



**City of McMinnville**  
**Planning Department**  
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[www.mcminnvilleoregon.gov](http://www.mcminnvilleoregon.gov)

## **EXHIBIT 3 - STAFF REPORT**

**DATE:** December 20, 2018  
**TO:** Planning Commissioners  
**FROM:** Chuck Darnell, Senior Planner  
**SUBJECT:** CPA 2-18 / ZC 4-18 / PDA 1-18 – 600 SE Baker Street

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### **Report in Brief:**

This is a public hearing to consider applications for a Comprehensive Plan Map amendment and Zone Change for a property, as well as a Planned Development amendment that is necessary due to the proposed zone change. The property in question is currently designated as Residential on the Comprehensive Plan Map and zoned R-4 PD (Multiple Family Residential Planned Development). A portion of the property in question is designated as Flood Plain on the Comprehensive Plan Map and also zoned F-P (Flood Plain).

The requests are to amend the Comprehensive Plan Map designation on a portion of the site to Commercial, and to rezone a portion of the site to O-R (Office/Residential) to allow for development of an office use and future multiple-family residential uses on the subject site. Those amendments would apply only to the areas of the subject site that are outside of the floodplain, and the current Flood Plain Comprehensive Plan Map designation and F-P (Flood Plain) zone would remain on the subject site as they exist today. The remainder of the subject site, outside of the Flood Plain designation and zone, would be changed to a Commercial designation and the O-R (Office/Residential) zone.

Should the proposed zone change be approved, the applicant is also then requesting a Planned Development Amendment to remove the subject site from the Linfield College Master Plan area and Planned Development Overlay District as approved by Ordinance 4739. This property would no longer be owned or operated by Linfield College, so the boundary of the Linfield College Master Plan and Planned Development Overlay District would be amended to remove the subject site.

The subject site is located at 600 SE Baker Street, and is more specifically described as Tax Lots 101 and 200, Section 20DD, T. 4 S., R. 4 W., W.M.

### **Background:**

The subject site is currently vacant, other than some older pavement and gravel areas from the site's previous use. The site was the former location of the Columbus Elementary School, which existed upon the site until 1994. The Columbus Elementary School was demolished in 1994 following structural

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*Attachment A: Decision, Findings of Fact and Conclusionary Findings for the Approval of a Comprehensive Plan Map Amendment from a Residential Designation to a Commercial Designation at 600 SE Baker Street;*

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*Attachment C: Decision, Findings of Fact, and Conclusionary Findings for the Approval of a Planned Development Amendment to Remove Properties from an Existing Planned Development Overlay District at 600 SE Baker Street.*

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damage that occurred to the building during an earthquake in the spring of 1993. Linfield College has since acquired the property from the McMinnville School District, and has retained ownership of the property since that time. The applicant, MV Advancements, is under contract to purchase the property from Linfield College.

The site is bounded on the north by Cows Street, on the west by Baker Street (Highway 99W), and on the south and east mainly by the Cozine Creek. The property to the north and across Cows Street is zoned O-R (Office/Residential) and the existing uses are salon and office businesses. The property to the west and across Baker Street is zoned C-3 (General Commercial) and the existing use is retail (Walgreens). The property to the east is zoned R-4 (Multiple Family Residential) and the existing use is a small, four-unit multiple family building. Property further to the northeast along Cows Street is also zoned R-4 (Multiple Family Residential), and consists of various residential uses (multiple family, duplex, and single family dwellings). The property to the south and across Cozine Creek is zoned R-4 PD (Multiple Family Planned Development), and is the north end of the Linfield College campus. The subject site is identified below (boundary shown below is approximate):

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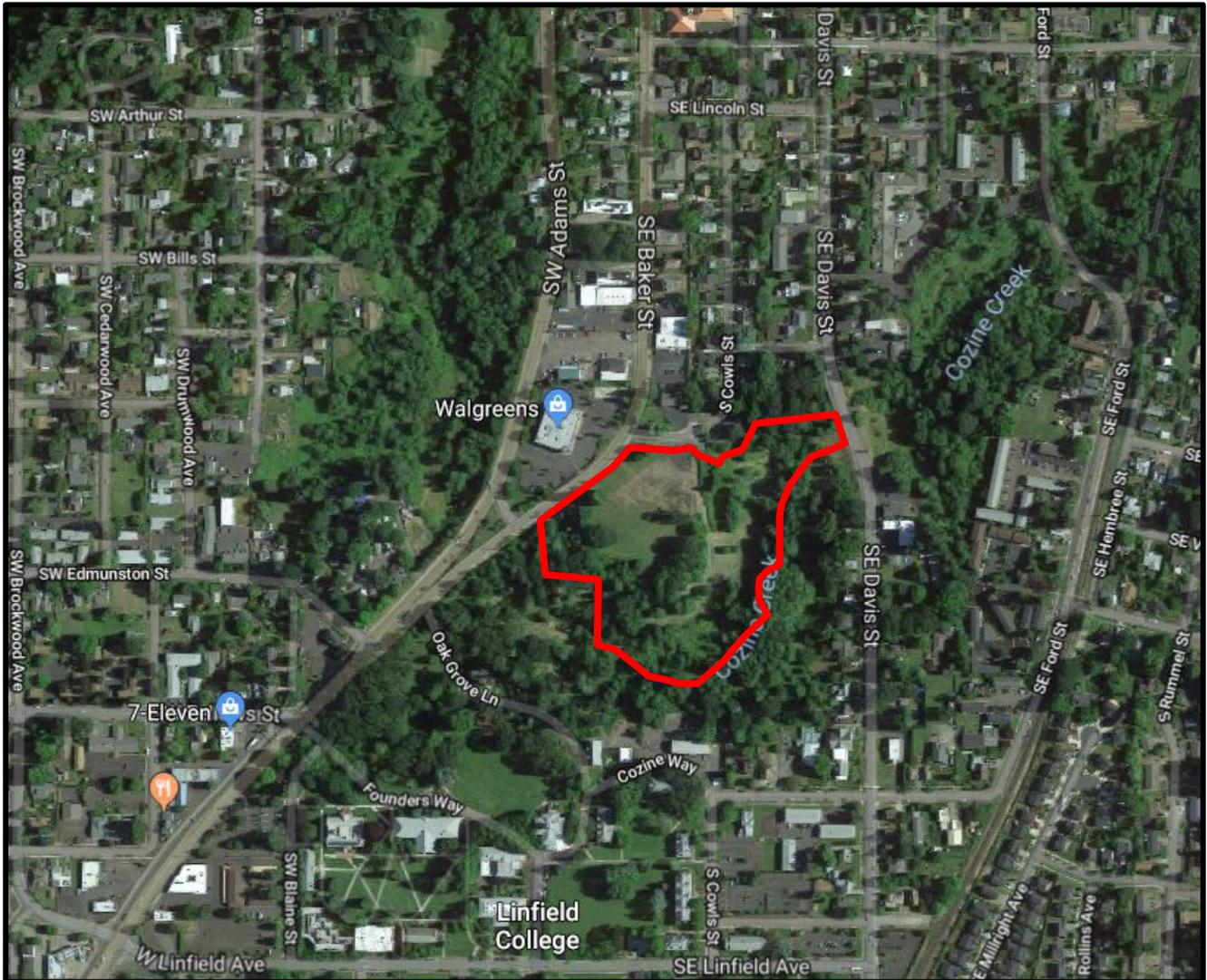
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**Site Reference Map**

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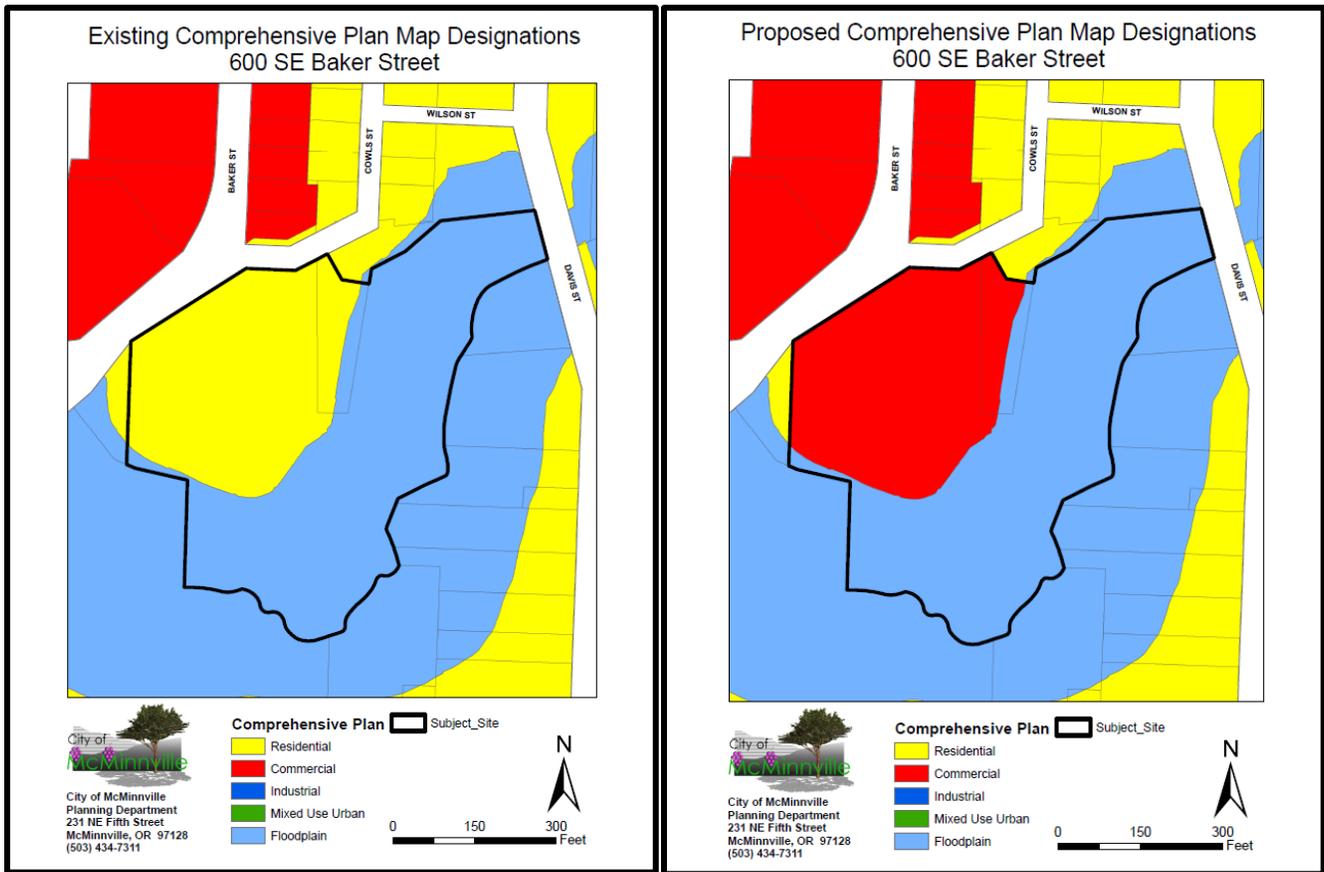
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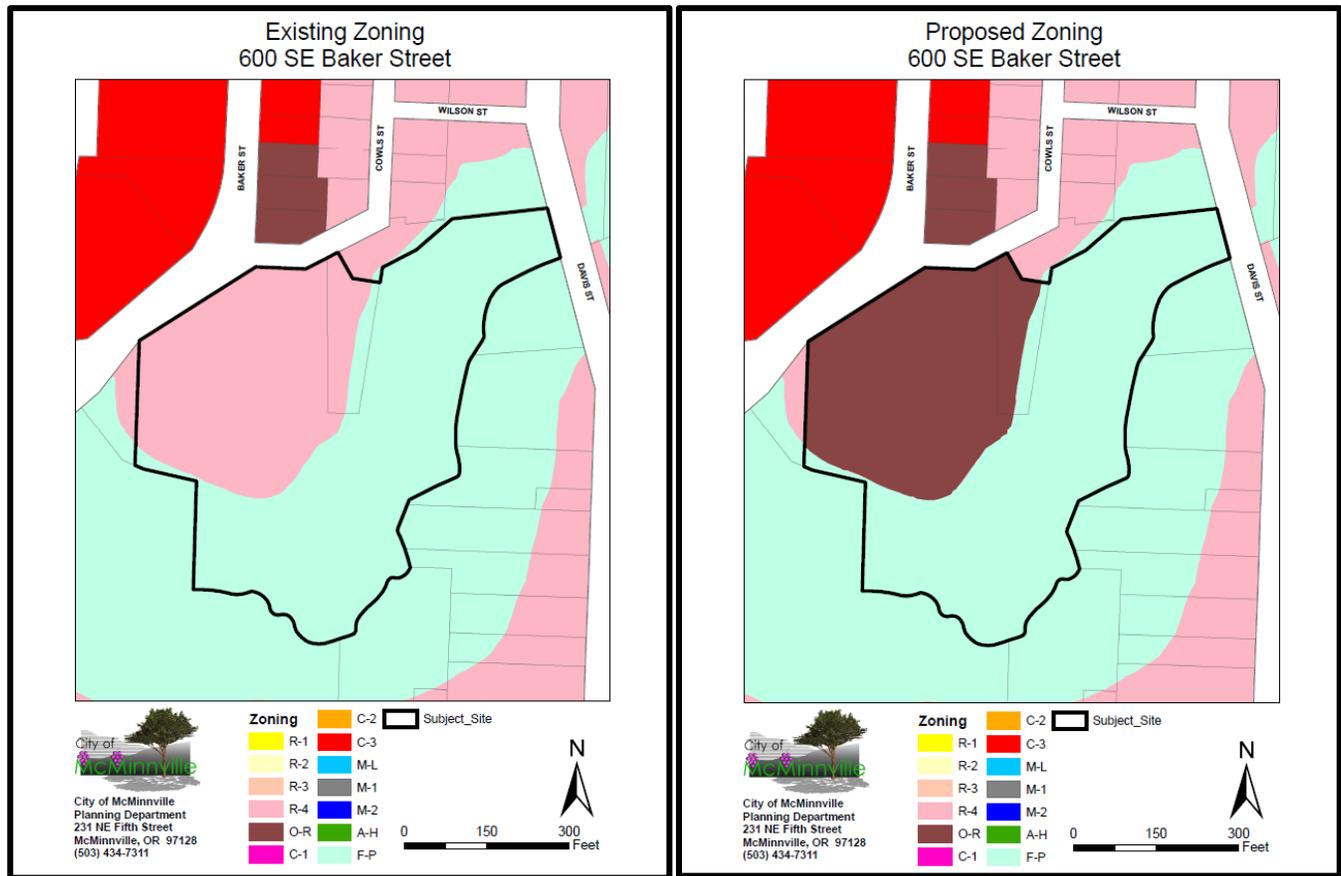
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Reference maps showing the existing and proposed Comprehensive Plan Map and zoning designations of the subject site and the surrounding properties are provided below:



