | | |
| 2020 | Transportation developments of the second seco | SPLICENCE CONTRACTOR STATES | nininkan taa kata kata kata kata kata kata k | CITED OF STREET, | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR E | BLn1V | VBLn1 | | |
|-----------------------|-------|-----|-------|-------|-------|--|--|
| 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 | Α | - | С | С | | |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.5 | | |

2023 Background Traffic Weekday AM Peak Hour

| | | 13 N. 11 N. | | 1.1 | - Annexan | a service i | | | | | | | |
|------------------------|-------------------------------|---|-----------------------|---|--------------------|-------------|---------------------------------------|-------------------------|-------------------------|---|--|------------|---|
| Intersection | | | | | | | | | | | | | |
| Int Delay, s/veh | 0.5 | | | | | | | | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | | | | | | | |
| Lane Configurations | ٦ | | e de l'Angle Angle | 个个 | | | | | | ana an | | | |
| Traffic Vol, veh/h | 30 | 0 | 0 | 922 | 0 | 0 | | | | | | | |
| Future Vol, veh/h | 30 | 0 | 0 | 922 | 0 | 0 | ê "A | | | | | | |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| Sign Control | Stop | Stop | Free | Free | Stop | Stop | 697 - 1946 Else - 1946 | | ddd ad | | | | |
| RT Channelized | - | None | - | None | - | None | | | | | | | |
| Storage Length | . 0 | | - | - | - | | | | | | | | |
| Veh in Median Storage | | - | - | 0 | - | - | | | | | | | |
| Grade, % | 0 | - | - | 0 | 0 | - | | | | | | | |
| Peak Hour Factor | 80 | 80 | 95 | 95 | 80 | 80 | | | | | | | |
| Heavy Vehicles, % | 5 | 2 | 2 | 6 | 2 | 2 | | | | | alia. Nationalia | | |
| Mvmt Flow | 38 | 0 | 0 | 971 | 0 | 0 | | | | | | | |
| Major/Minor N | /linor2 | ٨ | Najor1 | | | | | | | | | | |
| Conflicting Flow All | 486 | - | dahar batalihili | 0 | | | · · · · · · · · · · · · · · · · · · · | | | | | | |
| Stage 1 | 0 | - | - | - | | | | | | | | | |
| Stage 2 | 486 | - | - | - | | | | | | | | | |
| Critical Hdwy | 6.9 | - | - | - | | | | | | | | | |
| Critical Hdwy Stg 1 | 1999/999/999/999/9999 1999 | - | - | - | | | | | | | | | |
| Critical Hdwy Stg 2 | 5.9 | - | - | - | | | | | | | | | |
| Follow-up Hdwy | 3.55 | • | • | - | | | | | *********************** | | | wei in the | |
| Pot Cap-1 Maneuver | 503 | 0 | 0 | - | | | | | | | | | |
| Stage 1 | - | 0 | 0 | 10 | enality of the re- | | | | | 100000000000000000000000000000000000000 | | | PARTICIPATION OF THE |
| Stage 2 | 576 | 0 | 0 | - | | | | | | | | | |
| Platoon blocked, % | 085725598294875700 | on and a second seco | | - | Svommerenser | - - | | | | | | | 255620000000000000000000000000000000000 |
| Mov Cap-1 Maneuver | 503 | - | - | - | | | | | | | | | |
| Mov Cap-2 Maneuver | 503 | - | • | - | | | | | | | | | NAMA KANIGA |
| Stage 1 | - | - | - | - | | | | | | | | | |
| Stage 2 | 576 | - | - | - | | | | | <u>्रि</u> स | 997 - 13 19 | | | |
| Approach | EB | | NB | | | | | | | | | | |
| HCM Control Delay, s | 12.7 | | 0 | | | | | | | | | | |
| HCM LOS | 12.1 B | | v | | | | | | | | | | |
| Homeoo | | | | | | | | | | | | (1994) | |
| Minor Lane/Major Mvm | t | NBTE | EBLn1 | | | 1 | | | | | | | |
| Capacity (veh/h) | | - | 503 | | | | | | | | | | |
| HCM Lane V/C Ratio | | - | 0.075 | | | | 1 | | | | | | |
| HCM Control Delay (s) | | - | 12.7 | | | | | | | | | | |
| HCM Lane LOS | | - | В | 0.010.000.000.000.000.000.000.000.000.0 | | | | NOTIFIC INCIDENT STATES | | - | 20020100200000000000000000000000000000 | | SINTER STREET |
| HCM 95th %tile Q(veh) | | - | 0.2 | | | | | | | | | | |

2023 Background Traffic Weekday AM Peak Hour Intersection Int Delay, s/veh

| Int Delay, s/veh | 0.8 | | ya era ya Maria | | | en e | |
|------------------------|------|------|--------------------|------|------|--|--|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | |
| Lane Configurations | ۴ | | | 4¢ | | | |
| 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 | 1977 - I | |
| 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 M | inor2 | ١ | /lajor1 | | | | | | | | | | | | |
|-----------------------|--|-------------------------|---------|-------|---|-----------------------|--|---------------------------|---------------------|--|--|---------|--|------------------------------|--|
| Conflicting Flow All | 868 | | 25 | 0 | | 1979 1970 | | | | | | | | | |
| Stage 1 | 25 | - | - | - | | | | | | | | | | | |
| Stage 2 | 843 | - | | | | | | | | | | | | | |
| Critical Hdwy | 6.8 | - | 4.14 | - | | | | | | | | | | | |
| Critical Hdwy Stg 1 | · | - | - | - | | | mentan/AuditeConductoria | | | | | | | | et a constant a constan |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | | | | | | | | | | | |
| Follow-up Hdwy | 3.5 | | 2.22 | _ | | | | | | 10100111111111111111111111111111111111 | | | | | Netering and a second |
| Pot Cap-1 Maneuver | 296 | 0 | 1588 | - | | | | | | | | | | | |
| Stage 1 | - | 0 | | | | | | 100 GPM C 2010 GPM C 2010 | | anterio in electronistatorilem | when the state of the | | | anti-sistement of the second | |
| Stage 2 | 388 | 0 | - | - | | | | | | | | | | | |
| Platoon blocked, % | | | | | | | | | | | | | | | ane of a construction of |
| Mov Cap-1 Maneuver | 248 | - | 1550 | - | | | | | | | | | | | |
| Mov Cap-2 Maneuver | 248 | - | - | | | un externeo cultur | | | | | | | | | |
| Stage 1 | - | - | - | - | | | | | | | | | | | |
| Stage 2 | 379 | - | - | | | *01270910310730005070 | And the frame of a contract of the construction of the | NUMBER AND A DESCRIPTION | nonurnanosona | | | | onu-contentant contributive | | |
| | | | | | | | | | | | | | | | |
| Approach | EB | | NB | | | | | | | | | | | | |
| HCM Control Delay, s | 21 | | 0.5 | | | | | | | | | | | | |
| HCM LOS | С | | | | | | | | | Valianees Sources and an | | | | | TRANSPORT OF TRANSPORT |
| | | | | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | | NBL | NBT | EBLn1 | | | | | | | | | | | |
| Capacity (veh/h) | | 1550 | - | 248 | | | | | | | | | | | |
| HCM Lane V/C Ratio | 054500631982 | 0.013 | ~~~ | 0.093 | | | | | | | | | en el construcción de la construcción de | | accedentation of the |
| HCM Control Delay (s) | | 7.4 | 0.4 | 21 | | | | | | | | | | | |
| HCM Lane LOS | | Α | Α | С | | | | | enegeperitisiitiiti | | | | | | 202000042821854 |
| HCM 95th %tile Q(veh) | | 0 | - | 0.3 | | | | | | | | | | | |
| | MARINE AND | onnen karrien (* 1888). | | | esonan 200 menerati ang | | nseathan Talan States S | | 97299937375372 | 421040304052342403803308 | 000000000000000000000000000000000000000 | ******* | ***** | | Second States and States |

2023 Background Traffic Weekday PM Peak Hour Synchro 7 - Report Page 1

38.59 A. 43

Intersection Int Delay, s/veh

| Int Delay, s/veh | 3 | -1 | ala National N | | | | | 10.2 | ereele | n - Ritchert A | 16 yearaa ye | | | |
|------------------------|------|------|-------------------|---|------|-----------------------|-----------------|-------------|--------|-------------------|--------------|--------------|----------|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | | |
| Lane Configurations | | र्श | | 1999 - Carlos A. C. | 1 | | ydayetter Ne | € Î∌ | | | | | | |
| 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 | S. 1999. | |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None | | |
| Storage Length | | | | - | | na na prese Stanta | - | - | - | - | - | - .): | | |
| 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 N | /inor2 | | Mine | or1 | | I | 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 | | - | - | | 11/1/12/10/00-12/12/13/13/13/11/14/14/14/14/14/14/14/14/14/14/14/14/ | |
| 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 | |

| Minor Lane/Major Mvmt | NBL | NBT I | NBR EBLn1WBLn1 | | |
|-----------------------|-------|-------|----------------|--|--|
| Capacity (veh/h) | 1607 | 1 | - 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 | Α | - E C | | |
| HCM 95th %tile Q(veh) | 0.1 | - | - 1.6 0.7 | | |

2023 Background Traffic Weekday PM Peak Hour Synchro 7 - Report Page 1

| | | - Stratysta- | e e e e e e e e e e e e e e e e e e e | | | | | | | | | | | <u></u> |
|-------------------------------|-------------|---|--|------|----------------------|---|--|--|--------|--------------|---|--------------------------|-----|---|
| Intersection | | | | | | | | | | | | | | |
| Int Delay, s/veh | 0.5 | | | | | | | | ·. · · | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | | | | | | | | alonoo. |
| Lane Configurations | ۲ | Anne Just 4 3 | | 44 | | | | 1990 - 1999 - 1990 1990 - | | | | | | |
| Traffic Vol, veh/h | 40 | 0 | 0 | 1467 | 0 | 0 | | | | | | | | |
| Future Vol, veh/h | 40 | 0 | Ō | 1467 | 0 | Ō | | | | | | | | |
| 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 | - | - | | | | | | | | |
| 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 | | | | | | | | |
| 1.25 | | | | | | | | | | | | | | |
| | Minor2 | 1 | Major1 | | | | | | | | | | | |
| Conflicting Flow All | 772 | - | - | 0 | autorite/constanting | orizotterreterischamitterfi | terförstallarsvarielingsskalf otställe | | | | | n Natiookingoissanaa kar | | 000000000000000000000000000000000000000 |
| Stage 1 | 0 | - | - | - | | | | | | | | | | |
| Stage 2 | 772 | - | - | - | | nanzazoria | | | | | | | | |
| Critical Hdwy | 6.9 | - | - | - | 1000 | | | | | | | | | |
| Critical Hdwy Stg 1 | - F 0 | - | - | - | | | | | | | | | | |
| Critical Hdwy Stg 2 | 5.9 | - | - | - | | | | and the second | | Anna | | | | |
| Follow-up Hdwy | 3.55 330 | - 0 | - 0 | - | | | | | | <i>16</i> 33 | 1995) 1997 - Starten Barris, 1997 1997 - Starten Barris, 1997 | | | |
| Pot Cap-1 Maneuver Stage 1 | - 33U - | 0 | 0 | - | | | | | | | | | | |
| Stage 2 | 409 | 0 | 0 | - | | | | | | | | | | |
| Platoon blocked, % | 703 | U | v | - | | | | | | | | | | |
| Mov Cap-1 Maneuver | 330 | - 10 - 10 - 10 - 10 - 10 - 10 - 10 - 10 | - | _ | | | | | | | | | | |
| Mov Cap-2 Maneuver | 330 | - | - | - | | | | | | | | | | |
| Stage 1 | - | - | - | - | | | | | | | | | | |
| Stage 2 | 409 | . | - | . • | | 000000000000000000000000000000000000000 | | | | | | | | |
| | | | | | | | | | | | | | 100 | |
| Approach | EB | | NB | | | | | | | | | | | |
| HCM Control Delay, s | 17.7 | | 0 | | | | | | | | | | | |
| HCM LOS | с С | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Minor Lane/Major Mvm | ł | NBT | BI n1 | | | | | | | | | | | |
| Capacity (veh/h) | • | - 1401 | 330 | | | | | | | | | | | |
| HCM Lane V/C Ratio | | | 0.144 | | | | | | | | | | | |
| HCM Control Delay (s) | | - | and a second | | | | | | | | | | | |
| HCM Lane LOS | | - | C | | | | | | | | | | | |
| HCM 95th %tile Q(veh) | | - | 0.5 | | | | | | | | | | | |
| | | | | | | | | | | | | | | Receiver and the second second |