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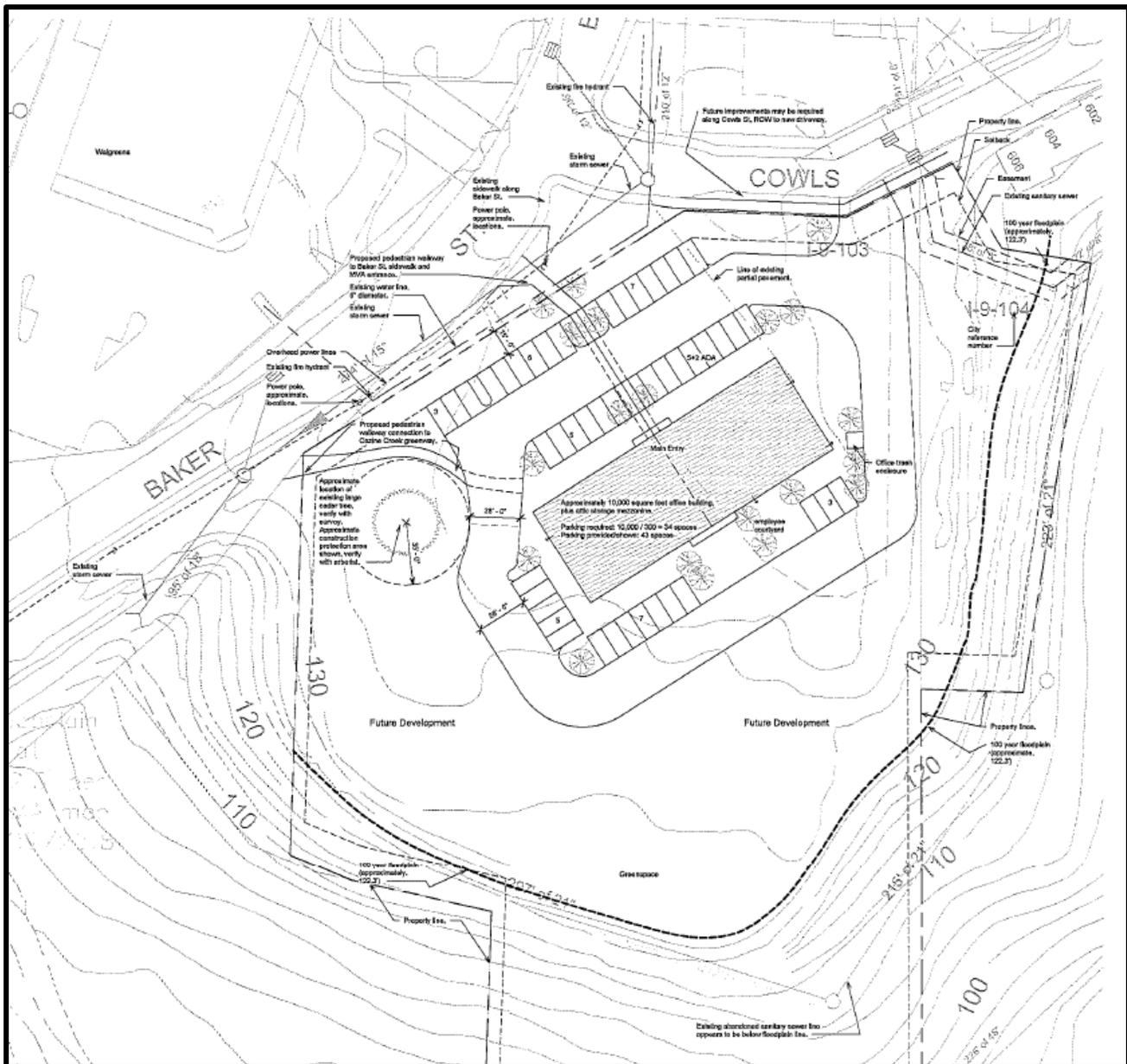


The applicant has submitted a conceptual development plan for the site, which they have specifically requested to not be binding on the site in any way, to depict the potential office and multiple-family residential uses they anticipate to construct on the site. The concept plan shows the development of an approximately 10,000 square foot office building, and identifies areas to the south of the office building as “future development” areas where up to 24 multiple family dwelling units could be constructed.

The concept plan, **which again is not proposed to be binding on the site and is not subject to site or design review as part of the proposed Comprehensive Plan Map amendment and zone change**, is identified below:

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### **Discussion:**

There are three concurrent requests being made by the applicant. The first is a Comprehensive Plan Map amendment to amend the designation of a portion of the subject site from Residential to Commercial. The second is to change the zoning of the property from R-4 PD (Multiple-Family Residential Planned Development) to O-R (Office/Residential). The third, should the first two requests be approved, is a Planned Development Amendment to adjust the boundary of the Linfield College Master Plan area and Planned Development Overlay District to remove the subject site from that master plan and planned development area.

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The Planning Commission's responsibility regarding this type of land use request is to conduct a public hearing and, at its conclusion, render a decision to recommend approval or approval with conditions to the City Council, or deny the Comprehensive Plan Map amendment, zone change, and Planned Development amendment requests utilizing the criteria in Section 17.74.020 and Section 17.74.070 of the McMinnville Zoning Ordinance.

Both the Comprehensive Plan and Zone Change requests are subject to the same review criteria in Section 17.74.020 of the McMinnville City Code. The Planned Development Amendment request is subject to the review criteria in Section 17.74.070 of the McMinnville City Code. Each request will be reviewed as a separate request and application below.

### **Comprehensive Plan Map Amendment Request (CPA 1-18)**

As discussed above, the applicant is requesting an amendment of the Comprehensive Plan Map designation of the property from Residential to Commercial.

#### Section 17.74.020

A. The proposed amendment is consistent with the goals and policies of the Comprehensive Plan.

There are numerous Comprehensive Plan Goals and Policies that are applicable to this request. The narrative provided by the applicant identifies those goals and policies in detail, and they have also been identified in the attached decision document.

The Comprehensive Plan goals and policies most applicable to the Comprehensive Plan amendment request are found in Chapter IV (Economy of McMinnville) and Chapter V (Housing and Residential Development). Goals from Chapter III and Chapter IV of the Comprehensive Plan promote the provision of social services and facilities commensurate with the needs of our expanding population, and also 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. Goals from Chapter V of the Comprehensive Plan promote the development of affordable, quality housing for all city residents, and also promote a land-intensive development pattern. More specifically, there are policies that provide guidance in the provision of opportunities for suitable, serviceable commercial sites within the UGB (Policy 21.01), opportunities for the development of a variety of housing types and densities (Policy 58.00), and opportunities for multiple-family developments to encourage lower-cost housing (Policy 59.00). The applicant has used these policies to argue for the amendment of the Comprehensive Plan Map designation from Residential to Commercial.

The most recently acknowledged Economic Opportunities Analysis for the City of McMinnville, which was acknowledged in 2013, identified a deficit of commercial land within the McMinnville Urban Growth Boundary. The deficit was identified at an amount of 35.8 acres, as shown in Figure 26 from the Economic Opportunities Analysis below:

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**Figure 26. Comparison of Land Demand to Supply (2013-33)**

Acres by Plan Designation				
	Commercial	Industrial	Total	Comments
<b>Vacant Land Demand</b>				Based on 2013-33 jobs forecast
Commercial	164.6	-	164.6	Commercial retail & service need
Industrial	-	145.1	145.1	Manufacturing & related sectors
Institutional	2.2	8.0	10.2	62% of need w/per job method
<b>Totals</b>	<b>166.8</b>	<b>153.2</b>	<b>319.9</b>	Employment land demand
<b>Available Land Supply</b>				Fully & partially vacant sites
2013 BLI Update	130.9	389.1	520.0	Revised per BLI update 7/13
<b>Surplus/(Deficit)</b>	<b>(35.8)</b>	<b>235.9</b>	<b>200.1</b>	As of 2033 forecast year

Notes: All acreage figures are rounded to nearest 1/10<sup>th</sup> of an acre.  
Source: E. D. Hovee & Company, LLC.

The proposed Comprehensive Plan map amendment would address the commercial land deficit identified in the Economic Opportunities Analysis, as approximately 2.86 acres of additional commercial land would be provided for commercial use. However, it should be noted that the proposal would result in the loss of 2.86 acres of land currently designated as Residential on the Comprehensive Plan Map. In the most recently acknowledged Residential Buildable Lands Inventory, which was prepared in 2001, a need for additional land for housing and residential uses was identified. That inventory, which was titled the McMinnville Buildable Land Needs Analysis and Growth Management Plan, identified a deficit of over 1,000 acres of land for housing in Table B-11 of Appendix B. Therefore, both commercial and residential lands were identified as needed land types in the Economic Opportunities Analysis and Residential Buildable Lands Inventory.

The need for residential land was much higher than the need for additional commercial land (over 1,000 acres of residential land compared to 35.8 acres of commercial land). However, the applicant is arguing that their proposed zone change will still address the residential land need, as they are proposing to change the zoning to the O-R (Office/Residential) zone that allows for both commercial and residential uses. They have also expressed an intent to construct up to 24 residential uses on the subject site in the future. Therefore, the Comprehensive Plan goals and policies related to the provision of opportunities for the development of a variety of housing types and densities (Policy 58.00) and opportunities for multiple-family developments to encourage lower-cost housing (Policy 59.00) are still being satisfied by the proposed Comprehensive Plan Map amendment, as well as the policy related to the provision of opportunities for suitable, serviceable commercial sites (Policy 21.01).

#### Section 17.74.020

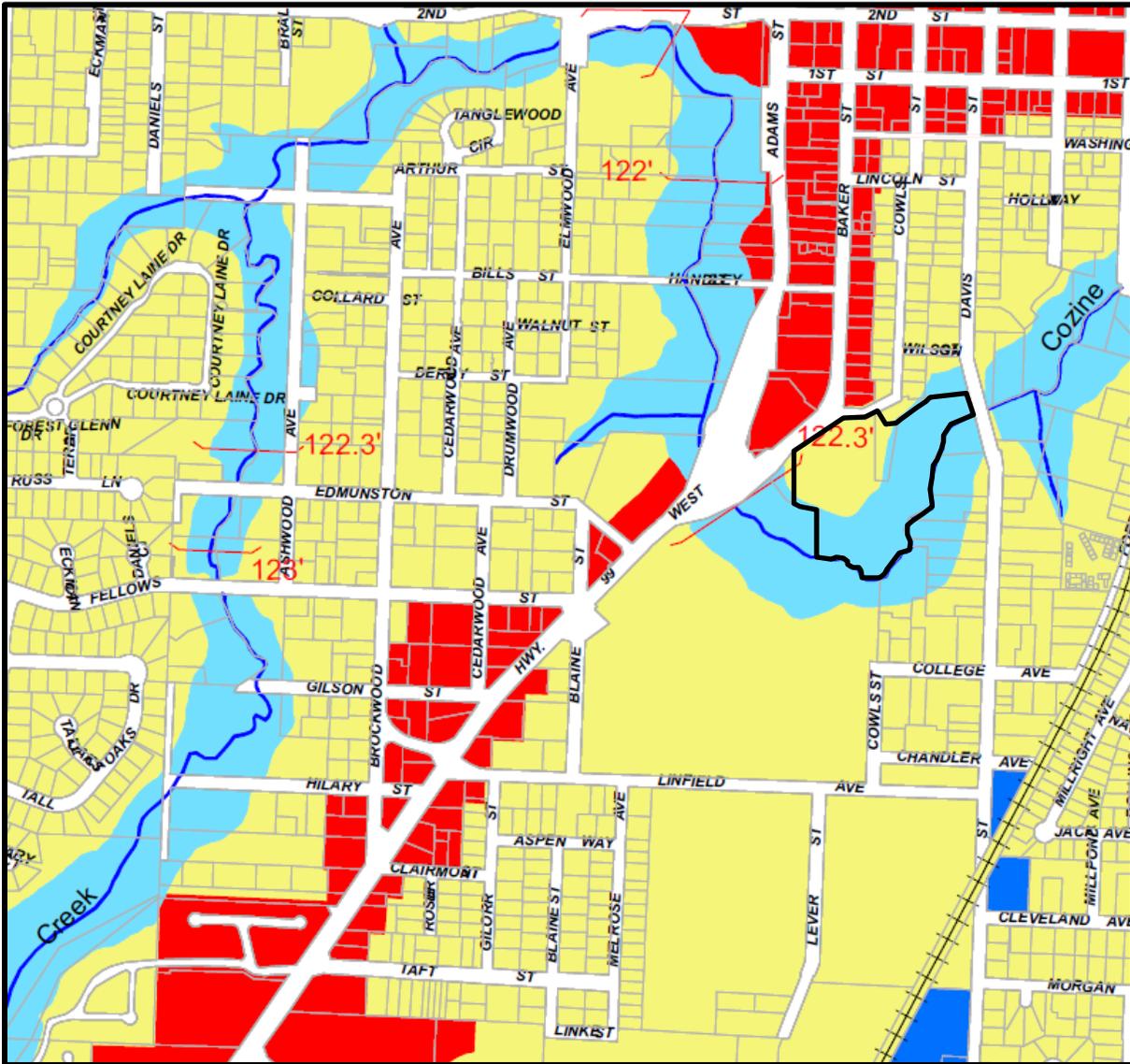
- B. The proposed amendment is orderly and timely, considering the pattern of development in the area, surrounding land uses, and any changes which may have occurred in the neighborhood or community to warrant the proposed amendment.

The development pattern in the area surrounding the subject site includes both residential and commercial land uses. The properties to the west and north along Baker Street are currently designated as Commercial on the Comprehensive Plan Map. The subject site, similar to those other commercially designated properties, is located immediately adjacent to Baker Street/Highway 99W, a higher volume roadway that is generally more compatible with commercial uses than residential uses. While land

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adjacent to the subject site to the east and further northeast along Cowsls Street is designated as Residential on the Comprehensive Plan, the change of the subject site to Commercial is not inconsistent with the treatment of other areas along the Highway 99W corridor, both to the south and north of the subject site. In both directions along the Highway 99W corridor, the properties fronting and immediately adjacent to Highway 99W are designated as Commercial, with the lands on the other side of those properties being designated as Residential, showing a transition from Commercial to Residential as properties are located further from the major roadway. That pattern of land use designation can be seen below (the subject site is identified and outlined in black, with the boundary being approximate):



Given the surrounding land uses and development pattern, the proposed amendment of the Comprehensive Plan Map designation from Residential to Commercial is orderly and timely. The commercial land use will complement the other commercial lands surrounding the subject site, and the proposed zone change (should the Comprehensive Plan Map amendment be approved) will ensure a

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transition from commercial to residential use. This is more applicable and will be described in more detail in the findings for the proposed zone change to the O-R (Office/Residential) zone below.

#### Section 17.74.020

- C. Utilities and services can be efficiently provided to serve the proposed uses or other potential uses in the proposed zoning district.

*Utility and Service Provision:* This area is well served by existing sanitary and storm sewer systems as well as other public utilities. The Engineering Department has reviewed this proposal and has offered no concerns with providing adequate services to this site to support development at the subject site. At the time of development of the site, all necessary utilities and improvements will be required to be completed along with the building permit activities.

*Street System:* The applicant has provided a traffic impact analysis that concluded that the surrounding street network has the capacity to accommodate the number of trips that would result from the applicant's request to amend the Comprehensive Plan Map designation and complete a zone change to allow the development of office and residential uses on the subject site.

The traffic impact analysis included an analysis of the impacts of development of the site on three intersections near the subject site, at Baker Street and SE Handley Street, Baker Street and Cowls Street, and Baker Street and the Adams Street U-turn. The analysis also considered the worst case trip generation within the existing Comprehensive Plan Map designation and zone, compared to the reasonable worst case trip generation within the proposed Comprehensive Plan Map designation and zone. The existing zoning of R-4 PD (Multiple Family Residential Planned Development) includes a Planned Development that actually does not specify any particular use on the subject site, only showing it as vacant and noting that future use of the property needed to be determined by Linfield College. Therefore, the applicants assumed the worst case trip generation in the existing zone to be a maximum build out of the number of apartment units that would be allowed in the underlying R-4 zone (83 units based on the lot size). The worst case trip generation was assumed based on the type of development that would be allowed in the zoning district being proposed, should the Comprehensive Plan Map amendment be approved.

The Engineering Department and the Oregon Department of Transportation reviewed the traffic impact analysis, and neither had any concerns with the analysis or the findings. There were some changes in the number of trips and the operation of the intersections included in the traffic impact analysis, which will be discussed in more detail in the findings for the zone change below.

### **Zone Change Request (ZC 1-18)**

Should the Comprehensive Plan Map amendment from Residential to Commercial be recommended for approval, the applicant is also requesting that the property be rezoned from R-4 PD (Multiple-Family Residential Planned Development) to O-R (Office/Residential) to allow for the development of both office and residential uses on the subject site.

#### Section 17.74.020

- A. The proposed amendment is consistent with the goals and policies of the Comprehensive Plan.

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There are numerous Comprehensive Plan Goals and Policies that are applicable to this request. The narrative provided by the applicant identifies those goals and policies in detail, and they have also been identified in the attached decision document.

### **General Comprehensive Plan Goals & Policies**

The Comprehensive Plan goals and policies most applicable to the zone change request are found in Chapter II (Natural Resources), Chapter III (Cultural, Historical, & Educational Resources), Chapter IV (Economy of McMinnville) and Chapter V (Housing and Residential Development).

Relative to Natural Resources, Goal II 1 is “To preserve the quality of the air, water, and land resources within the planning area”. A policy to support that goal is Policy 9.00, which states that “The City of McMinnville shall continue to designate appropriate lands within its corporate limits as “floodplain” to prevent flood induces property damages and to retain and protect natural drainage ways from encroachment by inappropriate uses”. As shown in the maps of the site above, a portion of the subject site is currently designated as Flood Plain on the Comprehensive Plan Map and zoned F-P (Flood Plain). These designation and zone areas are the same as the 100-year (or 1% annual chance) floodplain areas as identified on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panels. The applicant is not proposing to change the plan designation or zone within the floodplain area, and has stated in the application that this area of the site will be protected. There are numerous regulations in the McMinnville City Code that limit development in the floodplain areas. However, the applicant has also stated that they will continue to partner with Linfield College and the Greater Yamhill Watershed Council in their efforts to restore the Cozine Creek property between the subject site and the Linfield College campus by re-establishing native plant species.

A goal from Chapter III of the Comprehensive Plan is to promote the provision of “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”. The applicant, MV Advancements, is an organization that provides social services to individuals who experience disabilities. They have selected the subject site due to its location, being in close proximity to other community services that their clients would need to access. The proximity to downtown McMinnville and the other social service providers in that area allows for the MV Advancements site to still easily provide its services to the community. The site is located on a public transit route, an important locational factor for this social service use as many of their clients rely on public transit for transportation services. Both local routes (Route 2 and Route 3) serve the subject site, with northbound Route 2 passing immediately adjacent to the site, and southbound Route 3 passing close to the site on Adams Street just west of the subject site before Adams Street connects back with SE Baker Street heading southwest. Both of those routes run at regular 10-minute intervals throughout the day on all weekdays, providing connections throughout the city and also to the transit center where connections can be made with other routes.

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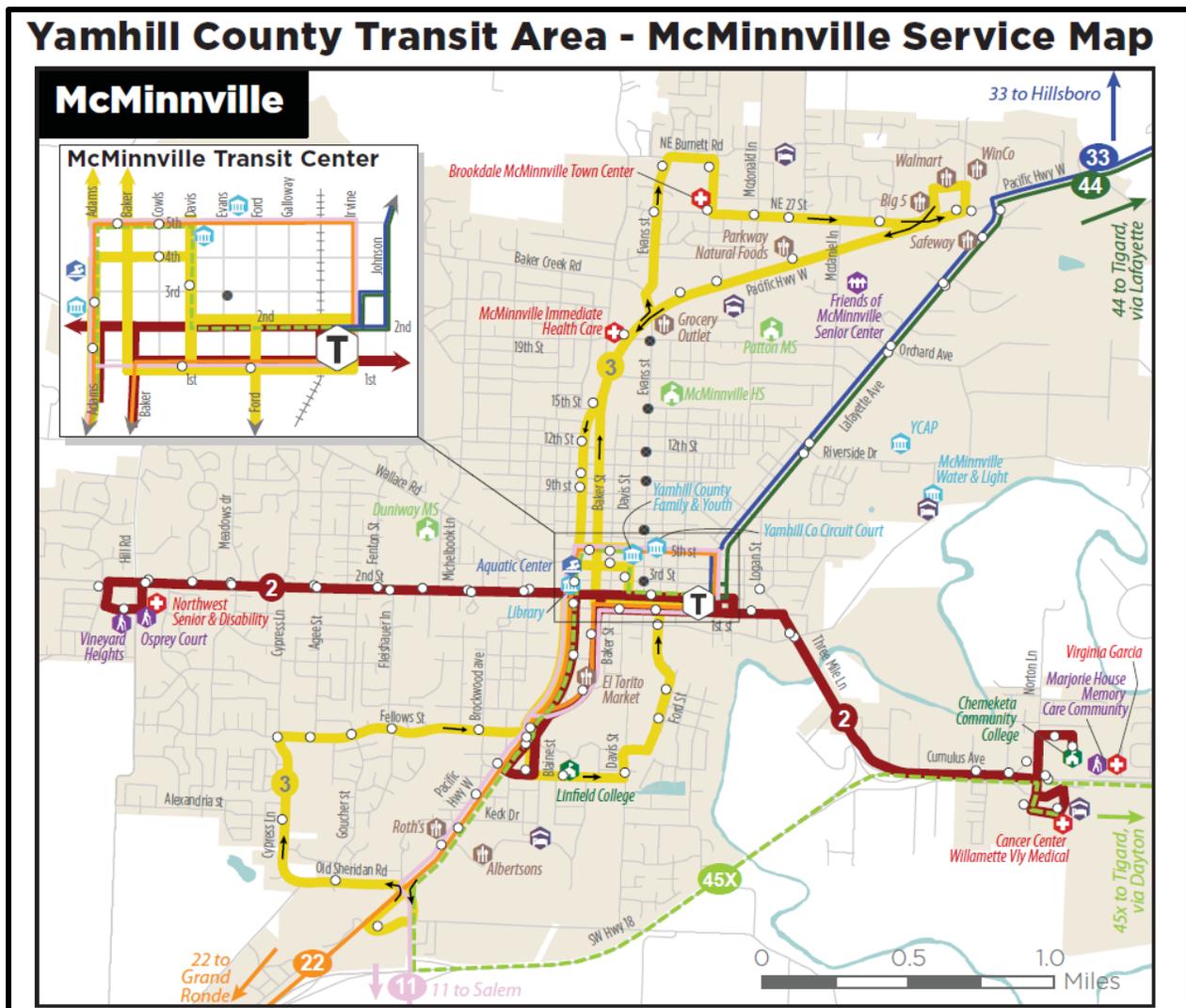
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The Comprehensive Plan also includes goals and policies related to the economy and commercial services in McMinnville. A goal from Chapter IV of the Comprehensive Plan is to “encourage the continued growth and diversification of McMinnville’s economy in order to enhance the general well-being of the community and provide employment opportunities for its citizens.” Policy 21.01 further states that the City shall “provide an adequate number of suitable, serviceable [commercial] sites in appropriate locations within its UGB”. The most recently acknowledged Economic Opportunities Analysis for the City of McMinnville, which was acknowledged in 2013, identified a deficit of commercial land within the McMinnville Urban Growth Boundary. The deficit was identified at an amount of 35.8 acres, as shown in Figure 26 from the Economic Opportunities Analysis below:

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Commercial	164.6	-	164.6	Commercial retail & service need
Industrial	-	145.1	145.1	Manufacturing & related sectors
Institutional	2.2	8.0	10.2	62% of need w/per job method
<b>Totals</b>	<b>166.8</b>	<b>153.2</b>	<b>319.9</b>	Employment land demand
<b>Available Land Supply</b>				Fully & partially vacant sites
2013 BLI Update	130.9	389.1	520.0	Revised per BLI update 7/13
<b>Surplus/(Deficit)</b>	<b>(35.8)</b>	<b>235.9</b>	<b>200.1</b>	As of 2033 forecast year

Notes: All acreage figures are rounded to nearest 1/10<sup>th</sup> of an acre.  
Source: E. D. Hovee & Company, LLC.

The proposed Comprehensive Plan map amendment would address the commercial land deficit identified in the Economic Opportunities Analysis, as approximately 2.86 acres of additional commercial land would be provided for commercial use. However, it should be noted that the proposal would result in the loss of 2.86 acres of land currently designated as Residential on the Comprehensive Plan Map. In the most recently acknowledged Residential Buildable Lands Inventory, which was prepared in 2001, a need for additional land for housing and residential uses was identified. That inventory, which was titled the McMinnville Buildable Land Needs Analysis and Growth Management Plan, identified a deficit of over 1,000 acres of land for housing in Table B-11 of Appendix B.

Therefore, both commercial and residential lands were identified as needed land types in the Economic Opportunities Analysis and Residential Buildable Lands Inventory. The need for residential land was much higher than the need for additional commercial land (over 1,000 acres of residential land compared to 35.8 acres of commercial land). However, the applicant is arguing that their proposed zone change will still address the residential land need, as they are proposing to change the zoning to the O-R (Office/Residential) zone that allows for both commercial and residential uses. They have expressed an intent to construct up to 24 residential uses on the subject site in the future.

In regards to the existing status of the subject site, the applicant is arguing that the residentially zoned land was not actually available for development of residential uses. The applicant has stated that this land, because it was owned by Linfield College, was not considered as buildable in the last Residential Buildable Lands Inventory. In the Linfield College Master Plan (as approved and adopted under a Planned Development Overlay District by Ordinance 4739), the subject site was shown as vacant land with no specific future land use identified. There were statements in the Master Plan that Linfield College still needed to determine what the future use of the subject site would be. The applicant has provided a letter of support from Linfield College, who currently owns the subject site, providing evidence of their support for the applicant's intended use of the site and the ability to construct up to 24 residential units in conjunction with MV Advancements services or for senior housing. The letter of support states that the sale of the property will include a restrictive covenant to limit the number of residential dwelling units to 24 units, and also states that Linfield College had never considered the sale of the property to allow for the development of the maximum number of dwelling units that the underlying zoning might allow. This supports the applicants arguments that the current site was actually not available for the development of

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residential uses, and that it will now be available for up to 24 dwelling units, along with the commercial office space.

Goals from Chapter V of the Comprehensive Plan promote the “development of affordable, quality housing for all city residents” (Goal V 1), and also 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” (Goal V 2). More specifically, there are policies that provide guidance in the provision of opportunities for the development of a variety of housing types and densities (Policy 58.00), and opportunities for multiple-family developments to encourage lower-cost housing (Policy 59.00). The applicant has used these policies to argue for the zone change from R-4 PD (Multiple Family Residential Planned Development) to O-R (Office/Residential).

The proposed zone change to O-R results in the establishment of a commercial zone on the property. However, it is a zone that allows for mixed use and both commercial and residential uses. The ability to have a mix of uses on the subject site will allow for unique and innovative development techniques in the establishment of both office and residential units on the subject site. The applicant has also provided evidence (in the form of a letter of support) that restrictive covenants will be placed on the site to limit the residential uses of the site to those types that would be in conjunction with MV Advancements services (which are provided to individuals with disabilities) or for senior housing. The provision of this type of housing will provide a variety of housing types and potentially lower-cost housing. Therefore, the Comprehensive Plan goals and policies related to the provision of opportunities for the development of a variety of housing types and densities (Policy 58.00) and opportunities for multiple-family developments to encourage lower-cost housing (Policy 59.00) are still being satisfied by the proposed zone change, even though the zone change results in a commercial zoning designation.

### **Locational Comprehensive Plan Policies**

As stated above, the zone change request satisfies multiple Comprehensive Plan goals and policies by providing for additional commercially zoned land, which is identified as a needed land type, while still providing opportunities for multiple family residential housing. While the proposed zone change results in a commercial zoning designation (in the Office/Residential zone), there are more specific policies that could apply to the zone change request to determine whether the specific subject site is appropriate for higher density residential development, as that type of use is permitted in the O-R (Office/Residential) zone. Those policies provide specific factors to be considered in the designation of areas for high-density residential development (Policy 71.13) and also specific multiple-family development policies that must be achieved with the development of multiple-family uses on the subject site (Policy 86.00 through 92.02).

Comprehensive Plan Policy 71.13 provides factors that should serve as criteria in determining areas appropriate for high-density residential development, which is what the applicant is proposing with the request to rezone the property to O-R (Office/Residential) to provide for both office and multiple family residential uses. Those factors in Policy 71.13 are as follows:

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;

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5. Areas where the existing facilities have the capacity for additional development;
6. Areas within a one-half mile wide corridor centered on existing or planned public transit routes;
7. Areas within one-quarter mile from neighborhood and general commercial shopping centers; and
8. Areas adjacent to either private or public permanent open space.

The subject site is not committed to low or medium density development, as the current underlying zoning is technically R-4 (Multiple Family Residential), but is overlaid by a Planned Development Overlay District that does not specify any future land use type. The subject site is bounded on the west by an arterial street (SE Baker Street/Highway 99W), and to the south and southeast by topography and the Cozine Creek, providing buffering and privacy between the subject site and adjacent properties. The only property immediately adjacent to the subject site, located immediately east along Cowls Street, is zoned R-4 (Multiple Family Residential) so therefore is not low density residential. While the Comprehensive Plan policies do not require locational factors and buffering from other adjacent high density residential areas, the proposed O-R (Office/Residential) zone includes some yard requirements that will provide setbacks and spacing between buildings and property lines, as well as a limitation on building height to no more than 35 feet, which is the maximum building height in lower density residential zones. These standards will provide some buffering from adjacent residential areas, even though they are also high density zones.

The site does have frontage on an arterial street. As shown in the Transportation System Plan street functional classification system map below, SE Baker Street/Highway 99W is classified as a major arterial street. However, the applicant is proposing to only provide access to the site from Cowls Street, given the traffic and safety concerns with having a new access directly onto SE Baker Street in this location near the connection of Adams and Baker Streets, and also in such close proximity to the existing intersection at Baker Street and Cowls Street. The applicant submitted a traffic impact analysis, which will be discussed in more detail below, showing that the site's access onto Cowls Street can be accommodated without any significant impacts on the surrounding street network. Comprehensive Plan Policy 91.00 provides some additional flexibility in the type of street that a multiple-family residential development should be accessed from. Specifically, Policy 91.00 states that "Multiple-family housing developments shall be required to access off of arterials or collectors or streets determined by the City to have sufficient carrying capacities to accommodate the proposed development." Given the findings of the traffic impact analysis, it can be found that the site has appropriate access for higher density development that would be allowed in the O-R (Office/Residential) zone.