2023 Background Traffic Weekday PM Peak Hour

. محمد والي محرب

- 1581

482

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Platoon blocked, % Mov Cap-1 Maneuver

| Intersection | | | | | | | | | | | | |
|------------------------|--------|-------------|---|----------------|----------------------------|--|--|---|-----------|--------|-------------------------------------|--|
| Int Delay, s/veh | 0.2 | | | | | | | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | | | | | | |
| Lane Configurations | ۴ | | e a service da service Service da service da s | 44 | | · . | 14 - A | ng sa sa sa sa Tang sa | | | 1. 1 | |
| 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 | | 66 | 1977 - S. | | | |
| RT Channelized | - | None | - | None | - | None | | | | | | |
| Storage Length | 0 | - | | . . | - | - | a a di serie de la companya de la c | | | | a Philosophic and a second Provider | |
| Veh in Median Storage | e,#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 | ١ | Major1 | | | | | 12.0 | | | | |
| Conflicting Flow All | 522 | - | 4 | 0 | | | | | : | | | |
| Stage 1 | 4 | - | - | - | | | | | | | | |
| Stage 2 | 518 | - | - | - | | | | | | | | |
| Critical Hdwy | 6.8 | - | 4.22 | - | | | | | | | | |
| Critical Hdwy Stg 1 | | - | - | - | | | | 8688888888 | | | | |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | | | | | | | | |
| ollow-up Hdwy | 3.5 | | 2.26 | - | angangeo (nemisiko) | 49999999999999999999999999999999999999 | | 11:0000983830 | | | | dia ya she |
| Pot Cap-1 Maneuver | 489 | 0 | 1587 | - | | | | | | | | |
| Stage 1 | - | 0 | - | - | aze/89 <u>4</u> 9859468886 | ***************************** | | | | | ****************************** | |
| Stage 2 | 568 | 0 | - | - | | | | | | | | |
| | | ANNA ANTARA | 10455200151255559988 | | ********************** | 00501202220497500230553 | | erezzaitzezza | | | 20200225496950599935 | ************************************** |

| warmen and a state of the second s | | | | per l'anne avec avec a serie and a serie and a series of the series of t |
|---|----------------|----|--|--|
| 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 Mvm | t NBL NBT EBLr | 11 | | |

| 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 | Α | A B | |
| HCM 95th %tile Q(veh) | 0 | - 0.1 | |

2023 Total Traffic Weekday AM Peak Hour

| | a se su p | | 1235233 | 90000 | 141.111 | 1.5.2 | | | | | | | | | |
|------------------------|-----------|----------|-----------------------|--------|---------------|--------------|-----------------|--------------------|------|--|---|--|--------------------------|-----------------------|---------------------|
| Intersection | | | | | | | | | | | | | | | |
| Int Delay, s/veh | 0.9 | ·. · · · | | | <u>Cherry</u> | V 42 V 1 1 1 | | | | 1997 - 1997 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | | | |
| Lane Configurations | | ्र | | | 4 | | | €¶}≱ | | | | | | | |
| Traffic Vol, veh/h | 10 | 0 | 0 | 0 | 10 | 15 | 10 | 965 | 63 | 0 | 0 | 0 | | | |
| Future Vol, veh/h | 10 | Ō | Ū | 0 | 10 | 15 | 10 | 965 | 63 | Ō | 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 | - | - 10 | None | - | - | None | - | - | None | | - | None | | | |
| Storage Length | - | • | • | • | - | - | - | - | . – | ••••••• | - | - | | 11 | |
| 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 N | /linor2 | | ٨ | Ainor1 | | ĥ | Najor1 | | | | | | | | |
| Conflicting Flow All | 538 | 1108 | nnegeter Lizinta∰e | | 1075 | 544 | 1 | 0 | 0 | | | | | | |
| Stage 1 | 1 | 1 | - | - | 1074 | - | - | - | - | | | | | | |
| Stage 2 | 537 | 1107 | - | - | .1 | - | - | - | - | | | c. | | | |
| Critical Hdwy | 7.5 | 6.5 | - | - | 6.64 | 7.04 | 4.22 | - | - | | | | | | |
| Critical Hdwy Stg 1 | - | - | - | - | 5.64 | - | | - | | | | 1990-1972-1990-1990-1990-1990-1990-1990-1990-199 | ************************ | | |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | - | - | - | - | - | - | | | | | | |
| Follow-up Hdwy | 3.5 | 4 | | - | 4.07 | 3.37 | 2.26 | - | - | | anna an anna an an an an an an an an an | | | | |
| Pot Cap-1 Maneuver | 431 | 212 | 0 | 0 | 210 | 470 | 1592 | - | - | | | | | | |
| Stage 1 | - | - | 0 | 0 | 284 | | - | - | - | | | | | | |
| Stage 2 | 501 | 288 | 0 | 0 | - | - | - | - | - | | | | | | |
| Platoon blocked, % | 000 | | | | | 100 | 1-22 | - | - | | | | | | |
| Mov Cap-1 Maneuver | 388 | 207 | - | - | 205 | 469 | 1590 | - | - | | | | | | |
| Mov Cap-2 Maneuver | 388 | 207 | - | - | 205 | - | - | - | - | | | | alia Decembra | 1678033346 1 | 2423-1460-14844 |
| Stage 1 | - | - 282 | - | - | 278 | - | - | - | - | | | | | | |
| Stage 2 | 450 | 282 | - | - | • | - | - | - | - | | | | | | |
| | | | | | | | | | | | | | | | |
| Approach | EB | | | WB | | | NB | | | | | | | | |
| HCM Control Delay, s | 14.6 | | | 17.9 | | | 0.2 | | | | | | | | |
| HCM LOS | В | | | С | | | | | | | | | | 449- 1 | |
| | | | | | | | | | | | | | | | |
| Minor Lane/Major Mvm | l | NBL | NBT | NBR E | BLn1V | | | | | | | | | | |
| Capacity (veh/h) | | 1590 | - | - | 388 | 310 | | | | | | | | | |
| HCM Lane V/C Ratio | | 0.007 | - | - | 0.033 | | 202023820004044 | 9788972728405859mm | | 10/2010/00/00/00/00/00/00/00/00/00/00/00/00/ | | 25255555555555555555555555555555555555 | | esseries and a second | |
| HCM Control Delay (s) | | 7.3 | 0.1 | - | 14.6 | 17.9 | | | | | | | | | |
| HCM Lane LOS | | A | A | | В | С | | | | | | | | | laaddaulige |
| HCM 95th %tile Q(veh) | | 0 | - | - | 0.1 | 0.3 | | | | | | | | | |

2023 Total Traffic Weekday AM Peak Hour

| nt Delay, s/veh | 0.8 | | | | | | | | | | | | | |
|------------------------|------|------|-------------------|-------|------|----------|-------|--------------------------|----------|--|-----|--|--|--|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | | | | | | | | |
| _ane Configurations | 5 | 1 | o da ante en A | 仲 | | | | | | | | | | |
| Fraffic Vol, veh/h | 53 | 0 | 0 | 945 | 0 | 0 | | | | | | | | |
| Future Vol, veh/h | 53 | 0 | 0 | 945 | 0 | 0 | 1.0 | | | | 1. | | | |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| Sign Control | Stop | Stop | Free | Free | Stop | Stop | (8/3) | | in de ch | | 448 | | | |
| RT Channelized | - | None | - | None | - | None | | | | | | | | |
| Storage Length | 0 | | - | | | · | | na Ar _a an | | | | | | |
| /eh in Median Storage, | # 0 | - | - | 0 | - | - | | | | | | | | |
| Grade, % | 0 | - | | 0 | 0 | <u>.</u> | | | | | | | | |
| Peak Hour Factor | 80 | 80 | 95 | 95 | 80 | 80 | | | | | | | | |
| leavy Vehicles, % | 5 | 2 | 2 | 6 | 2 | 2 | | | | | | | | |
| Vivmt Flow | 66 | 0 | 0 | · 995 | 0 | 0 | | | | | | | | |

| Major/Minor N | /linor2 | Major1 | | | | |
|-----------------------|---|---------------------------------------|--|------|--|--|
| Conflicting Flow All | 498 | · · · · · · · · · · · · · · · · · · · | 0 | | | |
| Stage 1 | 0 | | - | | | |
| Stage 2 | 498 | | - | U.S. | · · · · · · · · · · · · · · · · · · · | |
| 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 0 | - | | | |
| Stage 1 | - | 0 0 | - ; | | | |
| Stage 2 | 567 | 0 0 | - | | | |
| Platoon blocked, % | | | - | | | |
| Mov Cap-1 Maneuver | 494 | | - | | | |
| Mov Cap-2 Maneuver | 494 | | - | | | |
| Stage 1 | | | - | | and the second | |
| Stage 2 | 567 | | - | | | |
| | | | | | | |
| Approach | EB | NB | | | | |
| HCM Control Delay, s | 13.4 | 0 | | | | |
| HCM LOS | В | | | | | |
| | | | | | | |
| Minor Lane/Major Mvm | t l | NBT EBLn1 | | | | |
| Capacity (veh/h) | | - 494 | | | | |
| HCM Lane V/C Ratio | | - 0.134 | | | | |
| HCM Control Delay (s) | | - 13.4 | | | | |
| HCM Lane LOS | annan an far stift a star a fan far | - B | nnoonaan oo ahaa ahaa ahaa ahaa ahaa aha | | | |
| HCM 95th %tile Q(veh) | | - 0.5 | | | | |
| | | | | | | |