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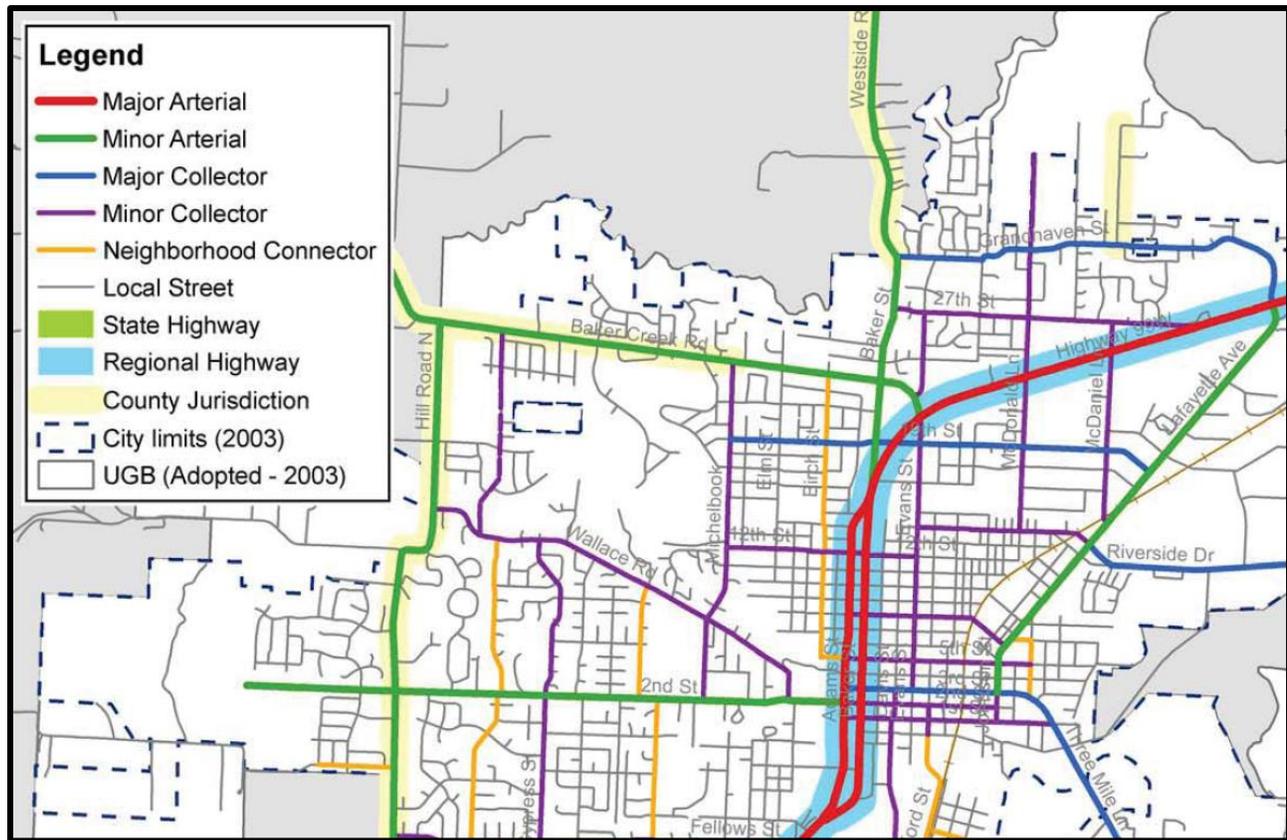
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There are not any major development limitations with the subject site, and the Engineering Department has not identified any issues with providing services and infrastructure to the subject site to support higher density residential development.

As discussed in more detail above, existing transit service is located in close proximity to the site. Routes 2 and 3 along Adams and Baker Streets are well within one-half mile of the subject site. The subject site is also located well within one-quarter mile of commercially zoned property, with commercially zoned property immediately across Baker Street from the subject site and other O-R zoned property located north of the subject site across Cows Street. These commercially zoned properties currently provide retail uses and other commercial services (professional office, medical, salon, etc.) in close proximity to the subject site.

In regards to private or public open space, there is some private open space on the subject site in the areas that are designated as floodplain. These areas are protected in the McMinnville City Code, as development in the floodplain areas is very limited. In addition, the applicant is proposing to maintain this area as natural open space, with statements in the application that they will be partnering with Linfield College and the Greater Yamhill Watershed Council in their efforts to restore the Cozine Creek property between the subject site and the Linfield College campus by re-establishing native plant species. This area could be considered the private open space that is required by Policy 71.13 for high density residential developments. Outside of this area, there are no other public open spaces within one-quarter mile of the site. There are multiple public open space areas within one-half mile of the

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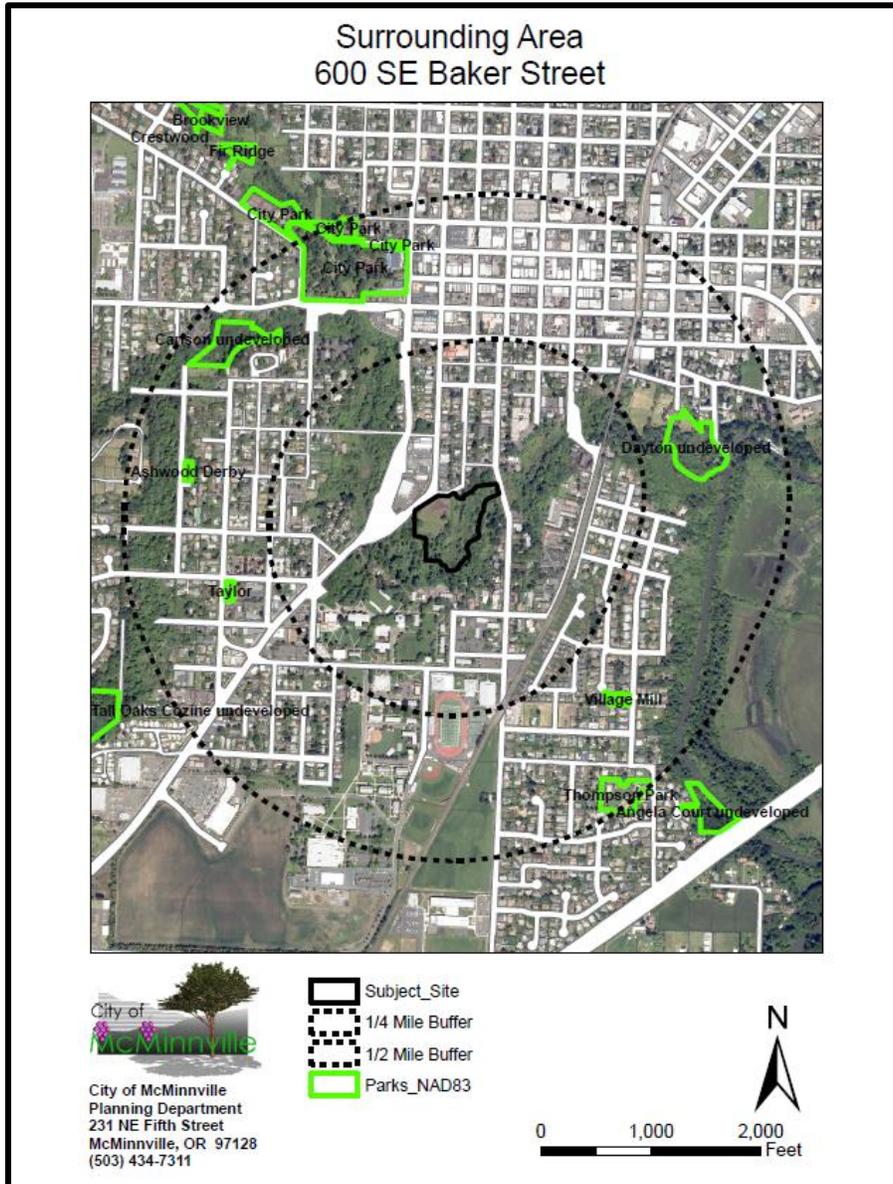
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subject site, including City Park and several smaller city parks, although some of those public properties are undeveloped.

For reference, a map showing the locations of amenities surrounding the subject site is provided below:



If the Planning Commission finds that the floodplain area should not be treated as private open space, additional usable open space could be required as a condition of approval, should the site be developed with multiple-family residential uses. Previous land use actions related to the provision of multiple family residential zones without adjacent private or public open space have included conditions of approval requiring an area equivalent to 7 percent of the gross size of the site being reserved for usable open space for residents of the multiple-family development site. If the Planning Commission finds that the private floodplain area should not be treated as private open space and that the additional open space must be provided, they should also determine whether the area calculation would apply to the entire

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subject site (including the floodplain), or whether the area calculation would be based only on the portions of the subject site that would be zoned O-R (Office/Residential).

### **Residential Design and Multiple-Family Development Comprehensive Plan Policies**

The Comprehensive Plan includes specific policies related to Residential Design, which the applicant provided findings for in their application materials. While these policies are important, the proposal and request before the Planning Commission does not include a review of the applicant's development plan or concept plan. However, it should be noted that the concept plan provided does meet the residential design policies, specifically in that it preserves distinctive natural features in the floodplain and creek areas (Policy 80.00) and provides pedestrian paths to connect with other activity centers with connections to the surrounding sidewalk network and the Linfield College path to the southwest (Policy 81.00).

The Comprehensive Plan also includes policies that must be achieved with the development of multiple-family uses on any particular site. Again, the proposed zone change would result in a commercial zoning designation, but because the proposed zone would allow for multiple-family residential uses and the applicant has stated an intention of developing up to 24 dwelling units, the policies should be considered. Some of these are similar to the locational factors in Policy 71.13, including the street access to the site, and the site's proximity to transit routes and general commercial shopping centers. Policy 90.00 states that "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". Another policy in particular (Policy 92.02) requires higher density housing to be located within a "reasonable walking distance" to shopping, schools, parks and public transportation. This distance is not specifically defined, but a typical distance used for a reasonable walking distance is one-quarter mile. As discussed in more detail above, the site is well within one-quarter mile of commercial uses and public transportation. There are no parks within one-quarter mile, but private open space is provided on the subject site in the floodplain area and natural open space along the Cozine Creek.

#### **Section 17.74.020**

- B. The proposed amendment is orderly and timely, considering the pattern of development in the area, surrounding land uses, and any changes which may have occurred in the neighborhood or community to warrant the proposed amendment.

The development pattern in the area surrounding the subject site includes both residential and commercial land uses and zones. The properties to the west and north between Adams Street and Baker Street are currently zoned C-3 (General Commercial). Properties immediately to the north of the subject site, but also fronting Baker Street are currently zoned O-R (Office/Residential), the same zone the applicant is proposing for the subject site. The subject site, similar to those other commercially zoned properties, is located immediately adjacent to Baker Street/Highway 99W, a higher volume roadway that is generally more compatible with commercial uses than residential uses. While land adjacent to the subject site to the east and further northeast along Cows Street is zoned R-4 (Multiple Family Residential), the change of the subject site to the O-R (Office/Residential) zone is not inconsistent with the treatment of other areas along this portion of the Highway 99W corridor.

Also, the proposed O-R (Office/Residential) zone at this location meets multiple other goals or intended uses for the O-R zone. Specifically, the purpose statement for the O-R (Office/Residential) zone in Section 17.24.010 of the McMinnville City Code states:

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The purpose and intent of this zone is at least two-fold. One, it may be used to provide a transition and buffer area between commercially zoned and residentially zoned areas; and two, it is intended to provide an incentive for the preservation of old and historical structures. It may also serve as a buffer zone along major arterials between the roadway and the interior residential areas. Therefore, the requirements set forth herein should be interpreted in relationship to the protection of abutting residential areas. Implementation and interpretation should take into consideration those factors conducive to a healthy place to live, and improvements should be in scale and relationship to surrounding property uses.

The proposed zone change would be consistent with the purpose of the O-R (Office/Residential) zone, as the subject site is located between commercially zoned property across Baker Street to the west and residentially zoned property along Cows Street to the east. The change to the O-R zone would provide a transition between commercial and residential zones, and also would serve as a buffer zone along the major arterial roadway, that being Baker Street/Highway 99W, and the interior residential areas further east and northeast along Cows Street. The O-R (Office/Residential) zone also includes some yard requirements that will provide setbacks and spacing between buildings and property lines, as well as a limitation on building height to no more than 35 feet, which is the maximum building height in lower density residential zones. These standards would not apply if the request was to change to another commercial zone such as C-3 (General Commercial), and will provide some buffering from the adjacent residential areas.

The zoning map in the area surrounding the subject site can be seen below, showing other properties in the vicinity that are currently zoned O-R (Office/Residential) that provide for a transition between commercial and residential zones. The subject site is identified and outlined in black (boundary is approximate):

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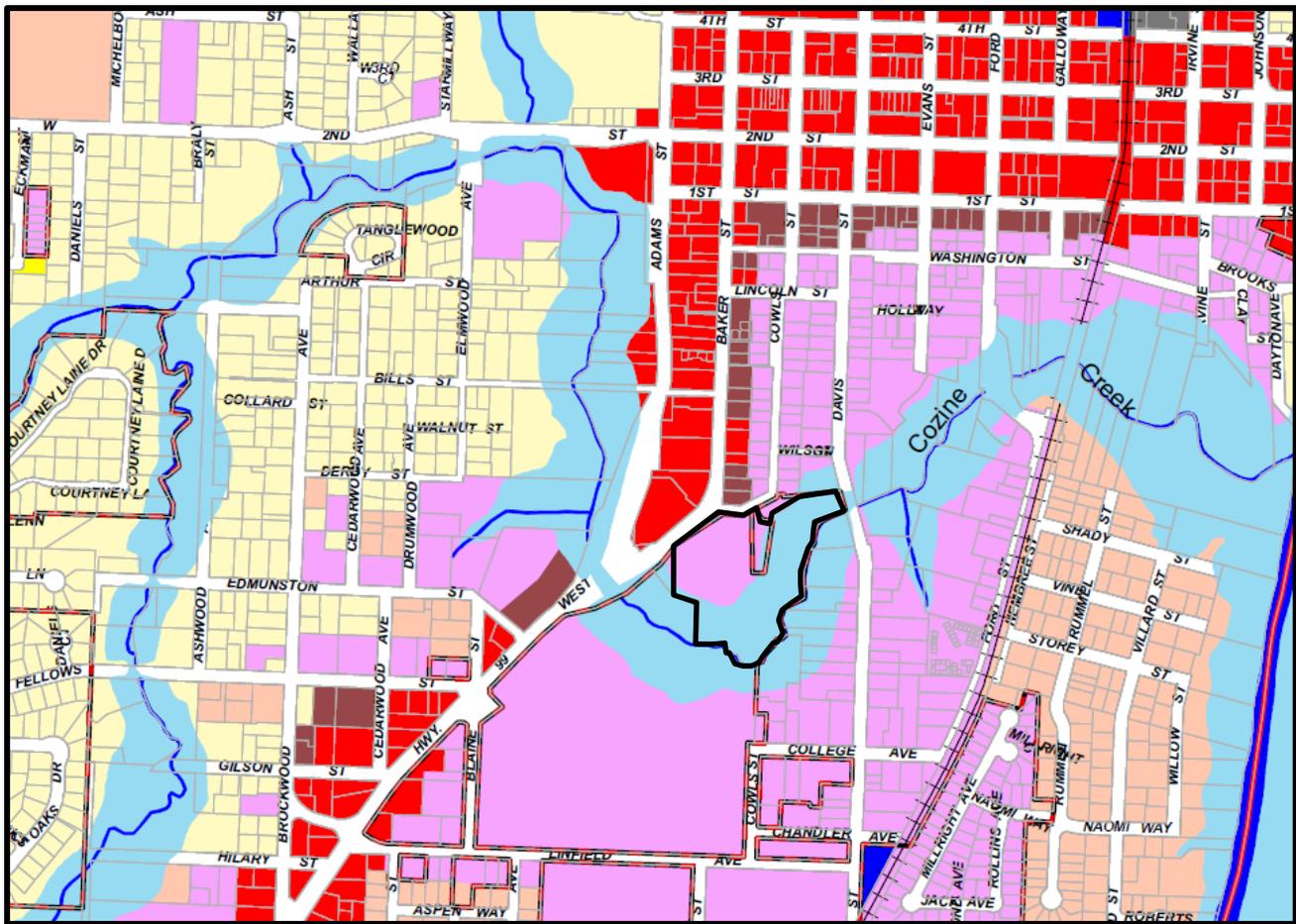
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Given the surrounding land uses and development pattern, the proposed zone change is orderly and timely. The change to the O-R (Office/Residential) zone will complement the other commercially zoned lands surrounding the subject site, and will ensure a transition from commercial to residential use.

#### Section 17.74.020

- C. Utilities and services can be efficiently provided to serve the proposed uses or other potential uses in the proposed zoning district.

*Utility and Service Provision:* This area is well served by existing sanitary and storm sewer systems as well as other public utilities. The Engineering Department has reviewed this proposal and has offered no concerns with providing adequate services to this site to support development at the subject site. At the time of development of the site, all necessary utilities and improvements will be required to be completed along with the building permit activities.

*Street System:* The applicant has provided a traffic impact analysis that concluded that the surrounding street network has the capacity to accommodate the number of trips that would result from the applicant's request to amend the Comprehensive Plan Map designation and complete a zone change to O-R (Office/Residential) to allow the development of office and residential uses on the subject site.

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The traffic impact analysis included an analysis of the impacts of development of the site on three intersections near the subject site, at Baker Street and SE Handley Street, Baker Street and Cowls Street, and Baker Street and the Adams Street U-turn. In determining site generated traffic and trip distribution, it was determined that a majority of the traffic to and from the site would come to and from Highway 99W, with 45% of the trips to and from Adams Street and 50% of the trips to and from Baker Street. Only 5% of the trips were determined to travel to and from Cowls Street, so no intersections on Cowls Street were included in the traffic impact analysis.

The analysis also considered the Oregon Transportation Planning Rule (TPR) to ensure that the proposed development would not have any significant effect on any existing or planned transportation facility. To analyze the potential effects of the proposed development, the worst case trip generation within the existing Comprehensive Plan Map designation and zone was compared to the reasonable worst case trip generation within the proposed Comprehensive Plan Map designation and zone. The existing zoning of R-4 PD (Multiple Family Residential Planned Development) includes a Planned Development Overlay District that actually does not specify any particular use on the subject site, only showing it as vacant and noting that future use of the property needed to be determined by Linfield College. Therefore, the applicants assumed the worst case trip generation in the existing zone to be a maximum build out of the number of apartment units that would be allowed in the underlying R-4 zone (83 units based on the lot size). The worst case trip generation for the proposed O-R (Office/Residential) zone was assumed based on the type of development that would be allowed in that zone. Specifically, it was assumed that worst case trip generation in the proposed zone would result from the buildout of only office uses on the site. An assumption was made that 40% of the buildable portion of the subject site (that area being outside of the floodplain) would be developed with a building, allowing for the rest of the area to be used for landscaping, parking, setbacks, and other associated improvements. This resulted in an assumed 49,835 square foot office building.

The traffic impact analysis determined that the proposed zone change could result in a net increase in trips from what could be developed in the existing, underlying R-4 zone. Again, this is based on the buildout of a 49,835 square foot office building. The net change in trips under the existing and proposed zoning is provided below:

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

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

Source: ITE Trip Generation Manual, 10<sup>th</sup> Edition  
 Fitted curve equations used  
 KSF = 1000 square feet

After identifying trip generation, those trips were then entered into a traffic model to determine impacts and functionality of the surrounding street network. The traffic analysis showed that all of the intersections included in the analysis would continue to function under the mobility standard for Oregon Department of Transportation highways, which is an intersection V/C ratio of 0.90. The intersection V/C ratios were all well under that 0.90 level, and therefore found acceptable by Oregon Department of Transportation and the City of McMinnville. The overall intersection V/C, which is a calculation of volume to capacity, increase only slightly between the 2023 background traffic and 2023 traffic including the development of the subject site. Those slight increases occurred at Baker/Handley and Baker/Cowls in the PM peak hour, and at Baker/Adams U-Turn during the AM peak hour. However, it should be noted that intersection V/C actually improved in a few situations, including at Baker/Cowls in the AM peak hour and at Baker/Adams U-Turn in the PM peak hour.

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

Traffic Scenario	2010 HCM Methodology	
	Weekday A.M Peak Hour	Weekday P.M Peak Hour
	Intersection V/C	Intersection V/C
2018 Existing Traffic	0.03	0.05
2023 Background Traffic	0.03	0.09
2023 Total Traffic	0.03	0.11

Note: 2010 Highway Capacity Manual methodology used in analysis.

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

Traffic Scenario	2010 HCM Methodology	
	Weekday A.M Peak Hour	Weekday P.M Peak Hour
	Intersection V/C	Intersection V/C
2018 Existing Traffic	0.06	0.16
2023 Background Traffic	0.16	0.38
2023 Total Traffic	0.10	0.40

Note: 2010 Highway Capacity Manual methodology used in analysis.

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

Traffic Scenario	2010 HCM Methodology	
	Weekday A.M Peak Hour	Weekday P.M 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.

More detailed analysis of the operations of each movement at each intersection were provided in Appendix G of the Traffic Impact Analysis (Synchro Intersection Capacity Analysis Report Outputs). A summary of the worst movements at each intersection are provided below. Again, only minor changes occurred in the delay times and level of service (LOS) of specific lanes or movements between the 2023 background traffic and 2023 traffic including the development of the subject site.

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2018 AM Peak				
	Worst Mvmt	V/C	Delay (s/veh)	LOS
Baker & Adams U-Turn	EB Lane 1	.055	13.4	B
Baker & Handley	EB Lane 1	.025	13.2	B
Baker & Cowls	WB Lane 1	.058	17.4	C

2018 PM Peak				
	Worst Mvmt	V/C	Delay (s/veh)	LOS
Baker & Adams U-Turn	EB Lane 1	.064	14.8	B
Baker & Handley	EB Lane 1	.046	15.8	C
Baker & Cowls	EB Lane 1	.164	20.9	C

2023 No Build AM Peak				
	Worst Mvmt	V/C	Delay (s/veh)	LOS
Baker & Adams U-Turn	EB Lane 1	.075	12.7	B
Baker & Handley	EB Lane 1	.027	13	B
Baker & Cowls	WB Lane 1	.155	16.2	C

2023 No Build PM Peak				
	Worst Mvmt	V/C	Delay (s/veh)	LOS
Baker & Adams U-Turn	EB Lane 1	.144	17.7	C
Baker & Handley	EB Lane 1	.093	21	C
Baker & Cowls	EB Lane 1	.188	42.3	E

2023 Build AM Peak				
	Worst Mvmt	V/C	Delay (s/veh)	LOS
Baker & Adams U-Turn	EB Lane 1	.134	13.4	B
Baker & Handley	EB Lane 1	.026	12.7	B
Baker & Cowls	WB Lane 1	.103	17.9	C

2023 Build PM Peak				
	Worst Mvmt	V/C	Delay (s/veh)	LOS
Baker & Adams U-Turn	EB Lane 1	.09	16.9	C
Baker & Handley	EB Lane 1	.108	23.9	C
Baker & Cowls	EB Lane 1	.396	44.7	E

Based on those figures, the traffic impact analysis concluded that the surrounding street network has the capacity to accommodate the number of trips that would result from the applicant's request to amend the Comprehensive Plan Map designation and complete a zone change to O-R (Office/Residential), even with the assumed maximum buildout of the subject site. The proposed development was also found to meet the Transportation Planning Rule (TPR), as the proposal did not change any functional classification of street, and did not result in any levels of traffic delay or other degradation of street functionality below the acceptable standards of the agency with jurisdiction, which in this case is the Oregon Department of Transportation. The Engineering Department and the Oregon Department of Transportation reviewed the traffic impact analysis, and neither had any concerns with the analysis or the findings.

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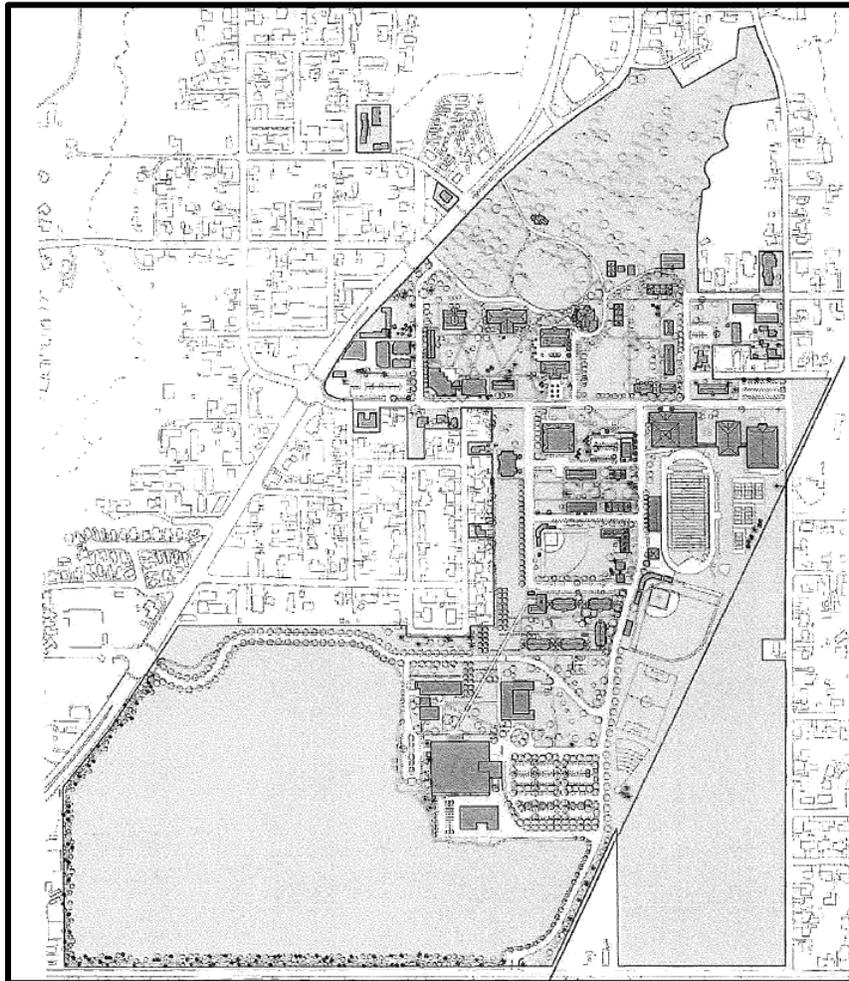
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## Planned Development Amendment Request (PDA 1-18)

Should the Comprehensive Plan Map amendment and zone change be recommended for approval, the applicant is also requesting a Planned Development Amendment. The Planned Development Amendment is necessary due to the type of zone change being requested. The existing properties are included in the Linfield College Master Plan and Planned Development Overlay District, which were approved and adopted in 2000 by Ordinance 4739. The proposed zone change would result in the properties being rezoned to O-R (Office/Residential), and no Planned Development is being requested. The properties would also no longer be owned by Linfield College, and would have no direct relationship to the operations of the campus, other than being located immediately to the north of the campus grounds. Therefore, the specific request is for a Planned Development Amendment to remove the subject site from the Linfield College Master Plan area and Planned Development Overlay District, effectively adjusting the boundary of the Planned Development Overlay District.

The Linfield College Master Plan included all properties owned by the college, and identified current and future uses for most areas of the campus. The overall master plan map adopted with the Linfield College Master Plan by Ordinance 4739 is provided below:



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*Attachment B: Decision, Conditions of Approval, Findings of Fact and Conclusionary Findings for the Approval of a Zone Change from R-4 PD (Multiple-Family Residential Planned Development) to O-R (Office/Residential) at 600 SE Baker Street;*

*Attachment C: Decision, Findings of Fact, and Conclusionary Findings for the Approval of a Planned Development Amendment to Remove Properties from an Existing Planned Development Overlay District at 600 SE Baker Street.*

*Attachment D: CPA 2-18/ZC 4-18/PDA 1-18 Application Materials*

The Planning Commission must review the proposed Planned Development Amendment against the review criteria in Section 17.74.070 of the McMinnville Municipal Code. Those criteria are as follows:

- A. There are special physical conditions or objectives of a development which the proposal will satisfy to warrant a departure from the standard regulation requirements;
- B. Resulting development will not be inconsistent with the Comprehensive Plan objectives of the area;
- C. The development shall be designed so as to provide for adequate access to and efficient provision of services to adjoining parcels;
- D. The plan can be completed within a reasonable period of time;
- E. The streets are adequate to support the anticipated traffic, and the development will not overload the streets outside the planned area;
- F. Proposed utility and drainage facilities are adequate for the population densities and type of development proposed;
- G. The noise, air, and water pollutants caused by the development do not have an adverse effect upon surrounding areas, public utilities, or the city as a whole.

The request is to remove the subject site and properties from the Planned Development Overlay District, so no other changes would be made to the existing Planned Development or changes to any of the regulations or conditions of approval contained within the Planned Development. The subject site is currently included within the Planned Development Overlay District, but as described briefly above, there is no specific future land use identified in the Linfield College Master Plan. More specifically, on Page 19 of the Master Plan, the Cozine Creek and surrounding areas (including the subject site north of the creek and southeast of Baker Street) are identified as a "Cozine Creek programmatic zone". However, on Page 18, the Master Plan identifies the northern boundary of the campus as the Cozine Creek. The Master Plan Goals, on Page 21, continue with a statement that "The College should decide whether to keep outlying parcels including the Columbus School Site...". Campus open spaces are discussed in more detail on Page 36, but the "Open Spaces" map shows a "Cozine Creek Park" that is more focused on the creek corridor and does not include the property in question to the north. Given that the Master Plan Goals consider the possibility of the property in question being released by the college, it appears that Linfield College has considered whether to keep control of the parcel, and decided not to and allow it to be sold and developed. This is further evidenced by the letter of support provided by the applicant from Linfield College, showing that the college is in support of the applicant's intended use of the properties.

Based on these descriptions of the subject site in the Linfield Master Plan, staff believes that there are special objectives of the proposed development, that being the Comprehensive Plan Map amendment and zone change because a final site and development plan has not been submitted, that warrant the amendment of the Planned Development Overlay District to remove the subject site and properties. The resulting development, again being the Comprehensive Plan Map amendment and zone change, would not be inconsistent with the Comprehensive Plan goals, policies, and objectives, as described in the review criteria for those land use requests above. The applicant has provided a traffic impact analysis, which was also discussed in more detail above, to show that future construction will not significantly impact the street network in the surrounding area. Also, the future build out of the site will be required to provide all required infrastructure, utilities, and drainage to support the buildings that are proposed at that time.