2023 Total Traffic Weekday AM Peak Hour Intersection Int Delay, s/veh

| Int Delay, s/veh | 1.1 | | | | | | | | | ga geraige de la g | | | | |
|------------------------|------|----------------|------|------|------|------|-----|--|-----------------|-----------------------|----|------|-------|--|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | | | | | | | | |
| Lane Configurations | ٦ | | | 44 | | | | | | | | | | |
| Traffic Vol, veh/h | 20 | 0 | 31 | 1533 | 0 | 0 | | | | | | | | |
| Future Vol, veh/h | 20 | 0 | 31 | 1533 | 0 | 0 | | | | | R. | | | |
| Conflicting Peds, #/hr | 1 | 0 | 25 | 0 | 0 | 0 | | | | | | | | |
| Sign Control | Stop | Stop | Free | Free | Free | Free | | | | | | | 1494 | |
| RT Channelized | - | None | - | None | - | None | | | | | | | | |
| Storage Length | 0 | . . | | | - | - | | | | a Araan | | | | |
| Veh in Median Storage, | # 0 | - | - | 0 | - | - | | | | | | | | |
| Grade, % | 0 | - | | 0 | 0 | - | | | | | | 5. · | | |
| Peak Hour Factor | 87 | 87 | 95 | 95 | 87 | 87 | | | | | | | | |
| Heavy Vehicles, % | 0 | 0 | 2 | 2 | 0 | 0 | , đ | | d ¹¹ | ent. Ante | | | hilli | |
| Mvmt Flow | 23 | 0 | 33 | 1614 | 0 | 0 | | | | | | | | |

| Major/Minor N | linor2 | ٨ | lajor1 | | | | | | | | | | | | |
|-----------------------|--------------------|-------|--------|-------|--|-----------------------------------|---|---|-----------------------------|------------------------|---|--|-----|---------|--------------------|
| Conflicting Flow All | 899 | - | 25 | 0 | | | | | alan dari Marina dari da | | | | | | |
| Stage 1 | 25 | - | - | - | | | | | | | | | | | |
| Stage 2 | 874 | - | | • | | | | | | | | | | Sefer : | |
| Critical Hdwy | 6.8 | - | 4.14 | - | | | | | | | | | | | |
| Critical Hdwy Stg 1 | - | - | - | . – | | | | | | | ou cu | zuzerozzaniowejnyz strór | | | |
| Critical Hdwy Stg 2 | 5.8 | | - | - | | | | | | | | | | | 2.000 2.000 |
| Follow-up Hdwy | 3.5 | - | 2.22 | - | | | | | | 10170-001217-517470 | 2020020200000000 | | | | presentation and a |
| Pot Cap-1 Maneuver | 282 | 0 | 1588 | - | | | | | | | | | | | |
| Stage 1 | - | 0 | | | | | - | | _i . | : adatestatada | | | | | |
| Stage 2 | 373 | 0 | - | - | | | | | | | | | | | |
| Platoon blocked, % | 2014/05-0050502020 | | | - | | | | | | | | | : . | | |
| Mov Cap-1 Maneuver | 213 | - | 1550 | - | | | | | | | | | | | |
| Mov Cap-2 Maneuver | 213 | - | - | - | Statistics and statistics and | | | | | Andresis succession | | | | | |
| Stage 1 | - | - | - | - | | | | | | | | | | | |
| Stage 2 | 364 | - | - | - | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| Approach | EB | | NB | | | | | | | | | | | | |
| HCM Control Delay, s | 23.9 | | 0.8 | | | | | | | | | | | | |
| HCM LOS | С | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | | NBL | NBT | EBLn1 | | | | | | | | | | | |
| Capacity (veh/h) | | 1550 | - | 213 | | | | | | | | | | | |
| HCM Lane V/C Ratio | **************** | 0.021 | | 0.108 | | | | | | anzariariariaria/91915 | | | | | nangananangan T |
| HCM Control Delay (s) | | 7.4 | 0.7 | 23.9 | | | | | | | | | | | |
| HCM Lane LOS | | Α | Α | С | ne and the second s | vannen erste konstruktivelikelike | | an ang paping ang ang ang ang ang ang ang ang ang a | | | | on and the second s | | | |
| HCM 95th %tile Q(veh) | | 0,1 | - | 0,4 | | | | | | | | | | | |

2023 Total Traffic Weekday PM Peak Hour

, - 1 1992 - Maria Maria, Angelan, Sangara, Sangara, Sangara, Sangara, Sangara, Sangara, Sangara, Sangara, Sang 1993 - Sangara, Sanga Synchro 7 - Report Page 1

09/09/2018

| Managa ang sa | 1 1 1 1 1 | the state | NA 2000 | alah sara | n e e un e est | 5 - 5 ⁻ 5 - 5 - 5 | | · · · · · · · · · · · · · · · · · · · | | an a | | 1997 - 1997 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - | |
|---|-----------|-----------|---------|-----------|----------------|------------------------------|--------|---------------------------------------|------|--|----------------|--|--|
| Intersection | | | | | | | | | | | | | |
| Int Delay, s/veh | 3.3 | | 1122 | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations | | र्स | | | ₽ | | | 4î þ | | | | | |
| 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 | | • | | . 10 | - | - | - | | - | station California , a | - ¹ | - , | |
| Veh in Median Storage, | # - | 0 | - | - | 0 | - | - | 0 | - | - | - | - | |
| Grade, % | - | 0 | - | - | 0 | анынан 1997 — | - | 0 | | | 0 | - 1 | |
| 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 | |
| | | | | | | | | | | | | n n ann an Anna | |
| Major/Minor M | inor2 | | ١ | /inor1 | | 1 | Major1 | | | | | | |

| Major/Minor | Minor2 | | Minc | or1 | | Ŋ | Najor1 | | | | |
|----------------------|--------|------|------|------|-----|-----|--------|---|---|--|--|
| Conflicting Flow All | 859 | 1636 | - | - 16 | 323 | 768 | 5 | 0 | 0 | | |
| Stage 1 | 5 | 5 | - | - 16 | 618 | - | - | - | - | | |
| 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 1 | 104 | 349 | 1615 | - | - | | |
| Stage 1 | - | - | 0 | 0 1 | 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 | - | - | - | - 1 | 28 | - | - | - | - | | |
| Stage 2 | 199 | 125 | - | | - | | - | - | - | | |
| | | | | | | | 1 | | | | |

| Annana ED | WB NB | |
|---------------------------|--|--|
| Approach EB | | |
| | 00.7 | |
| HCM Control Delay, s 44.7 | 22.7 0.9 | and the second |
| • | | |
| HCM LOS E | | |
| | , në 🗸 u bërnjë prekrita i trë na estë së të të në në estë së të | |
| | | |

| Minor Lane/Major Mvmt | NBL | NBT 1 | NBR EBLn1WBLn1 | | |
|-----------------------|-------|-------|----------------|--|--|
| 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 | | |

2023 Total Traffic Weekday PM Peak Hour

Synchro 7 - Report Page 1

| Intersection Int Delay, s/veh | 0.3 | | • | | 1 | | | | | | | | |
|----------------------------------|---|-------|--------------------|-----------|----------------------|---|---|--|---------------------------------------|--|--------------------------------|---------------------------------|------------------------|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | | | | | | | |
| Lane Configurations | <u></u> | | | ** | | | | | - | | | - 같은 같은 것 같 | - |
| Traffic Vol, veh/h | 25 | 0 | 0 | 1460 | 0 | 0 | | | | | | | |
| Future Vol, veh/h | 25 | 0 | Ō | 1460 | 0 | 0 | | | | | | | |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| Sign Control | Stop | Stop | Free | Free | Stop | Stop | NEP 200 CECH 402 DE 200 CECH 2 | | | | 1122/022149-0770019-4072403480 | | |
| RT Channelized | _ | None | - | None | - | None | | | | | | | |
| Storage Length | 0 | - | - | - | | - | | | | an Decker (Station of Station of Stations) | Transfer Contention of Content | | |
| Veh in Median Storage | | - | - | 0 | - | - | | | | | | | |
| Grade, % | 0 | - | - | 0 | 0 | - | | | | | | | |
| Peak Hour Factor | 84 | 84 | 95 | 95 | 84 | 84 | | | | | | | |
| Heavy Vehicles, % | 5 30 | 5 | 2 | 2 1537 | 2 | 2 0 | | | | | | | |
| Mvmt Flow | 30 | 0 | 0 | 1007 | 0 | U | | | | | | | |
| | | | | | | | | | | | | | |
| | Minor2 | | Major1 | | | | | | | | | | |
| Conflicting Flow All | 769 | - | - | 0 | | | | | | | | | |
| Stage 1 | 0 769 | - | - | - | | | | | | | | | |
| Stage 2 Critical Hdwy | 6.9 | - | - | - | | | | | | | | | |
| Critical Hdwy Stg 1 | 0.9 | - | - | - | | | | | | | | | |
| Critical Hdwy Stg 2 | 5.9 | - | | | | | | | | | | | |
| Follow-up Hdwy | 3.55 | - | - | - | | | | | | | | | |
| Pot Cap-1 Maneuver | 331 | 0 | 0 | _ | | | | | | | | | |
| Stage 1 | *************************************** | 0 | 0 | - | | | | | 499900-900 (Anno 2006) | | | | |
| Stage 2 | 410 | 0 | 0 | - | | | | | | | | | |
| Platoon blocked, % | | | NULTING CONTRACTOR | - | www.combusta.com-Par | Robal Charles Incode | nt Anni Martte i van dhivelen-in 1997/17/2010 | and where the two costs of the first of the Restor | 10/12/04/2017 01/20/2017/04/2017/2017 | and a many distance in the second | | hambhailte is fossaille sealair | NOST STRATEGY OF STATE |
| Mov Cap-1 Maneuver | 331 | - | - | - | | | | | | | | | |
| Mov Cap-2 Maneuver | 331 | - | - | - | | | | | | | | Sec. 19 | |
| Stage 1 | - | - | - | - | | | | | | | | | |
| Stage 2 | 410 | - | - | - | | | | | | | and the second | | |
| | | | | | | | | | | | | | |
| Approach | EB | | NB | | | | | | | | | | |
| HCM Control Delay, s | 16.9 | | 0 | | | | | | | | | | |
| HCM LOS | С | | | NAMERICAN | | | | | | | | | |
| | | | | | | | | | | | | | |
| Minor Lane/Major Mvm | t | NBT | EBLn1 | | | | | | | | | | |
| Capacity (veh/h) | | - | 331 | | | | | | | | | | |
| HCM Lane V/C Ratio | | - | 0.09 | | | ne ne serve a s | | | | | | | |
| HCM Control Delay (s) | | - | 16.9 | | | | | | | | | | |
| HCM Lane LOS | | - | С | | UNIVERSITY OF A | | | | | | | | |
| HCM 95th %tile Q(veh) | | - 100 | 0.3 | | | | | | | | | | |

2023 Total Traffic Weekday PM Peak Hour

Appendix H SimTraffic Queuing Results

| | | · |
|--|--|---|
| | | |
| | | |
| | | |
| | | |

and the second state of th

| 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) | | generalitene - | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | ensellere filt Filterie | | |
| 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 | and the F | T | | |
| Maximum Queue (ft) | 80 | 5 | | |
| Average Queue (ft) | 24 | 0 | | |
| 95th Queue (ft) | 58 | 4 | | |
| Link Distance (ft) | 365 | 414 | 18 A. | |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | na sa sa sa Na s | | |
| Queuing Penalty (veh) | | | | |
| | | | | |
| Network Summar | y aanaana | | | |

Network wide Queuing Penalty: 0

| Movement | EB | NB NB | | | |
|-----------------------|------|---------|---|--------------|--|
| Directions Served | Ľ | LT | | | |
| Maximum Queue (ft) | 59 | 28 44 | | | |
| Average Queue (ft) | 19 | 2 1 | | $I = -A^{*}$ | |
| 95th Queue (ft) | 51 | 18 14 | | | |
| Link Distance (ft) | 1148 | 468 468 | 1999 | | |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - | · · | |
| 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 | | e de la constante la constante de la constante de la constante de la constante de | |
| 95th Queue (ft) | 81 | 62 | | | |
| Link Distance (ft) | 449 | 446 | | ar system | |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | a an an that a start of the |
| 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 | | n de la companya de la | alahad ana |
| 95th Queue (ft) | 67 | | | |
| Link Distance (ft) | 365 | | | |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | 21 M 101 M | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | |
| Queuing Penalty (veh) | | | | |
| | | | | |

Network Summary

Network wide Queuing Penalty: 0

| Movement | EB NB |
|-----------------------|---|
| Directions Served | Γ , where Γ is the second |
| 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 | 지는 것 같아. 그는 것은 것 같은 것 같은 것 같은 것을 받았다. | |
| 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 | | | | i terre a | | |
| Maximum Queue (ft) | 70 | | | | | | |
| Average Queue (ft) | 33 | | | | | | |
| 95th Queue (ft) | 67 | | | | | | |
| Link Distance (ft) | 365 | | | | | | |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | · . | - | | and a state of the | - | | 100000000000000000000000000000000000000 |
| Storage Bay Dist (ft) | | | | | | | |
| Storage Blk Time (%) | | 1420470491100090192042010020100000104040000000 | | | | 111 COLUMN 2010 COLUMN 2010 COLUMN 2010 | 000000000000000000000000000000000000000 |
| Queuing Penalty (veh) | | | | | | | |
| | | | | | | | |
| Network Summary | | | | | 1266623 | | |
| We want the second s | · · · · · · · · · · · · · · · · · · · | | | | | | |

Network wide Queuing Penalty: 0

| Movement | EB | NB | | | |
|-----------------------|------|-----|--|--|--|
| Directions Served | | 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 | | 1.15 | | | |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | anga sa tanga sa tang | | | | |
| Storage Bay Dist (ft) | | | | | | | |
| Storage Blk Time (%) | | | | | | | saltan. |
| Queuing Penalty (veh) | | | | | | | |

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

| Movement | EB | | | | |
|-----------------------|-----|--|--|------------|--|
| Directions Served | L | | n a suite ann an Anna Anna Anna Anna Anna Anna A | | |
| Maximum Queue (ft) | 63 | | | | |
| Average Queue (ft) | 24 | | | | |
| 95th Queue (ft) | 56 | | | | |
| Link Distance (ft) | 365 | n de la construcción de la constru La construcción de la construcción d | | <u>i</u> . | |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | en men en e | | |
| Queuing Penalty (veh) | | | | | |
| | | | | | |

Network Summary

Network wide Queuing Penalty: 0

2023 Total Traffic Weekday PM Peak Hour



<u>Appendix I</u>

Critical Crash Rate Calculator & Crash Data

APMUG Review Draft

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

| | | 1.1.1 | an an antairte a | Year | | | |
|-----------------------|-------------------|-------|------------------|------|------|------|------|
| Intersection | Intersection Type | 2012 | 2013 | 2014 | 2015 | 2016 | Tota |
| SE Baker/SE Handley | Urban 3ST | 1 | 0 | | 2 | 2 | 6 |
| SE Baker/SE Cowls | 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 |

A second second

Oregon Dept of Transportation

APMUG Review Draft

Critical Crash Rate Calculator Instructions for Intersections

| Intersection P | | | | |
|------------------------|-------------------|--|-----------------------------------|---------------|
| Average Crash | Rate per inte | rsection 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 **** | 1. A. | |
| | | an a | AND AN A | unerstande fe |

| Intersection | AADT Entering Intersection | 5-vear MEV | Crash Total | Intersection Population Type | Intersection Crash Rate | Reference Population Crash Rate | Critical Rate | Over Critical |
|-----------------------|-------------------------------|------------|-------------|------------------------------------|----------------------------|---------------------------------------|------------------|------------------|
| SE Baker/SE Handley | | 21.5 | 6 | Urban 3ST | 0.28 | 0.19 | 0.36 | Under |
| SE Baker/SE Cowls | 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 Dept of Transportation

| CDS380 07/08/2018 091: PACIFIC HIGHWAY WEST | | цБ _{УН} | OREC WAY 091 ALL RU | OREGON DEPARTMENT TRANSPORTATIO LL ROAD TYPES, MP | MT OF TRANSPORTATION TION DATA SECTION - C CONTINUOUS SYS' MP 37.96 to 38.23 01/ | PORTATION CTION - CU VUOUS SYST 38.23 01/1 | TRANSPORTATION - TRANSPORTATION ATA SECTION - CRAGH ANAYLYSIS AN CONTINDOUS SYSTEM CRASH LISTING CONTINDOUS SYSTEM CRASH LISTING 56 to 38.23 01/01/2008 to 02/28) | RTATION DEV LYSIS AND R LISTING 02/28/201 | OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRAEH ANANINSIS AND REPORTING UNIT CONTINUOUS SYSTEM CRASH LISTING HIGPMAY 091 ALL ROAD TYPES, MP 37.96 to 38.23 01/01/2008 to 02/28/2017, Both Add and Non-Add mileage | sion d Non-Add m | esseri | | | | | | Page: 1 |
|--|--|---|----------------------------|---|---|---|---|--|--|----------------------------------|------------------------------|---------------------------|---------------------------|---|---------------|--|---|
| | | | | | 1 - 4 | 9 QF 40 C | Crash reco | Crash records shown. | | | | | | | | | |
| и и и и и и и и и и и и и и и и и и и | COUNTY CITY URBAN AREA | RD# FC CONN# COMPUT FIRST STREET MLG TYP SECOND STREET | RD CHAR DIRECT LOCTN | INT-TYPE (MEDIAN) LEGS | INT-REL TRAF- | OFFRD RNDBT | WTHR SURF 1 LOUM | CRASH COLL | SPCL USE TRLR QTY OWNER | MOVE FROM | PRTC INJ | د na ه | LICNS PED | | | | |
| N N | YAMHILL MCMINNVILLE | 1 | INTER Sw | | | NN | | S-STRGHT SS-0 | | SW-NE | 4 4 4 | * | | BKKUK | 000 | | 13 00 |
| N 5P N 45 12 10.584756 | MCMINVL UA -123 12 4.292676 | 38.23 EACIFIC HY 99W 76 009100100500 | 90 | o | | z | DARK | Oqa | PSNGR CAR 02 NONE 0 PRVTE PSNGR CAR | STRGHT SW-NE | 01 DRVR NONE 01 DRVR NONE | 6 5 5. X 4 6 6 7 | OR-Y OR<25 OR-Y | 045 | 000 | | 13 |
| 00836 N N N N 07/22/2016 CITY FR Y 12P N 45 12 23.06 | YAMHILL MCMINNVILLE MCMINVL UA -123 11 56.44 | 1 14 CP 0 ADAMS ST 37.96 HANDLEY ST 009100106300 | GRADE N 01 | (NONE) (02) | N NONE | у и и | CLD DRY DAY | PRKD MV REAR PDO | 01 NONE 9 N/A PENGR CAR 02 NONE 9 | STRGHT N -S PRKD-P | 01 DRVR | UNK UNK | | 000 | 000 | $\frac{1}{2} \mathcal{L}_{1} + \frac{1}{2} \sum_{i=1}^{N} (i + i) \frac{1}{2} \sum$ | 000000000000000000000000000000000000000 |
| | | | | | | | | | 0 | N . | | | | | 800 | | 00 |
| 00646 NNNN 07/30/2012 CITY MO Y 11P | YAMHILL MCMINNVILLE MCMINVL UA | 1 14 CP 0 ADAMS ST 37.97 HANDLEY ST | STRGHT N 01 | (NONE) | N NONE | N N N | CLR DRY DARK | PRKD MV SS-O PDO | 01 NONE 0 PRVTE PSNGR CAR | STRGHT N -S | 01 DRVK NONB | 32 M | OR-Y | 081 | 0000 11.00 | 088,010 088,010 | 21 21 00 |
| | -123 11 56,4308097 | | | (05) | | | | | 02 NONE 0 PRVTE PSNGR CAR | PRKD-P N -S | | | 0R<25 | | 800 | | 8 |
| 00024 N N N N N 02/06/2015 CITY TU N 4P | YAMHILL MCMINNVILLE MCMINVL UA | 1 14 CP 0 ADAMS ST 37.97 HANDLEY ST | STRGHT N 04 | (ENON) | N ONE-WAY | N N N | CLD SNO DUSK | S-STRGHT SS-O INJ | 01 NONE 0 PRVTE PSNGR CAR | STRGHT N -S | 01 DRVR NONE | 17 M C | or-Y | 045 | 000 | | 13 00 13 |
| 45 12 22.54 | -123 11 56.43 | 00900100800 | | (02) | | | | | 01 NONE 0 PRVTE PSNGR CAR PSNGR CAR 02 NONE 0 PRVTE PSNGR CAR | STRGHT N -S STRGHT N -S | 02 FSNG INJC 01 DKVR NONE | 25 5 5 5 F 7 | 0R<25 0R-Y 0R-25 | 0 | | | 0 0 0 0 |
| 01002 N N N 12/02/2011 NONE FR N 2F | YAMHILL MCMINNVILLE MCMINVL UA | 1 14 CP 0 ADAMS ST 37.97 HANDLEY ST | STRGHT N 06 | 0 | UNKNOMN | N N N | CLR DRY DAY | S-STRGHT SS-O PDO | 01 NONE 0 PRVTE PSNGR CAR | PARKNG N - S | 01 DRVR NONE | 4 7 7 | 0 8-Y | 038 | 800 000 | n Nilvi | 02 02 02 |
| N 45 12 22.5385006 Discialmer The information contained in this | -123 11 56.4309526 second is complied from i | 009100100500 Individual driver and police crash reports si | ubmitted to the Orec | (02) don Department | t of Transportation | as required i | in ORS 811.7 | 20. The Crash | Analysis and Report | ha Unit is comm | tted to providing the highe |) st auelity cras | OR≺25 sh data to custo | mers. However | because sub | mittel of cres | report forms is |
| the responsibility of the individual direct the Chart Analysis and faperflag Unit can not guerantee that all qualitying crastes are represented for can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative charges to DMY's white or event and are interviewed and are accurate. Note: Legislative charges to DMY's white or event and are accurate in fewer property during only crastes are represented for can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative charges to DMY's white or event and are accurate in fewer property during only crastes are represented for can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative charges to DMY's white or event are accurate in the state whether and only crastes are represented for can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative charges to DMY's white or event are accurate. Note: Legislative charges to DMY's white or event are accurated and an are accurate. Note: Legislative charges to DMY's white or event are accurated and are accurate. Note: Legislative charges to DMY's white or event are accurated and an are accurate. Note: Legislative charges to DMY's white or event are accurate and are accurate. Note: Legislative charges to DMY's white or event are accurated and are accurate. Note: Legislative charges to DMY's white or event are accurated and are accurate. The accurate are accurate and are accurate. The accurate are accurate and are accurate. The accurate are accurate and accurate and are accurated and are accurate. The accurate are accurate and a single or increases are accurate and are accurate. The accurate are accurate are accurate are accurate. The accurate are accurate are accurate are accurate. The accurate are accurate are accu | o Crash Analysis and Rep o Crash Analysis and Rep ision in the Statewide Cra | ording Unit can not guarantee that all qualities that file. | lying crashes are re | apresented nor c | an assurances be | made that al | l details perta | ining to a single | erash are accurate | Note: Legislativ | e changes to DMV's vehic | e crash repor | ting requiremen | t, effective 01/ | 01/2004, may | esult in fewe | property |

| OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT | TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING 1 |
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08,13 00 00 CAUSE 88 88 00 8 88 80 80 00 88 88 00 07 004,013 EVENT 013 004 000 000 110 110 ACT 000 000 012 000 000 000 000 000 000 ERROR 000 000 000 000 000 006 000 026 000 000 PED LICNS 0R<25 OR-Y OR<25 OR-Y OR<25 0R<25 OR-Y OR<25 OR-Y OR<25 OR-Y OR-Y UNK UNK XND UNK UNK UNK Unk UNK UNK ណ > Ť Ццў dak S x X Σ D4 ľ14 × **ح ت** 4 00 00 00 8 17 43 21 46 33 8 NONE UNI DRVR DRVR DRVR DRVR DRVR PRIC DRVR 01 DRVR DRVR DRVR 01 DRVR TYPE 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 01 01 5 5 ч 01 01 Ц STRGHT N -S STRGHT N -S STRGHT N -S TURN-L N ~E STRGHT N -S STRGHT N ...S TO STRGHT S- N MOVE FROM N-S STOP N -S STOP N -S TINU 02 NONE 9 N/A PRVTE PSNGR CAR PRVTE PSNGR CAR SPCL USE TRLR QTY OWNER 01 NONE 9 N/A PSNGR CAR PSNGR CAR PENGR CAR PSNGR CAR PSNGR CAR PSNGR CAR PSNGR CAR PSNGR CAR 0 o o 0 ሳ 02 NONE 9 0 01 NONE N/A 01 NONE PRVTE 01 NONE PRVTE 02 NONE PRVTE PRVTE D3 NONE 02 NONE V# TYPE 02 NONE N/A 40 Crash records shown S-STRGHT S-1STOP REAR S-1TURN TURN S-1STOP REAR CRASH REAR SVRT PDO 00d DOG PDO WTHR LIGHT SURF CLR DRY рах CLR DRY СLR DRY DAY CLR DRY DAY DAY OFFRD RNDBT DRVWY zz z zz z z z z z z z μ N TRF SIGNAL N TRF SIGNAL N ONE-WAY N ONE-WAY (MEDIAN) INT-REL 6 -5 TRAF-CONT INT-TYPE #LANES) LEGS 3-LEG 3-LEG 3-LEG 3-LEG 0 0 0 0 RD CHAR DIRECT INTER N 05 INTER N LOCTN INTER N 05 INTER N 90 90 MLG TYP SECOND STREET COMPNT FIRST STREET 003001001600 003001001600 005001001600 009100100200 37.98 HANDLEY ST 37.98 HANDLEY ST 37.98 HANDLEY ST 37.98 HANDLEY ST 1 14 CP 0 ADAMS ST RD# FC CONN# LRS MILEPNT -123 11 56.42 -123 11 56.42 -123 11 56.42 -123 11 56.42 YAMHILL MCMINNVILLE YAMHILL MCMINNVILLE YAMHILL MCMINNVILLE YAMHILL MCMINNVILLE MCMINUL UN MCMINUL UN MCMINUL UA MCMINUL UA URBAN AREA COUNTY CITY LONG 22.02 08/26/2016 FR 45 12 22.02 45 12 22.02 45 12 22.02 04/18/2014 FR 00886 N N N N 07/31/2016 CITY SU 00499 N N N N 05/12/2014 CITY MO 091: PACIFIC HIGHWAY WEST 45 12 R S W DATE INVEST E A U C O DAY RD DPT E L G H R TIME UNLOC? D C S L K LAT TIA д, С 61 7.A 01005 N N N CITY р NNN Ω, S 07/08/2018 00419 NO RPT UNLOC? SER# ии N z N и z z

Disclaimer: The information contained in this report is compiled from individual driver and polices crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Grash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submitted for state report forms is the resonance submitted to the Oregon Department of Transportation as required in ORS 811.720. The Grash Analysis and Reporting Unit is committed to providing the highest quality of crash report forms is the resonance submitted to the Oregon Department of transportation as required in ORS 811.720. The form is the resonance of the providing the highest quality of crash active and a special as a submitted to the Oregon Oregon Department of the resonance submitted to the Oregon Oregon Department of the resonance submitted to the Oregon Oregon Department of the resonance submitted to the Oregon Oregon Oregon Department of the resonance submitted to the Oregon Oregon Oregon Oregon Department of the resonance submitted to the Oregon Ore

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| CDS360 07/08/2018 | | | ORB | GON DEPARTMEN TRANSPORTAT | T OF TRANSPO ION DATA SECT CONTINU | TRANSPORTATION - TRANSPORTATION ATA SECTION - CRASH ANAYLYSIS AN CONTINUOUS SYSTEM CRASH LISTING | FRANSPORTAN H ANAYLYSI CRASH LIST | OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANNYLYSIS AND REPORTING UNIT CONTINDOUS SYSTEM CRASH LISTING | TINU SUI | | | | | | | Page: |
|--|----------------------------|---|-----------------------------|-------------------------------|--|--|---|--|---------------------------------|--------------------|-----------------------|---------|-----------------|-----|----------------|----------|
| 091: PACIFIC HIGHWAY WEST | | | Highway 091 ALL ROAD TYPES, | CAD TYPES, M | P 37.96 to 38 10 - 13 0 | 38.23 01/01/ of 40 Cra | 01/01/2008 to 02/28/20 40 Crash records shown. | MP 37.36 to 38.33 01/01/2008 to 02/28/2017, Both Add and Mon-Add mileage 10- 13 of 40 Crush records shown. | ch Add and No | n-Add mile | 9 9 9 9 9 | | | | | |
| മ | | | | | | | | | | | | | | | | |
| р К | COUNTY | | RD CHAR | INT-TYPE | | | | | | | | | | | | |
| INVEST E À U C O DAY RD DPT E L G H R TIME INVESS D C S L Y LAUT | CITY URBAN AREA LONG | COMPUT FIRST STREET MLG TYP SECOND STREET MILTENT IDS | DIRECT | (MEDIAN) LEGS (HILANPS) | INT-REL TRAF- COMTI. | OFFRD W RNDBT S | WTHR CRASH SURF COLL LLCHT CVDTVV | #17 | QTY C | MOVE FROM TO | PRTC D# TVDE | A UNI | E LICNS PED | | A. PHY. | |
| NNN | YAMHILL MCMINNVILLE | T 14 CP 0 ADAMS ST | INTER CN | 3-1EG | NONE | | | TO AW | 0 | STRGHT N -S | 1 | | 0 | | 000 | |
| N IA | MCMINUL UA | 37.98 HANDLEY ST | 10 | ٥ | | u N | DARK INJ | | PSNGR CAR | | 01 DRVR | INJB 28 | м ок-х | 081 | 000 | 10 |
| N 45 12 22.0150584 | -123 11 56.4197804 | 005001001600 | | | | | | 02 NONE PRVTE PSNGR | CAR | PRKD~P N -S | | | 0R<25 | | 008 | 8 |
| 00056 N N N N 01/16/2015 CITY FR | YAMHILL MCMINNVILLE | 1 14 CP 0 ADAMS ST | STRGHT S | (INONE) | N ONE-WAY | 2 N N | CLR S-SI DRY SS-C | S-STRGHT 01 NO | NONE 0 PRVTE | STRGHT N -S | | | | | 000 | 13 00 |
| N IIA | MCMINUL UN | 37.99 HANDLEY ST | 04 | | | N | DAY PDO | | PSNGR CAR | | 01 DRVR | NONE 73 | F OR-Y | 045 | 000 | 13 |
| N 45 12 21.5 | -123 11 56.52 | 005001001600 | | (02) | | | | | | | | | OR>25 | | | |
| | | | | | | | | 02 NO PRI PSI | 02 NONE 0 PRVTE PSNGR CAR | STRGHT N -S | 01 DRVR | NONE 62 | F 0R-Y 0R-25 | 000 | 000 | 00 |
| 00913 N N N 08/24/2014 NONE SU | YAMHILL MCMINNVILLE | 1 14 CP 0 ADAMS ST | STRGHT S | (NONE) | N ONE-WAY | и к | CLR PRKD DRY SS-O | MV 01 | 0 | STRGHT N -S | | | | | 007 092 | 26 26 |
| Х 3Р | WCWINNT DV | 37.99 HANDLEY ST | 20 | | | U N | DAY PDO | | PSNGR CAR | | 01 DRVR | NONE 70 | M OR-Y | 180 | 000 | 26 |
| N 45 12 21.5 | -123 11 56.52 | 009100100500 | | (02) | | | | 02 NOI PRI | 02 NONE 0 PRVTE PSNGR CAR | PRKD+P N -S | | | 0R<25 | | 800 | 0 |
| 00706 Y N N N N 07/01/2014 STATE TU | YAMHILL MCMINNVILLE | 1 14 CP 0 BAXER ST | STRGHT S | (NONE) | N MONNN N | NN | CLR PRKI DRY REA | PRKD MV 01 NONE REAR PRVTE | 0 | STRGHT N -S | | | | | 013 010 013 | 10 |
| N 4P | MCMINVL UA | 37.99 HANDLEY ST | 08 | | | U N | DAY PDO | | MOTRHOME | | 01 DRVR | NONE B1 | м ок-т | 026 | 000 | 01 |
| N 45 12 21.5 | -123 11 56.52 | 009100100500 | | (02) | | | | 02 NONE PRVTE SEMI | 1 TOW | PRKD-I N -S | | | OR<25 | | 008 | 00 |
| | | | | | | | | 03 NONE PRVTE MOTRH | OME | PRKD-P N -S | | | | | 800 | 0 |
| 01030 N N N N 11/23/2010 CITY TU | YAMHILL MCMINNVILLE | 1 14 CP 0 ADAMS ST | STRGHT S | (NONE) | N ONE-WAY | N N | CLD S-STR DRY SS-O | GHT 01 | 0 | STRGHT N -S | | | | | 000 | 13 |
| N IP | MCMINVL UA | 38.00 HANDLEY ST | 04 | | | | DAY PDO | | PENGR CAR | | 01 DRVR | NONE 77 | M OR-Y | 045 | 000 | 13 |
| N 45 12 20.9784466 | -123 11 56.6154627 | 003001001600 | | (02) | | | | | | | | | 0R>25 | | | |

use in minimum summers in minimum summers and police cash reports summer of no Oregon bepartment of Transportation as required in ORS 81.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality cash data to customers. However, because submitted of cash report for the cash set exports the cash of exports of the set of cash report of the set of exports of the set of the set of exports
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OREGON DEFARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAVLYSIS AND REPORTING UNIT CONTINUOUS SYSTEM CRASH LISTING Righway 091 ALL ROAD TTPES, AR 37.96 to 38.23 01/01/2008 to 02/28/2017, Beth Add and Non-Add mileage