Therefore, staff believes that the Planned Development Amendment review criteria are satisfied. Should the Planning Commission agree and recommend approval of the Planned Development Amendment,

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staff is suggesting that the amendment be processed in the same Ordinance as the Comprehensive Plan Map Amendment and Zone Change, and that the Ordinance specify that the boundary of the Planned Development Overlay District adopted by Ordinance 4739 be amended to remove the subject site and properties.

**Fiscal Impact:**

None.

**Commission Options:**

- 1) Close the public hearing and forward a recommendation for **APPROVAL** of the applications to the McMinnville City Council, per the decision documents provided which include the findings of fact.
- 2) **CONTINUE** the public hearing to a specific date and time.
- 3) Close the public hearing, but **KEEP THE RECORD OPEN** for the receipt of additional written testimony until a specific date and time.
- 4) Close the public hearing and **DENY** the applications, providing findings of fact for the denial in the motion to deny.

**Recommendation/Suggested Motion:**

Based on the analysis and findings provided above, the Planning Department recommends that the Planning Commission recommend approval of the Comprehensive Plan Map Amendment, Zone Change, and Planned Development Amendment to the City Council. Specifically, the Planning Department suggests that the following conditions of approval be included on the approval of the Planned Development Amendment request:

1. That Ordinance 4739 is amended to remove the subject site and properties from the Linfield College Master Plan area and Planned Development Overlay District, hereby adjusting the boundary of the Planned Development Overlay District. All other standards and conditions of approval adopted by Ordinance 4739 remain in effect.

The Planning Department recommends that the Planning Commission make the following motions recommending approval of CPA 2-18/ZC 4-18/PDA 1-18 to the City Council:

**THAT BASED ON THE FINDINGS OF FACT, THE CONCLUSIONARY FINDINGS FOR APPROVAL, AND THE MATERIALS SUBMITTED BY THE APPLICANT, THE PLANNING COMMISSION RECOMMENDS THAT THE CITY COUNCIL APPROVE CPA 2-18, ZC 4-18, AND PDA 1-18, SUBJECT TO THE CONDITIONS OF APPROVAL PROVIDED IN THE DECISION DOCUMENTS.**

CD:sjs

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**CITY OF MCMINNVILLE  
PLANNING DEPARTMENT**  
231 NE FIFTH STREET  
MCMINNVILLE, OR 97128

503-434-7311  
[www.mcminnvilleoregon.gov](http://www.mcminnvilleoregon.gov)

**DECISION, FINDINGS OF FACT AND CONCLUSIONARY FINDINGS FOR THE APPROVAL OF A COMPREHENSIVE PLAN MAP AMENDMENT FROM A RESIDENTIAL DESIGNATION TO A COMMERCIAL DESIGNATION AT 600 SE BAKER STREET**

- DOCKET:** CPA 2-18 (Comprehensive Plan Map Amendment)
- REQUEST:** Approval to amend the Comprehensive Plan Map designation of a property from Residential to Commercial to allow for the development of office and residential uses on the subject site.
- LOCATION:** The subject site is located at 600 SE Baker Street, and is more specifically described as Tax Lots 101 and 200, Section 20DD, T. 4 S., R. 4 W., W.M., respectively.
- ZONING:** The subject site's current zoning is R-4 PD (Multiple Family Residential Planned Development)
- APPLICANT:** MV Advancements, on behalf of property owner Linfield College
- STAFF:** Chuck Darnell, Senior Planner
- DATE DEEMED COMPLETE:** November 15, 2018
- HEARINGS BODY:** McMinnville Planning Commission
- DATE & TIME:** December 20, 2018. Civic Hall, 200 NE 2<sup>nd</sup> Street, McMinnville, Oregon.
- HEARINGS BODY:** McMinnville City Council
- DATE & TIME:** January 22, 2018 (tentative). Civic Hall, 200 NE 2<sup>nd</sup> Street, McMinnville, Oregon.
- PROCEDURE:** A request to amend the Comprehensive Plan Map requires an application to be reviewed by the Planning Commission during a public hearing, as described in Section 17.72.120 of the McMinnville City Code.
- CRITERIA:** The applicable criteria are specified in Section 17.74.020 of the McMinnville City Code.
- APPEAL:** The decision may be appealed within 15 days of the date the decision is mailed as specified in Section 17.72.180 of the McMinnville City Code.

**COMMENTS:** This matter was referred to the following public agencies for comment: McMinnville Fire Department, Police Department, Engineering Department, Building Department, Parks Department, City Manager, and City Attorney; McMinnville Water and Light; McMinnville School District No. 40; Yamhill County Public Works; Yamhill County Planning Department; Frontier Communications; Comcast; and Northwest Natural Gas. Their comments are provided in this exhibit.

**DECISION**

Based on the findings and conclusions, the Planning Commission recommends **APPROVAL** of the Comprehensive Plan Map amendment (CPA 2-18) to the McMinnville City Council.

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**DECISION: APPROVAL**  
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City Council: \_\_\_\_\_  
Scott Hill, Mayor of McMinnville

Date: \_\_\_\_\_

Planning Commission: \_\_\_\_\_  
Roger Hall, Chair of the McMinnville Planning Commission

Date: \_\_\_\_\_

Planning Department: \_\_\_\_\_  
Heather Richards, Planning Director

Date: \_\_\_\_\_

**APPLICATION SUMMARY:**

The subject site is currently vacant, other than some older pavement and gravel areas from the site's previous use. The site was the former location of the Columbus Elementary School, which existed upon the site until 1994. The Columbus Elementary School was demolished in 1994 following structural damage that occurred to the building during an earthquake in the spring of 1993. Linfield College has since acquired the property from the McMinnville School District, and has retained ownership of the property since that time. The applicant, MV Advancements, is under contract to purchase the property from Linfield College.

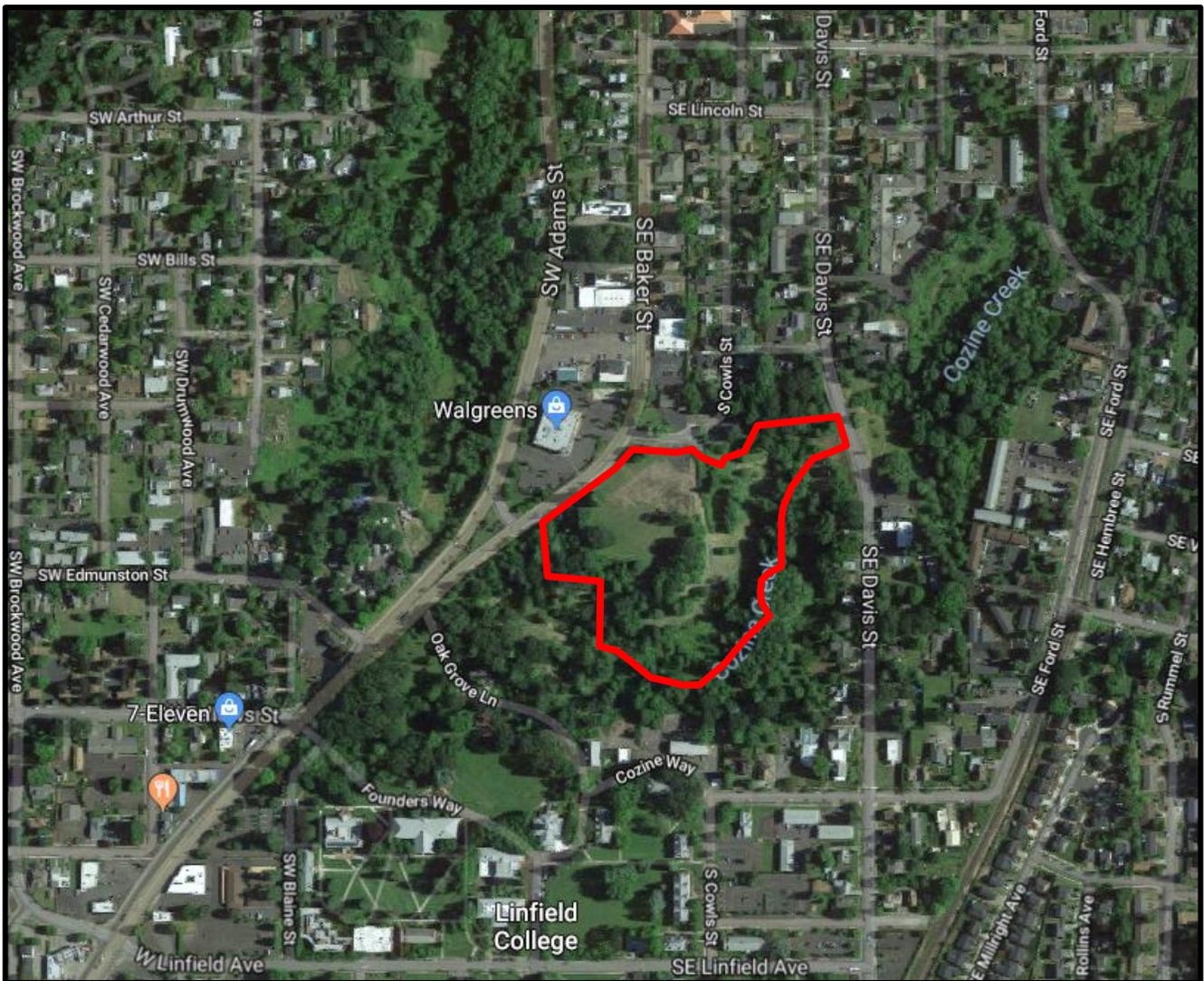
The site is bounded on the north by Cows Street, on the west by Baker Street (Highway 99W), and on the south and east mainly by the Cozine Creek. The property to the north and across Cows Street is zoned O-R (Office/Residential) and the existing uses are salon and office businesses. The property to the west and across Baker Street is zoned C-3 (General Commercial) and the existing use is retail (Walgreens). The property to the east is zoned R-4 (Multiple Family Residential) and is the existing use is a small, four-unit multiple family building. Property further to the northeast along Cows Street is also zoned R-4 (Multiple Family Residential), and consists of various residential uses (multiple family, duplex, and single family dwellings). The property to the south and across Cozine Creek is zoned R-4 PD (Multiple Family Planned Development), and is the north end of the Linfield College campus.

The subject site is identified below (boundary shown below is approximate):

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***Attachments :***

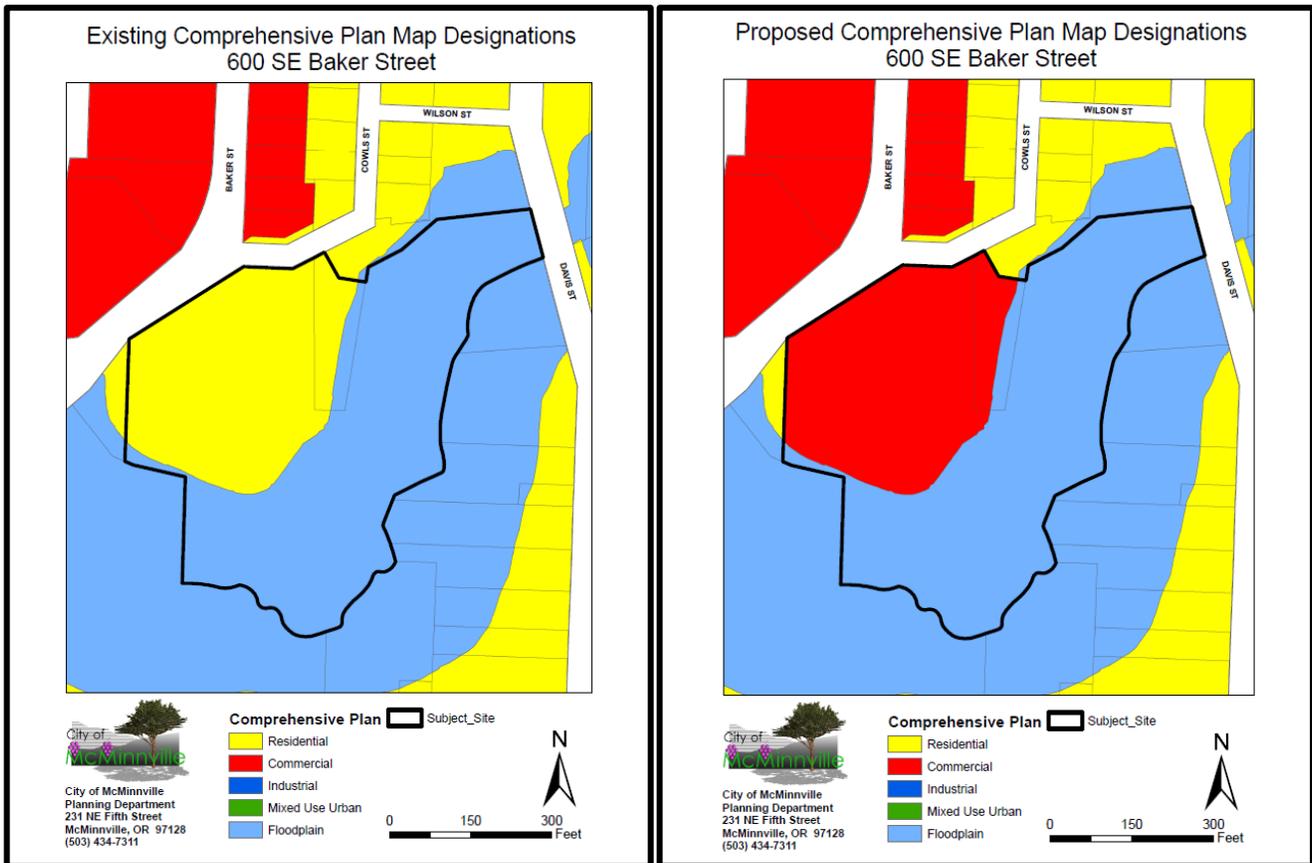
Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List