091: PACIFIC HIGHWAY WEST

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CAUSE 15 00 00 88 88 88 6 13 8 8 5 80 8 80 13 8 8 1 ACT EVENT 000 000 000 000 000 000 019 000 000 000 000 000 000 ERROR 045 000 000 000 000 000 045 000 006 000 PED LICNS OR-Y OR<25 Υ-HTO N-RES 0R<25 OR<25 OR-Y OR<25 OR-Y OR-25 OR-Y OR<25 OR-Y OR-Y RES UNK UNK UNK Unk UNK S щ ЧЧ 52 M ε x Σ Da Σ Ē4 z ៤ ០ ឆ 48 24 62 66 61 8 8 72 87 NONE NONE NONE NONE DENI DUNI NONE NONE NONE NONE INJ 01 DRVR PRTC TYPE DRVR DRVR DRVR DRVR 01 DRVR 01 DRVR 02 PSNG 01 DRVR 01 DRVR 5 5 ť Ц TURN-L NE-SE STRGHT N -S STRCHT NE-SW TURN-L N -E MOVE FROM TO STRGHT STRGHT S -N STRGHT N -S STRGHT N -S STRGHT N -S STRGHT S- N N S- N 02 NONE 9 N/A 01 NONE D PRVTE PRVTE PSNGR CAR 01 NONE 9 N/A PRVTE PSNGR CAR PSNGR CAR PSNGR CAR PSNGR CAR o PSNGR CAR 02 NONE D PSNGR CAR 0 PENGR CAR 0 PSNGR CAR 0 0 SPCL USE TRLR QTY OWNER 01 NONE PRVTE 01 NONE PRVTE OL NONE PRVTE NONE PRVTE TRUCK PRVTE 02 NONE V# TYPE 02 NONE 3 O-STRGHT SS-M 40 Crash records shown. S-STRGHT S-1TURN TURN S-1TURN TURN CRASH SS-0 COLL SVRT PDO ΓNI DOGđ UNI RAIN WET RAIN WET WITHR SURP CHOID CLR DRY рау CLR DRY DAY DAY DAY OFFRD RNDBT DRVWY z z 2 z z × z z z zz z οŧ N ONE-WAY N UNKNOWN (MEDIAN) INT-REL 14 - 18 TRAF-LENO N NONE N NONE INT-TYPE #LANES) LEGS (INONE) (NONE) (NONE) (NONE) (02) (02) (02) (02) RD CHAR DIRECT STRGHT LOCTIN GRADE S ALLEY NE ALLEY S 63 5 04 04 S 38.09 ADAMS-BAKER ST LEG MLG TYP SECOND STREET COMPNT FIRST STREET 003001001600 003100100200 003001001600 005001001600 38.03 HANDLEY ST 38.08 HANDLEY ST 38.09 HANDLEY ST 1 14 CP 0 ADAMS ST 1 14 CP 0 ADAMS ST 1 14 CP 0 ADAMS ST 1 14 CP D ADAMS ST RD# FC CONN# TNGELIN -123 11 58.09 -123 11 58.31 -123 11 58.31 YAMHILL MCMINNVILLE -123 11 57.1 YAMHILL MCMINNVILLE YAMHILL MCMINNVILLE YAMHILL MCMINNVILLE CITY URBAN AREA MCMINUL UA MCMINUL UN MCMINVL UN MCMINUL UN COUNTY DNOC 45 12 16.43 45 12 16.93 45 12 16.43 12 19.45 00342 N N N N 03/23/2016 CITY WE N N N N 10/24/2016 MO 00598 N N N N 06/20/2015 CITY SA N N N N 12/17/2014 WE INVEST E À U C O DAY RD DPT E L G H R TIME UNLOC? D C S L K LAT R S W DATE ILA ų. 25 3₽ ЗЪ р д, S 01374 CITY 01267 CITY SER# ≯ z z и z z z z

Disclaimer: The information contained in this report is compiled from 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 advector because submitted of crash report forms is the market is providing the highest quality crash data to customers. However, because submitted of crash report forms is the market is required in ORS 811.720. The Analysis and Reporting the highest quality crash data to customers. However, because submitted of crash report forms is the resonability of crash resonability of crash report is committed to the Oregon Department. Flowever, because submitted of crash resonability of

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091: PACIFIC HIGHWAY WEST

Highway 091 ALK ROAD TYPES, MP 37.95 to 38.23 01/01/2008 to 02/28/2017, Both Add and Non-Add mileage OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT CONTINUOUS SYSTEM CRASH LISTING

| | | CAUSE 32,13,27 00 | 32,13,27 | 0 0 | 000 | 1 27,30,32 00 | 00 | | 02 | 02 | | 000 | 00 | 00 | | 000 | 2,032,16 | 079,062,000 | 32,16 | |
|------------------------|--|---|--------------------------|---------------------------------|---------------------------------|------------------------|--------------------|--------------|---------------------------|----------------------|---------------------|---------------------------------|---------------------------|----------------------|--------------------|---------------------------------|--------------------|---------------|------------------|-----------------------|
| | | ACT EVENT 115 000 | | 000 | 000 | 040,121 | 000 | | 000 | 000 | | 000 | 000 | 000 | | 015 000 | 079,06 | 000 079,06 | 000 | |
| | | ERROR | 052,045,016 | 000 | 000 | | 000 | | | 028 | | 000 | | 000 | | 028 | | | 052,081 | |
| | ទួ | | 71 F OR-Y | 0R>25 71 M 0R-Y | 56 F | | 00 Unk UNK | UNK | | 19 M OR-Y | 0R<25 | 55 M OR-Y OR-25 | | MUL W CO | UNK | 65 M OR-Y OR<25 | | | 20 F OR-Y | 0R<25 |
| | PRTC | P# TYPE SVRTY | 01 DRVR NONE | 01 DRVR NONE | 02 FSNG INJC | | 01 DRVR NONE | | | 01 DRVR NONE | | 01 DRVR INJC | | 01 DRVR NONE | | 01 DRVR NONE | | | 01 DRVR INJC | |
| | MOVE | TO STRGHT NE-SW | | STRGHT NE-SW | STRGHT NE-SW | STRGHT NE-SW | | | TURN-L | | | STRGHT SW-NE | STRGHT SW-NE | | | TURN-L NW-NE | TURN-L | M- S | | |
| d | | V# TYPE 01 NONE 0 PRVTE | PSNGR CAR | 02 NONE 0 PRVTE PSNGR CAR | 02 NONE 0 PRVTE PSNGR CAR | 01 NONE 9 N/A | PSNGR CAR | | 01 NONE 0 PRVTE | PSNGR CAR | | 02 NONE 0 PRVTE PSNGR CAR | O I NONE O PRVTE | PENGR CAR | | 02 NONE 0 PRVTE PSNGR CAR | 01 NONE 0 | PRVTE | PSNGR CAR | |
| 40 Crash records snown | CRASH | SVRTY S-STRGHT SS-O | ĹNI | | | FIX OBJ FIX | DDO | | ANGL-OTH TURN | DNI | | | ANGL-OTH TURN | OQ4 | | | FIX OBJ | FIX | LNI | |
| au crasu z | | DRVWY LIGHT N RAIN N WET | DAY | | | CLD DRY | DAY | | RAIN WET | DARK | | | RAIN WET | DAY | | | CLR | DRY | DARK | |
| 5 | | NNN | N | | | א א | и | | IGN N | N | | | N N | Z | | | Т | N | N | |
| | | ICONTL Y NONE | | | | N NONE | | | N STOP SIGN | | | | N STOP SIGN | | | | N | NWONDIND | | |
| | INT-TYPE (MEDIAN) LEGS | (#LANES) (NONE) | | (02) | | (NONE) | | (02) | 3-LEG | 0 | | | 3-LEG | o | | | 3 - LEG | | 0 | |
| | RD CHAR DIRECT LOCTN | STRGHT NE | 04 | | | STRGHT NE | 04 | | INTER | 04 | | | INTER CN | 04 | | | INTER | 3 | 05 | |
| | | MILEPNT LRS 1 14 CP 0 ADAMS ST | 38.10 ADAMS-BAKER ST LEG | 009100100500 | | 1 14 CP 0 ADAMS ST | 38.17 EDMUNSTON ST | 003001001600 | 1 14 CP 0 EDMUNSTON ST | 38.23 PACIFIC HY 99W | 009100100800 | | 1 14 CP 0 EDMUNSTON ST | 38.23 PACIFIC HY 99W | 009100100500 | | 2 14 | CP 0 BAKER ST | 37.96 HANDLEY ST | 005002001600 |
| | Y I Area | LONG YAMHILL MCMINNVILLE | MCMINUL UA | -123 11 58.53 | | YAMHILL MCMINNVILLE | MCMINVI, UA | -123 12 1.27 | YAMHILL MCMINNVILLE | MCMINUL UA | -123 12 4.2917401 | | YAMHIIL MCMINNVILLE | MCMINUL DA | -123 12 4.292676 | | YAMHILL | MCMINNVILLE | MCMINVL UA | -123 11 52.6303221 |
| | о ч ч ч ч ч ч ч ч ч ч ч ч ч ч ч ч ч ч ч | D C S L X LAT N N N N 06/09/2016 TH | 2₽ | 45 12 15.93 | | Y N N N 10/02/2016 | а́Е | 45 12 12.89 | N N N N 01/17/2012 TU | 5₽ | 45 12 10.5855004 | | N N N 09/28/2013 SA | 2₽ | 45 12 10.584756 | | N N N N 07/15/2012 | SU | 12A | 45 12 21.9537438 |
| | SER# INVEST RD DPT | UNLOC7 00643 CITY | й | 2 | | 01166 CITY | ¥ | N | 00054 CITY | N | N | | 00855 NONE | N | N | | 00598 | CITY | N | z |

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's committed to providing the highest quality crash data to customers. However, because submitted for a crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit is an origunarrise that all qualitying crash set 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 the individual driver, the Statewide OttONT2004, may result in fewer property damage only crash and adjust for inclusion in the Statewide Crash Data File.

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091: PACIFIC HIGHWAY WEST

CDS380 07/08/2018

| SER# P S M DATE SER# P R S M DATE INVEST E A U C O DAY RU DAT E L G H R TIME | COUNTY CITY URBAN ARBA | RD# FC CONN# COMPNT FIRST STREET MLG TYP SECOND STREET | RD CHAR DIRECT LOCTN | INT-TYPE (MEDIAN) LEGS | E INT-REL TRAF- | OFFRD RNDBT | WTER SURF | CRASH COLL CIDIM | SPCL USE TRLR QTY OWNER | MOVE FROM | PRTC INJ | A S G E LICNS | | | |
|---|------------------------------|--|----------------------------|------------------------------|-----------------------|----------------|--------------|------------------------|---------------------------------|-----------------|--------------|-----------------------------|-------|-----------------|-----------------------------|
| NNNXX | | | CURVE | CONVERT 1 | | Å | CLR | PRKD MV | | STRGHT | 1175 | < | | AUT | 062,013,0 01 |
| CITY WE | MCMINNVILLE | CP 0 BAKER ST | S | (NONE) | ONE-WAY | N | DRY | REAR | PRVTE | 8 -N | | | | 000 | 53 062,013,000 |
| 10P | MCMINUL UA | 37.97 HANDLEY ST | 10 | | | N | DLIT | LNI | PSNGR CAR | | 01 DRVR INJC | 58 M OR-Y | 180 | 110 | ئ 01 |
| 45 12 21.467425 | -123 11 52.5959836 | 00910020000 | | (02) | | | | | A BROW DO | ш <u>но</u> авр | | 0R<25 | | | |
| | | | | | | | | | PRVTE | N- S | | | | 000 | 062,013,000 |
| | | | | | | | | | PSNGR CAR | | 02 PSNG INJC | M 00 | 000 | 000 | 00 |
| | | | | | | | | | 02 NONE D PRVTE PSNGR CAR | PRKD-P S -N | | | | 800 | 00 |
| | | | | | | | | | 03 NONE 0 PRVTE PSNGR CAR | PRKD-P S -N | | | | 800 | 00 |
| 00955 Y N N N 10/29/2010 CITY FR | YAMHILL MCMINNVILLE | 2 14 CP 0 BAKER ST | STRGHT S | (ENON) | N ONE-WAY | × N | CLR DRY | FIX OBJ FIX | 01 NONE 0 PRVTE | STRGHT S -N | | | | 000 | 062 01 062 00 |
| 52 | MCMINUL DA | 37.97 HANDLEY ST | 10 | | | N | DAY | UNI | PSNGR CAR | | OL DRVR INJC | 51 F OR-Y | 080 | 017 | 10 |
| 45 12 21.4829947 | -123 11 52.6247919 | 003002001600 | | (02) | | | | | | | | 0R<25 | | | |
| 01588 N N N 12/28/2016 NONE WE | YAMHILL MCMINNVILLE | 2 14 CP 0 BAKER ST | STRGHT S | (NONE) | N UNKNOWN | N | CLR DRY | S-STRGHT SS-O | 01 NONE 9 N/A | STRGHT S -N | | | | 000 | E1 00 |
| 12P | MCMINUL UN | 37.97 HANDLEY ST | 04 | | | N | DAY | PDO | PSNGR CAR | | 01 DRVR NONE | 00 Unk UNK | 000 | 000 | 00 |
| 45 12 21.48 | 8 -123 11 52.62 | 009100200200 | | (02) | | | | | 02 NONE 9 N/A PSNGR CAR | STRGHT S -N | 01 DRVR NONE | UNK 00 UNK UNK | 000 | 000 | 00 |
| 01096 N N N N 10/22/2015 CITY TH | AZMHILLE VAMHILLE | 2 14 CP 0 BAKER ST | ALLEY S | (NONE) | N ONE-WAY | N N | CLR DRY | S-1TURN TURN | 01 NONE 0 PRVTE | TURN-L S -W | | DNK | | 610 | 80 |
| ЗБ | MCMINVL UA | 38.00 HANDLEY ST | 07 | | | N | DAY | PDO | PSNGR CAR | | O1 DRVR NONE | 43 F OTH-Y | 006 | 000 | 08 |
| 45 12 20.07 | 7 -123 11 52.61 | 009100200800 | | (03) | | | | | 02 NONE 0 PRVTE PSNGR CAR | STRGHT S -N | O1 DRVR NONE | 0R<25 48 M 0R-Y 0R-25 | 000 | 000 | 00 |
| 00224 Y Y N 02/23/2015 NO RPT MO | YAMHILL MCMINNVILLE | 2 14 CP 0 BAKER ST | STRGHT S | (NONE) | N UNKNOMN | N K | CLR WET | FIX OBJ FIX | 01 NONE 0 PRVTE | STRGHT S -N | | | | 000 | 040,091 33,30 040,091 00 |
| 101 | MCMINVL UA | 38.01 HANDLEY ST | 80 | | | N | DLIT | DCI | PSNGR CAR | | 01 DRVR NONE | 23 M OR-Y | 051,0 | 051,050,081 017 | 33,30 |
| 45 12 19.6 | -123 11 52.61 | 009100200800 | | (02) | | | | | | | | OR<25 | | | |

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091: PACIFIC HIGHWAY WEST

OREGON DEPARIMENT OF TRANSFORTATION - TRANSFORTATION DEVELOPMENT DIVISION TRANSFORTATION DATA SECTION - CRASH ANAVLYSIS AND REPORTING UNIT CONTINUOUS SYSTEM CRASH LISTING BIGDWWY 091 ALL ROAD TYPES, MP 37.96 to 38.23 01/01/2008 to 02/28/2017, Both Add and Non-Add mileage

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of 40 Crash records sho 29 - 33

| ע כי | COLINEY | RD# PC CONN# | RD CHAR | INT-TYPE | | | | | SPCL USE | | | | | | | |
|--|--|-----------------------|-------------|-----------|-------------|-------|----------------|-----------------|---------------------------------|--------------------|-------------------------|---------|-----------------|------------|-------------|---------------------------|
| L C C L L | CITY | | DIRECT | (MEDIAN) | INT-REL | OFFRD | WITHR | CRASH | TRLR OTY | MOVE | | A | ca | | | |
| Ч С Ц С С | URBAN AREA | MLG TYP SECOND STREET | LOCIN | LEGS | | RNDBT | F | | OWNER | FROM | PRTC INJ P# TVDB CIP | 5 DNI | E LICNS PED | | and and a | |
| N N N N N N | YAMHILL MCMINNVILLE | | INTER N | 3~LEG | | N | | CHT | | STRGHT S -N | 4311 | | ogy | | | 1 CAUSE 32,05,27 00 |
| 1P | MCMINVL UA | 38.06 COWLS ST | 05 | 0 | | N | DAY F | OQ4 | PSNGR CAR | | 01 DRVR NO | NONE 52 | ASUSP 4 | 052,080 | 000 | 32,05,27 |
| 45 12 17.2916129 | -123 11 53.1301163 | 009100200800 | | | | | | | 02 NONE 0 | STRGHT | | | 0R<25 | | | |
| | | | | | | | | | PRVTE PSNGR CAR | N N | 01 DRVR NO | NONE 42 | F OR-Y OR<25 | 000 | 000 | 000 |
| N N N 02/06/2013 We | YAMHILL MCMINNVILLE | 2 14 CP 0 BAKER ST | CURVE NE | (NONE) | N NONE | и к | CLD F | FIX OBJ FIX | O1 NONE O PRVTE | STRGHT SW-NE | | | | | 000 067,062 | 062 10 062 00 |
| 12P | MCMINVL UA | 38.06 COWLS ST | 10 | o | | N | DAY F | PDO | PSNGR CAR | | OI DRVR NO | NONE 60 | M OR-Y | 180 | 028 | 10 |
| 45 12 17.307036 | -123 11 53.1226679 | 003002001600 | | (02) | | | | | | | | | 0R<25 | | | |
| N N N 04/21/2009 TU | YAMHILL MCMINNVILLE | 2 14 CP 0 BAKER ST | STRGHT N | (INONE) | Y UNKOWN | N | CLR 5 DRY R | S-1STOP REAR | 01 NONE 0 PRVTE | STRGHT S -N | | | | | 000 | 07 00 |
| 3₽ | MCMINUL UN | 38.07 COWLS ST | 05 | | | N | DAY I | ĹNI | PSNGR CAR | | OI DRVR NO | NONE 61 | M OR-Y | 026 | 000 | 07 |
| 45 12 16 850668 | -123 11 53 2005145 | 009100200800 | | (02) | | | | | | | | | 0R<25 | | | |
| 2 9 9 1 9 1 1 | n 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | | | | | | | | 02 NONE 0 PRVTE PSNGR CAR | STOP S -N | 01 DRVR IN | LI DUNI | F OR-Y OR<25 | 000 | 000 | 000 |
| N N N N 04/04/2015 | YAMHILL | 2 14 | INTER | 3-LEG | N | ¥ | UNK F | FIX OBJ | 01 NONE 0 | STRGHT | | | | | 040, | 128,116 |
| SA | MCMINNVILLE | CP 0 BAKER ST | S | | NMONNIN | N | E XIND | XIđ | PRVTE | N- S | | | | | 010 040 | 240 00 |
| 101 | MCMINVL UA | 38.07 COWLS ST | 06 | ٥ | | N | DARK | DQ | PSNGR CAR | | 01 DRVR NO | NONE 28 | M SUSP | 080,081 | 025 | 16 |
| 45 12 16.86 | -123 11 53.39 | 009100200800 | | | | | | | | | | | 0R<25 | | | |
| N N N N 07/13/2015 MO | YAMHILL MCMINNVILLE | 2 14 CP 0 BAKER ST | INTER W | 3-LEG | NMONDHINI | N N | CLR P | CE4 | 01 NONE 0 PRVTE | TURN-L W -N | | | | | 018 | 00 |
| ALL | MCMINUL UA | 38.07 COWLS ST | 90 | 0 | | ¥ | DAY I | JNI | PSNGR CAR | | 01 DRVR NO | NONE 58 | F OR-Y | 029 | 000 | 02 |
| 45 12 16.86 | -123 11 53.39 | 00300200700 | | | | | | | | | | | 0R<25 | | | |
| | | | | | | | | | | - STRGHT N S | DI CONV IN | INJC 61 | F GII | SIDEWK 000 | 047 | 00 |
| N N N N 09/16/2016 | YAMHILL | 2 14 | INTER | UNKONOMIN | N | X | CLR | BIKE | 01 NONE 0 | JRN-J | | | | | ,100 | 001,128,1 02,50 |
| FR | MCMINNVILLE | CP 0 BAKER ST | м | | NONE | N | DRY A | ANGL | PRVTE | N- M | | | | | 018 | 00 |
| 52 | MCMINUL UN | 38.07 COWLS ST | 06 | 0 | | х | E YAG | LNI | PSNGR CAR | | 01 DRVR NO | NONE 40 | F OR-Y | 000 | 000 | 00 |
| 45 12 16.86 | -123 11 53.39 | 00300200100 | | | | | | | | | | | 0R<25 | | | |

| Page: 8 | | CAUSE | 02,50 | 02 00 | 02 | 000 | 08 | 08 | | 00 | 07 00 | 07 | 88 | 00 | 10 | | 0 | 0 | 10 | |
|--|----------------------|---|--------------------|------------------------|--------------------------------|---------------------------------|------------------------|----------------|-----------------------|---------------------------------|--------------------------|--------------------------|----------------------------------|--------------------------|--------------------------|---------------|--------------------|---------------------|--------------------|-------------------|
| | | ACT EVENT C | 047 001 0 | 000 | 000 | 0 0 0 0 0 0 | 019 01 | 000 | | 0000 | 000 | 000 | 011 000 | 000 040 0 | 000 | | 058,040,11 00 | 000 058,040,100 | 028 00 1 | |
| | | C ERROR | SIDEWK 028,060 | | 028 | 000 | | 006 | | 000 | | 026 | aoa | | 047,080,081 | | | | 081 | |
| | | A S INU G E LICNS FED SVRIV E X RES LOC | M 22 SINI | | NONE 66 F OR-Y OR-25 | NONE 21 M OR-Y OR-25 | | NONE 40 M OR-Y | 0R<25 | NONE 69 M OR-Y OR-25 | | NONE 47 F OR-Y | 0R<25 NONE 26 M 0R-Y 0R-25 | | INJC 37 M SUSP | 0R<25 | | | INJC 24 F OR-Y | 0R<25 |
| mileage | | PRTC | r 01 BIKE S | | 01 DRVR | C DRVR | _ | 01 DRVR | | 01 DRVR | <i>.</i> | 01 DRVR | 01 DRVR | . | 01 DRVR | | | | 01 DRVR | |
| ISION bd Non-Add | | MOVE FROM TO | - STRGHT N S | TURN-R E -N | | STRGHT S -N | TURN-L S -W | | | STRGHT S -N | STRGHT S -N | | STOP S -N | STRGHT SW-NE | | | STRGHT | N- S | | |
| OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION NO DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT CONTINUOUS SYSTEM CRASH LISTING 37.96 to 38.23 01/01/2008 to 02/28/2017, Both Add and Non-Add mileage | | SPCL USE TRLR QTY OMNER V# TYPE | | 01 NONE 0 PRVTE | PSNGR CAR | 02 NONE D PRVTE PSNGR CAR | 01 NONE D PRVTE | PSNGR CAR | | 02 NONE 0 PRVTE PSNGR CAR | DI NONE D PRVTE | PSNGR CAR | 02 NCNE 0 PRVTE PSNGR CAR | 01 NONE 0 PRVTE | PSNGR CAR | | 0 ENON TO | PRVTE | PSNGR CAR | |
| TRANSPORTATION - TRANSPORTATION D. ATA SECTION - CRASH ANAXIYSIS AND CONTINUOUS SYSTEM CRASH LISTING 96 to 38.23 01/01/2008 to 02/28/20 | Crash records shown. | ir crash if coll ht svrty | | IN ANGL-OTH TURN | ADO | | S-ITURN TURN | DQ4 X1 | | | EAR | DOG a | | FIX OBJ | TNI I. | | FIX OBJ | FIX | PNI | |
| RATION - TR ON - CRASH JS SYSTEM C 23 01/01/20 | 10 | OFFRD WTHR RNDBT SURF DRVWY LIGHT | | N RAIN N WET | N DARK | | N CLR N DRY | N DARK | | | N CLR N DRY | N DAY | | Y CLR N DRY | N DLIT | | Y CLR | и рку | N DAY | |
| OREGON DEPARTMENT OF TRANSFORTATION - TRANSFORTATION DEVELOPMENT DIVISION TRANSFORTATION DATA SECTION - CRASH ANAXIXELS AND REPORTING UNIT CONTINUOUS SYSTEM CRASH LISTING LL ROAD TYPES, MP 37.96 to 38.23 01/01/2008 to 02/28/2017, Both Add and No | 34 - 39 Of | INT-REL TRAF- CONTL | | N STOP SIGN | | | N ONE-WAY | | | | N NONE | | | N UNKNOWN | | | И | NONE | | |
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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 <u>kathy@mvadvancements.org</u>.