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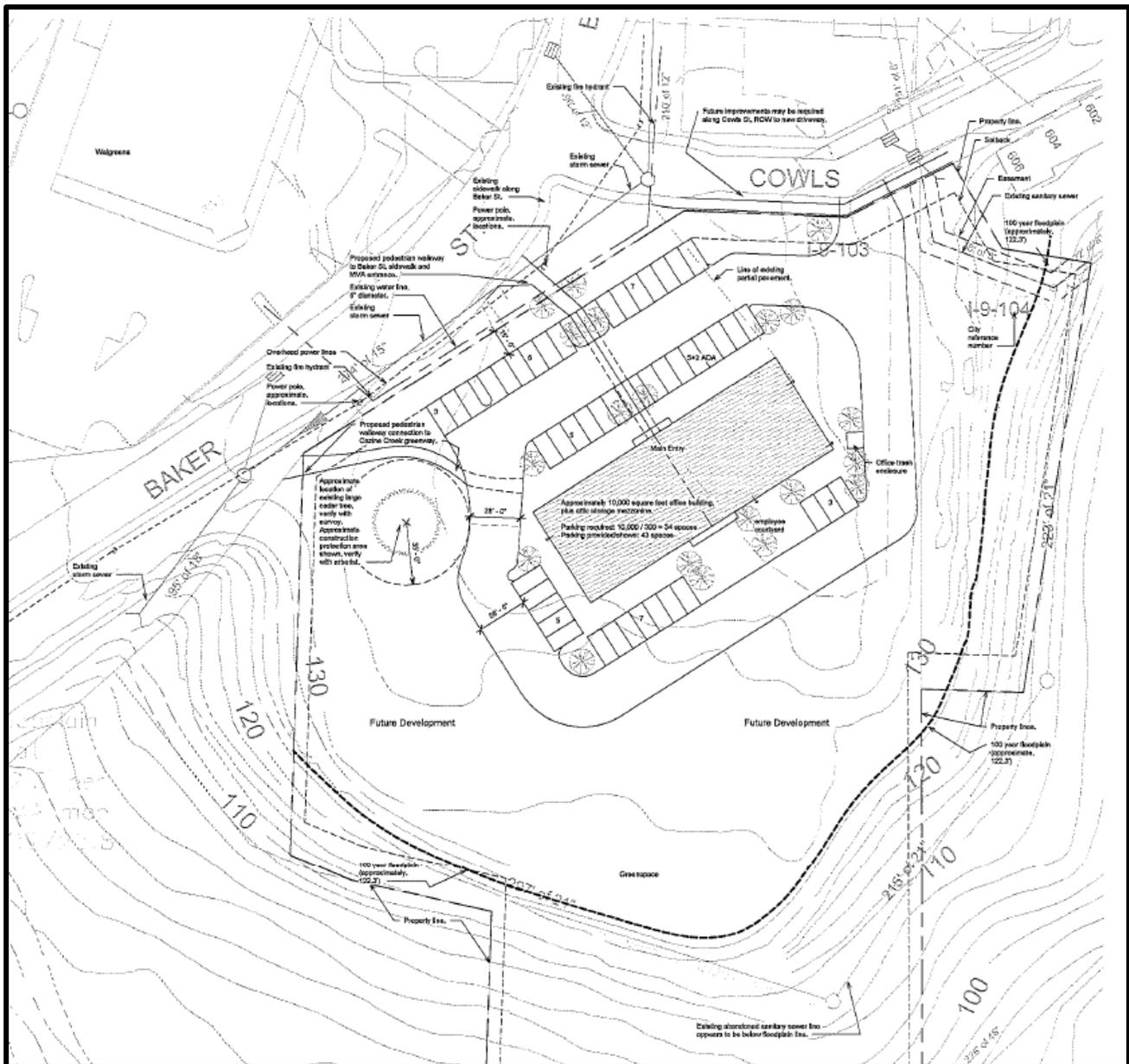
*Attachments :*  
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Reference maps showing the existing and proposed Comprehensive Plan Map designations of the subject site and the surrounding properties are provided below:



The applicant has submitted a conceptual development plan for the site, which they have specifically requested to not be binding on the site in any way, to depict the potential office and multiple-family residential uses they anticipate to construct on the site. The concept plan shows the development of an approximately 10,000 square foot office building, and identifies areas to the south of the office building as “future development” areas where up to 24 multiple family dwelling units could be constructed.

The concept plan, **which again is not proposed to be binding on the site and is not subject to site or design review as part of the proposed Comprehensive Plan Map amendment**, is identified below:



## **ATTACHMENTS:**

1. CPA 2-18 Application and Attachments (on file with the Planning Department)
2. Oregon Department of Transportation Review Documents and Comments (on file with the Planning Department)

## **COMMENTS:**

### **Agency Comments**

This matter was referred to the following public agencies for comment: McMinnville Fire Department, Police Department, Parks and Recreation Department, Engineering and Building Departments, City Manager, and City Attorney, McMinnville School District No. 40, McMinnville Water and Light, Yamhill

### *Attachments :*

Attachment 1 – Application and Attachments  
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County Public Works, Yamhill County Planning Department, Recology Western Oregon, Frontier Communications, Comcast, Northwest Natural Gas. The following comments had been received:

- McMinnville Engineering Department

The application demonstrates that the transportation and sanitary sewer infrastructure is adequate to support the proposal. At the time of building permits, the appropriate infrastructure improvements will be required.

Thus, no comments or suggested conditions of approval.

- Oregon Department of Transportation

Attached are ODOT's comments on the subject TIA\*. Specific questions on these comments should be directed to Keith Blair. Based on this review, we have no comments or objection to the proposed comprehensive plan amendment and zone change. Please include ODOT in any future notifications on this project including findings and conditions of approval.

\*Note – Full ODOT comments referenced above are listed as an attachment and are on file with the Planning Department.

## **Public Comments**

Notice of this request was mailed to property owners located within 300 feet of the subject site. Notice of the public hearing was also provided in the News Register on Tuesday, December 11, 2018. As of the date of the Planning Commission public hearing on December 20, 2018, no public testimony had been received by the Planning Department.

## **FINDINGS OF FACT**

1. MV Advancements, on behalf of property owner Linfield College, requested an amendment to the Comprehensive Plan Map designation of a property from Residential to Commercial to allow for the development of office and residential uses on the subject site. The subject site is located at 600 SE Baker Street, and is more specifically described as Tax Lots 101 and 200, Section 20DD, T. 4 S., R. 4 W., W.M.
2. The site is currently designated as Residential on the McMinnville Comprehensive Plan Map, 1980. The site is currently zoned R-4 PD (Multiple Family Residential Planned Development) on the McMinnville Zoning Map.
3. Sanitary sewer and municipal water and power can adequately serve the site. The municipal water reclamation facility has sufficient capacity to accommodate expected waste flows resulting from development of the property.
4. This matter was referred to the following public agencies for comment: McMinnville Fire Department, Police Department, Parks and Recreation Department, Engineering and Building Departments, City Manager, and City Attorney, McMinnville School District No. 40, McMinnville Water and Light, Yamhill County Public Works, Yamhill County Planning Department, Recology Western Oregon, Frontier Communications, Comcast, Northwest Natural Gas. No comments in opposition were provided to the Planning Department.
5. Notice of the application was provided by the City of McMinnville to property owners within 300 feet of the subject site, as required by the process described in Section 17.72.120

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### *Attachments :*

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(Applications– Public Hearings) of the McMinnville Zoning Ordinance. Notice of the public hearing was also provided in the News Register on Tuesday, December 11, 2018. No public testimony was provided to the Planning Department prior to the Planning Commission public hearing.

6. The applicant has submitted findings (Attachment 1) in support of this application. Those findings are herein incorporated.

### **CONCLUSIONARY FINDINGS:**

#### **McMinnville's Comprehensive Plan:**

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.**

*Policy 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.*

*Policy 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.*

**Finding: Goal II 1 and Policies 2.00 and 9.00 are satisfied.** The applicant has stated that they have 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 areas of the subject site that are currently designated on the Comprehensive Plan Map as Flood Plain would keep that designation, and only the portions of the subject site outside of the Flood Plan designation would be subject to the proposed Comprehensive Plan Map Amendment. The applicant has further stated that they are 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. The applicant has stated that it is their 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.**

*Policy 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.*

*Policy 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.*

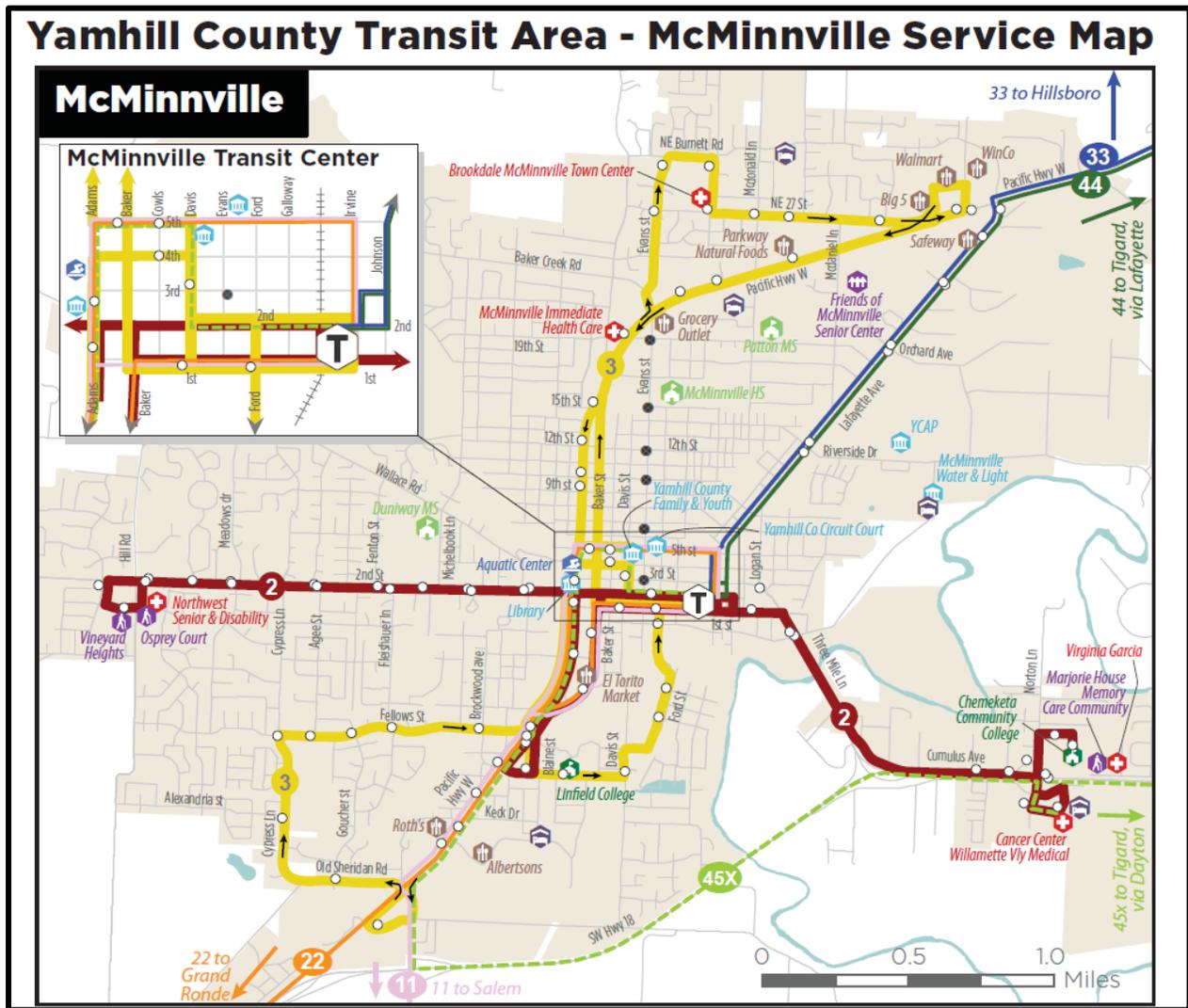
**Finding: Goal III 1 and Policies 13.00 and 14.00 are satisfied.** The applicant, MV Advancements, is an organization that provides social services to individuals who experience disabilities. The proposed

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#### *Attachments :*

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Comprehensive Plan Map Amendment from Residential to Commercial will allow the applicant to locate office uses on the subject site, thereby providing their services in a location that is properly located to service the community. They have selected the subject site due to its location, being in close proximity to other community services that their clients would need to access. The proximity to downtown McMinnville and the other social service providers in that area allows for the MV Advancements site to still easily provide its services to the community. The site is located on a public transit route, an important locational factor for this social service use as many of their clients rely on public transit for transportation services. Both local routes (Route 2 and Route 3) serve the subject site, with northbound Route 2 passing immediately adjacent to the site, and southbound Route 3 passing close to the site on Adams Street just west of the subject site before Adams Street connects back with SE Baker Street heading southwest. Both of those routes run at regular 10-minute intervals throughout the day on all weekdays, providing connections throughout the city and also to the transit center where connections can be made with other routes.



**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.**

*Attachments :*  
 Attachment 1 – Application and Attachments  
 Other Attachments – See Attachment List

**GOAL IV 2:** TO ENCOURAGE THE CONTINUED GROWTH OF McMinnville as the COMMERCIAL CENTER OF YAMHILL COUNTY IN ORDER TO PROVIDE EMPLOYMENT OPPORTUNITIES, GOODS, AND SERVICES FOR THE CITY AND COUNTY RESIDENTS.

*Policy 21.01 The City shall periodically update its economic opportunities analysis to ensure that it has within its urban growth boundary (UGB) a 20-year supply of lands designated for commercial and industrial uses. The City shall provide an adequate number of suitable, serviceable sites in appropriate locations within its UGB. If it should find that it does not have an adequate supply of lands designated for commercial or industrial use it shall take corrective actions which may include, but are not limited to, redesignation of lands for such purposes, or amending the UGB to include lands appropriate for industrial or commercial use. (Ord.4796, October 14, 2003)*

*Policy 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)*

**Finding: Goal IV 1, Goal IV 2, and Policies 21.01 and 21.03 are satisfied.**

The most recently acknowledged Economic Opportunities Analysis for the City of McMinnville, which was acknowledged in 2013, identified a deficit of commercial land within the McMinnville Urban Growth Boundary. The deficit was identified at an amount of 35.8 acres, as shown in Figure 26 from the Economic Opportunities Analysis below:

**Figure 26. Comparison of Land Demand to Supply (2013-33)**

	Acres by Plan Designation			Comments
	Commercial	Industrial	Total	
<b>Vacant Land Demand</b>				Based on 2013-33 jobs forecast
Commercial	164.6	-	164.6	Commercial retail & service need
Industrial	-	145.1	145.1	Manufacturing & related sectors
Institutional	2.2	8.0	10.2	62% of need w/per job method
<b>Totals</b>	<b>166.8</b>	<b>153.2</b>	<b>319.9</b>	Employment land demand
<b>Available Land Supply</b>				Fully & partially vacant sites
2013 BLI Update	130.9	389.1	520.0	Revised per BLI update 7/13
<b>Surplus/(Deficit)</b>	<b>(35.8)</b>	<b>235.9</b>	<b>200.1</b>	As of 2033 forecast year

Notes: All acreage figures are rounded to nearest 1/10<sup>th</sup> of an acre.  
 Source: E. D. Hovee & Company, LLC.

The proposed Comprehensive Plan map amendment would address the commercial land deficit identified in the Economic Opportunities Analysis, as approximately 2.86 acres of additional commercial land would be provided for commercial use.

**GOAL IV 3:** TO ENSURE COMMERCIAL DEVELOPMENT THAT MAXIMIZES EFFICIENCY OF LAND USE THROUGH UTILIZATION OF EXISTING COMMERCIALY DESIGNATED LANDS, THROUGH APPROPRIATELY LOCATING FUTURE COMMERCIAL LANDS, AND DISCOURAGING STRIP DEVELOPMENT.

*Policy 24.00 The cluster development of commercial uses shall be encouraged rather than auto oriented strip development.*

*Policy 25.00 Commercial uses will be located in areas where conflicts with adjacent land uses can be minimized and where city services commensurate with the scale of development are or can be made available prior to development.*

**Finding: Goal IV 3 and Policies 24.00 and 25.00 are satisfied.** The development pattern in the area surrounding the subject site includes both residential and commercial land uses. The properties to the west and north along Baker Street are currently designated as Commercial on the Comprehensive Plan Map. The subject site, similar to those other commercially designated properties, is located immediately adjacent to Baker Street/Highway 99W, a higher volume roadway that is generally more compatible with commercial uses than residential uses. While land adjacent to the subject site to the east and further northeast along Cows Street is designated as Residential on the Comprehensive Plan, the change of the subject site to Commercial is not inconsistent with the treatment of other areas along the Highway 99W corridor, both to the south and north of the subject site. In both directions along the Highway 99W corridor, the properties fronting and immediately adjacent to Highway 99W are designated as Commercial, with the lands on the other side of those properties being designated as Residential, showing a transition from Commercial to Residential as properties are located further from the major roadway.