Sincerely

atty Schlotplat

Kathy Schlotfeldt Executive Director

Enclosures: Conceptual site plan Map with location of proposed site Durchangeling

Dave Haugeberg President

ADMINISTRATION - 5th Street Office

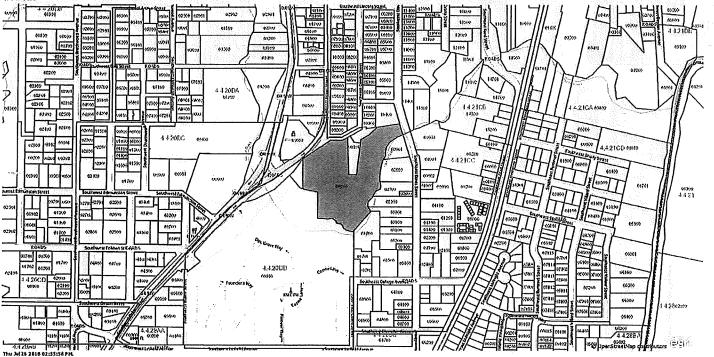
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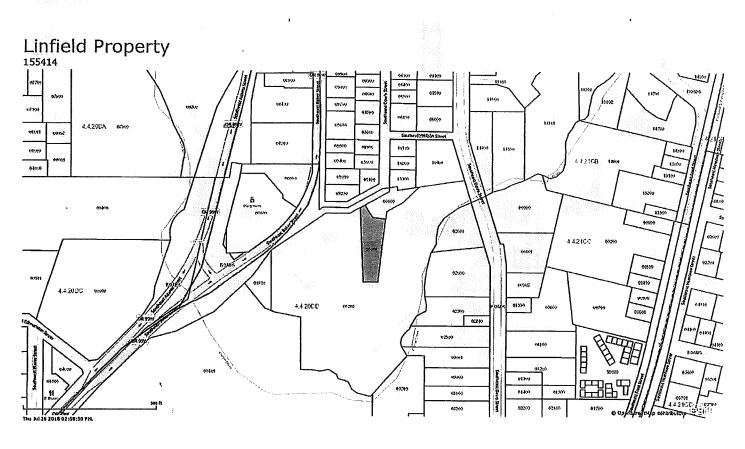
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LOCATION OF PROPOSED SITE

Linfield Property





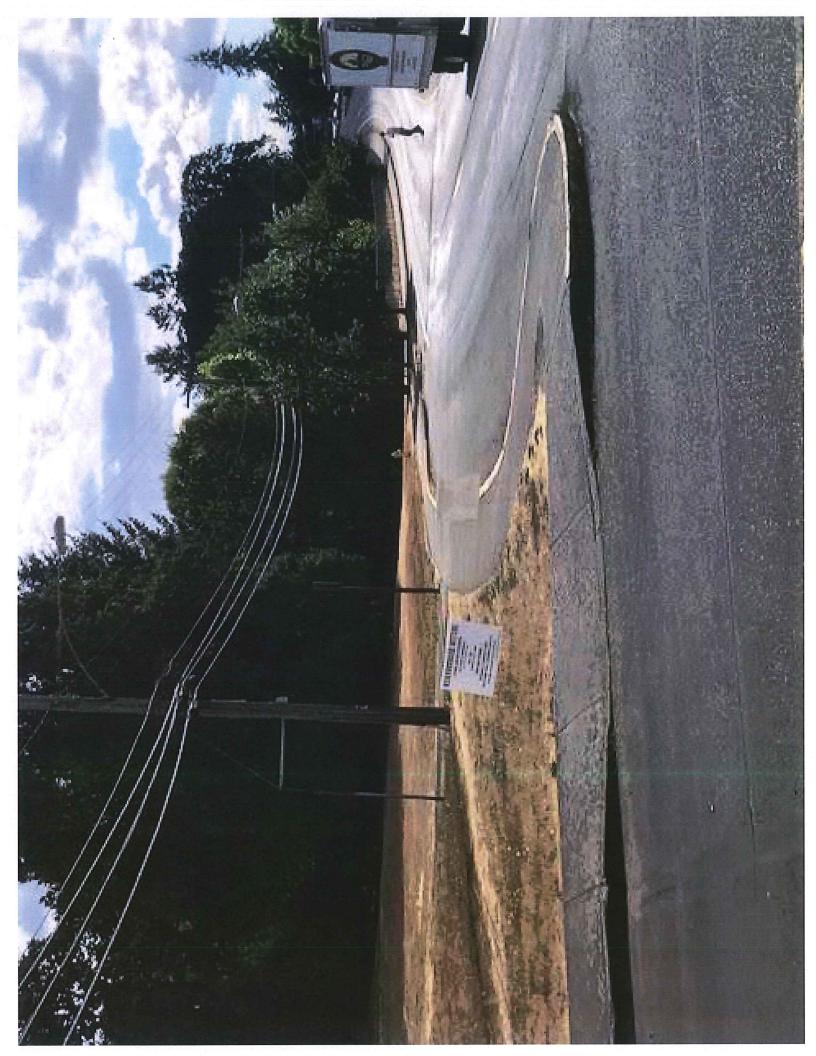


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| 22 | R4421CC03702 | 321 SE COLLEGE AVE | SOUTHALL LARRY & JANET | SOUTHALL LARRY & JANET | 1520 SW 2ND ST | MCMINNVILLE OR | 97128 |
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| 42 | R4421CC03100 | 927 SE DAVIS ST | FRICKE ERIC C & PEGGY 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 |
| 4 | 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 | | 97123 |
| 48 | R4421CB06100 | 424 SE COWLS ST | SPALDING TERESA A | SPALDING TERESA A | 1625 NW MICHELBOOK LN | MCMINNVILLE OR | 97128 |
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| 20 | R4421CB06000 | 545 SE DAVIS ST | OAK CREEK RENTALS LLC | OAK CREEK RENTALS LLC | 3204 NE GRANDHAVEN DR | MCMINNVILLE OR | 97128 |







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)

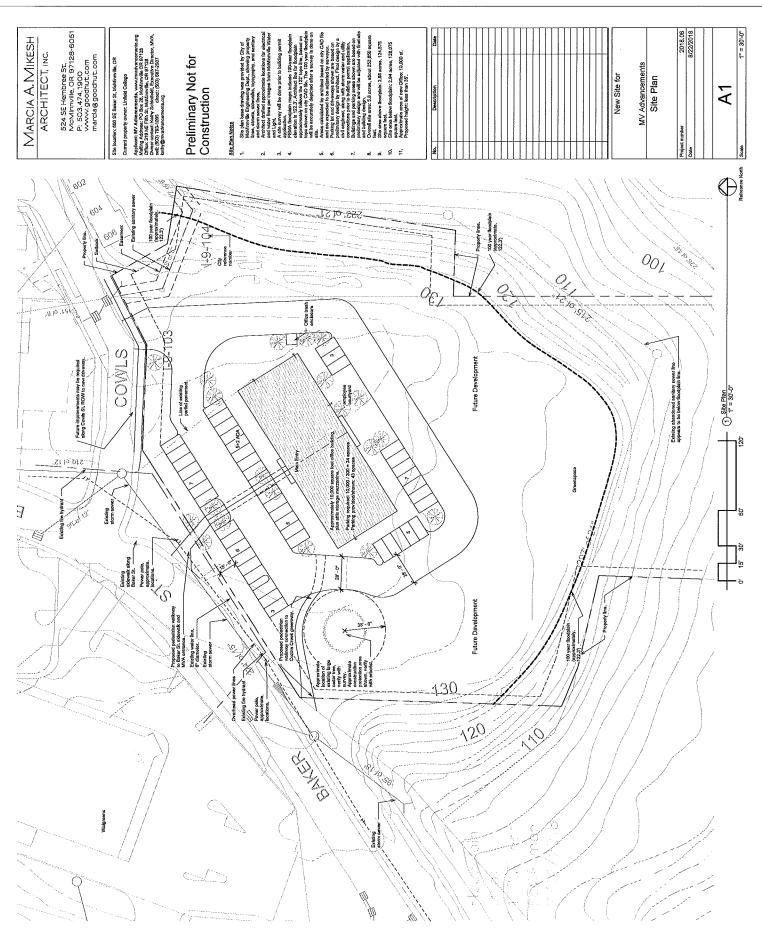
Current zoning: R4 multifamily residential up to 83 units

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)

CONCEPTUAL SITE PLAN



Madvancements ENHANCING LIVES

Visitor Sign In Neighborhood Meeting

Neighborhood Meeting McMinnville Community Center

Wednesday, September 19, 2018 6pm-8pm

| Print Name | Address |
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| 1. Kins Laurance | SOTI SLEDNA HOLLOURDINE GTOTI LAISLOUVEN CE Chatmeil. |
| 2. Terry and the Schmidt | 825 SW Hilary ST, MUMIMUILE CON |
| 3. Lu Ann Answer | 1753 NW Wallace B. , McMUNNULLE, OR |
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| 6. Mary ann Rodriguez | 1116 Sw Russ lare Minnville OR 97128 |
| 7. John McKeegan | sis NW Yawhill St. McMinnville |
| 8. Diller Kige | 450 W 745 St MEMMILL, OR 9708 |
| 9. CAROL MILLER | 398 SE Wi (Sen ST - Martunnilly 10% |
| 10. Shelly Sanderlin | 1005 SE Davis St Nr.M. |
| 11. Rick JOHN | 448 S. BAKEN Mell |
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| 16. Kathy Schlotfelat | |
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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 50employees, 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.