*Policy 30.00 Access locations for commercial developments shall be placed so that excessive traffic will not be routed through residential neighborhoods and the traffic-carrying capacity of all adjacent streets will not be exceeded.*

**Finding: Policy 30.00 is satisfied.** The applicant has proposed an access location for the commercial development that is not located on the adjacent arterial roadway, but that is in close proximity to the major arterial. The applicant has provided a traffic analysis that estimated that only 5% of the trips generated from the site will use the adjacent local residential street of Cows Street. The other 95% of trips will use Baker Street (see Appendix F, Figure 5). 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, Cows 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, Cows would see an increase in 4 weekday daily trips, 2 weekday AM peak hour trips and 1 PM peak hour trip.

The traffic impact analysis concluded that the surrounding street network has the capacity to accommodate the number of trips that would result from the applicant's request to amend the Comprehensive Plan Map designation and complete a zone change to allow the development of office and residential uses on the subject site. The Engineering Department and the Oregon Department of Transportation reviewed the traffic impact analysis, and neither had any concerns with the analysis or the findings.

*Policy 31.00 Commercial developments shall be designed in a manner which minimizes bicycle/pedestrian conflicts and provides pedestrian connections to adjacent residential development through pathways, grid street systems, or other appropriate mechanisms.*

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

*Policy 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.*

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**Attachments :**

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

**Finding: Policies 31.00, 32.00, and 33.00 are satisfied.** At the time of building permits, all required pedestrian connections, landscaping, and other requirements of the eventual underlying zoning district will apply.

**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.**

*Policy 117.00 The City of McMinnville shall endeavor to insure that the roadway network provides safe and easy access to every parcel.*

*Policy 119.00 The City of McMinnville shall encourage utilization of existing transportation corridors, wherever possible, before committing new lands.*

*Policy 120.00 The City of McMinnville may require limited and/or shared access points along major and minor arterials, in order to facilitate safe access flows.*

*Policy 122.00 The City of McMinnville shall encourage the following provisions for each of the three functional road classifications:*

1. *Major, Minor arterials.*
  - a. *Access should be controlled, especially on heavy traffic-generating developments.*
  - b. *Designs should minimize impacts on existing neighborhoods.*
  - c. *Sufficient street rights-of-way should be obtained prior to development of adjacent lands.*
  - d. *On-street parking should be limited wherever necessary.*
  - e. *Landscaping should be required along public rights-of-way.*

**Finding: Goal VI 1 and Policies 117.00, 119.00, 120.00 and 122.00 are satisfied by this proposal.**

The subject site is currently adjacent to the SE Baker Street public right-of-way and street. SE Baker Street/Highway 99W is identified in the Transportation System Plan as a major arterial street. The applicant provided a traffic impact analysis that analyzed the proposed access to the site off of the major arterial but still in close proximity to allow for trips generated from the site to enter the arterial at an existing major intersection. The traffic impact analysis also analyzed the change in trips and the impacts of a reasonable worst case development that could be allowed under an eventual zoning designation, and found that there were no significant impacts to the functionality of the surrounding street network. Any right-of-way improvements required for the subject site will be required at the time of development.

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

*Policy 127.00 The City of McMinnville shall encourage the provision of off-street parking where possible, to better utilize existing and future roadways and right-of-ways as transportation routes.*

**Finding: Policies 126.00 and 127.00 are satisfied.** Off-street parking will be required based on the type of development proposed and allowed under the eventual zoning of the subject site.

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*Attachments :*

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

*Policy 130.00 The City of McMinnville shall encourage implementation of the Bicycle System Plan that connect residential areas to activity areas such as the downtown core, areas of work, schools, community facilities, and recreation facilities.*

*Policy 132.15 The City of McMinnville shall require that all new residential developments such as subdivisions, planned developments, apartments, and condominium complexes provide pedestrian connections with adjacent neighborhoods.*

**Finding: Policies 130.00 and 132.15 are satisfied.** If it is determined that the existing public sidewalks are not sufficient at the time of development, they will be required to be upgraded to Public Right-of-Way Accessibility Guidelines (PROWAG) as a condition of building permit approval, which will enhance pedestrian connections between the site and the surrounding area.

**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.**

*Policy 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.*

*Policy 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.*

*Policy 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.*

*Policy 143.00 The City of McMinnville shall encourage the retention of natural drainage ways for storm water drainage.*

*Policy 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.*

*Policy 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:*

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**Attachments :**

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

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.*

*Policy 147.00 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. The City shall also continue to coordinate with McMinnville Water and Light in making land use decisions.*

*Policy 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.*

**Finding: Goal VII 1 and Policies 136.00, 139.00, 142.00, 143.00, 144.00, 145.00, 147.00 and 151.00 are satisfied by the proposal.**

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.

*Policy 153.00 The City of McMinnville shall continue coordination between the planning and fire departments in evaluating major land use decisions.*

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**Attachments :**

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

*Policy 155.00 The ability of existing police and fire facilities and services to meet the needs of new service areas and populations shall be a criterion used in evaluating annexations, subdivision proposals, and other major land use decisions.*

**Finding: Policies 153.00 and 155.00 are satisfied.** Emergency services departments have reviewed this request and no concerns were raised. Any requirements of the Oregon Fire Code or Building Code will be required at the time of development.

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

*Policy 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.*

**Finding: Goal VII 3 and Policy 163.00 are satisfied.** 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.**

*Policy 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.*

*Policy 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.*

**Finding: Policies 173.00 and 177.00 are satisfied.** McMinnville Water and Light and Northwest Natural Gas were provided opportunity to review and comment regarding this proposal and no concerns were raised.

**GOAL X1: TO PROVIDE OPPORTUNITIES FOR CITIZEN INVOLVEMENT IN THE LAND USE DECISION MAKING PROCESS ESTABLISHED BY THE CITY OF McMINNVILLE.**

*Policy 188.00 The City of McMinnville shall continue to provide opportunities for citizen involvement in all phases of the planning process. The opportunities will allow for review and comment by community residents and will be supplemented by the availability of information on planning requests and the provision of feedback mechanisms to evaluate decisions and keep citizens informed.*

**Finding: Goal X1 and Policy 188.00 are satisfied.** 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 advertised public hearing(s). All members of the public have access to provide testimony and ask questions during the public review and hearing process.

### **McMinnville's City Code:**

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

17.74.020 Comprehensive Plan Map Amendment and Zone Change - Review Criteria. An amendment to the official zoning map may be authorized, provided that the proposal satisfies all

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#### **Attachments :**

Attachment 1 – Application and Attachments

Other Attachments – See Attachment List

relevant requirements of this ordinance, and also provided that the applicant demonstrates the following:

- A. The proposed amendment is consistent with the goals and policies of the comprehensive plan;
- B. The proposed amendment is orderly and timely, considering the pattern of development in the area, surrounding land uses, and any changes which may have occurred in the neighborhood or community to warrant the proposed amendment;
- C. Utilities and services can be efficiently provided to service the proposed uses or other potential uses in the proposed zoning district.

When the proposed amendment concerns needed housing (as defined in the McMinnville Comprehensive Plan and state statutes), criterion "B" shall not apply to the rezoning of land designated for residential use on the plan map.

In addition, the housing policies of the McMinnville Comprehensive Plan shall be given added emphasis and the other policies contained in the plan shall not be used to: (1) exclude needed housing; (2) unnecessarily decrease densities; or (3) allow special conditions to be attached which would have the effect of discouraging needed housing through unreasonable cost or delay.

**Finding: Section 17.74.020 is satisfied by this proposal.**

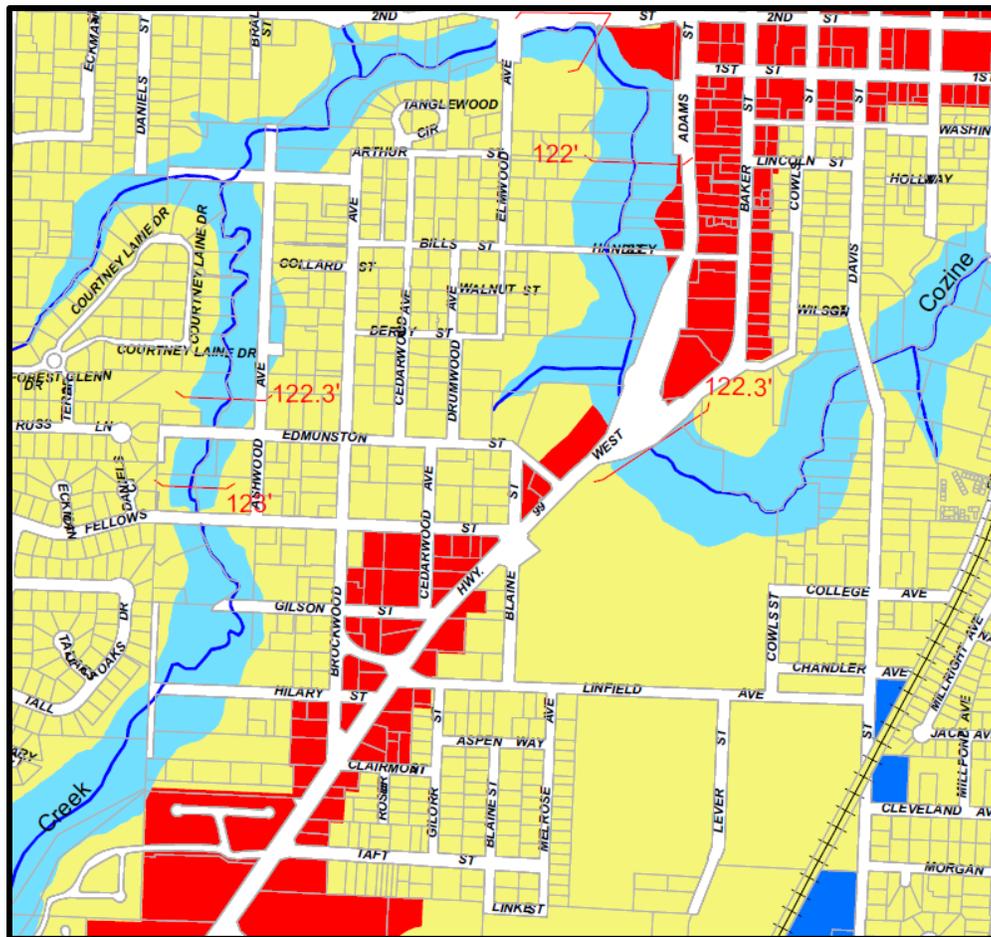
The proposed Comprehensive Plan Map amendment is consistent with the goals and policies of the Comprehensive Plan, as described in more detail above in the specific findings for each Comprehensive Plan goal and policy.

The development pattern in the area surrounding the subject site includes both residential and commercial land uses. The properties to the west and north along Baker Street are currently designated as Commercial on the Comprehensive Plan Map. The subject site, similar to those other commercially designated properties, is located immediately adjacent to Baker Street/Highway 99W, a higher volume roadway that is generally more compatible with commercial uses than residential uses. While land adjacent to the subject site to the east and further northeast along Cows Street is designated as Residential on the Comprehensive Plan, the change of the subject site to Commercial is not inconsistent with the treatment of other areas along the Highway 99W corridor, both to the south and north of the subject site. In both directions along the Highway 99W corridor, the properties fronting and immediately adjacent to Highway 99W are designated as Commercial, with the lands on the other side of those properties being designated as Residential, showing a transition from Commercial to Residential as properties are located further from the major roadway. That pattern of land use designation can be seen below:

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*Attachments :*

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List



Given the surrounding land uses and development pattern, the proposed amendment of the Comprehensive Plan Map designation from Residential to Commercial is orderly and timely. The commercial land use will complement the other commercial lands surrounding the subject site, and are not inconsistent with

*Utility and Service Provision:* This area is well served by existing sanitary and storm sewer systems as well as other public utilities. The Engineering Department has reviewed this proposal and has offered no concerns with providing adequate services to this site to support development at the subject site. At the time of development of the site, all necessary utilities and improvements will be required to be completed along with the building permit activities.

*Street System:* The applicant has provided a traffic impact analysis that concluded that the surrounding street network has the capacity to accommodate the number of trips that would result from the applicant's request to amend the Comprehensive Plan Map designation and complete a zone change to allow the development of office and residential uses on the subject site.

The traffic impact analysis included an analysis of the impacts of development of the site on three intersections near the subject site, at Baker Street and SE Handley Street, Baker Street and Cowsls Street, and Baker Street and the Adams Street U-turn. The analysis also considered the worst case trip generation within the existing Comprehensive Plan Map designation and zone, compared to the reasonable worst case trip generation within the proposed Comprehensive Plan Map designation and zone. The existing zoning of R-4 PD (Multiple Family Residential Planned Development) includes a Planned Development that actually does not specify any particular use on the subject site, only showing it as vacant and noting that future use of the property needed to be determined by Linfield

*Attachments :*

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

College. Therefore, the applicants assumed the worst case trip generation in the existing zone to be a maximum build out of the number of apartment units that would be allowed in the underlying R-4 zone (83 units based on the lot size). The worst case trip generation was assumed based on the type of development that would be allowed in the zoning district being proposed, should the Comprehensive Plan Map amendment be approved.

The Engineering Department and the Oregon Department of Transportation reviewed the traffic impact analysis, and neither had any concerns with the analysis or the findings. There were some changes in the number of trips and the operation of the intersections included in the traffic impact analysis, which will be reviewed and analyzed during the findings for the eventual zone change proposed for the subject site, as the specific findings of the traffic impact analysis are more directly related to the allowable development of the underlying zone.

CD:sjs

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*Attachments :*

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

**CITY OF MCMINNVILLE  
PLANNING DEPARTMENT  
231 NE FIFTH STREET  
MCMINNVILLE, OR 97128**

503-434-7311

[www.mcminnvilleoregon.gov](http://www.mcminnvilleoregon.gov)



**DECISION, FINDINGS OF FACT AND CONCLUSIONARY FINDINGS FOR THE APPROVAL OF A ZONE CHANGE FROM R-4 PD (MULTIPLE-FAMILY RESIDENTIAL PLANNED DEVELOPMENT) TO O-R (OFFICE/RESIDENTIAL) AT 600 SE BAKER STREET**

- DOCKET:** ZC 4-18 (Zone Change)
- REQUEST:** Approval to change the zoning classification of a property from R-4 PD (Multiple-Family Residential Planned Development) to O-R (Office/Residential) to allow for the development of office residential uses on the subject site.
- LOCATION:** The subject site is located at 600 SE Baker Street, and is more specifically described as Tax Lots 101 and 200, Section 20DD, T. 4 S., R. 4 W., W.M., respectively.
- ZONING:** The subject site's current zoning is R-4 PD (Multiple Family Residential Planned Development)
- APPLICANT:** MV Advancements, on behalf of property owner Linfield College
- STAFF:** Chuck Darnell, Senior Planner
- DATE DEEMED COMPLETE:** November 15, 2018
- HEARINGS BODY:** McMinnville Planning Commission
- DATE & TIME:** December 20, 2018. Civic Hall, 200 NE 2<sup>nd</sup> Street, McMinnville, Oregon.
- HEARINGS BODY:** McMinnville City Council
- DATE & TIME:** January 22, 2018 (tentative). Civic Hall, 200 NE 2<sup>nd</sup> Street, McMinnville, Oregon.
- PROCEDURE:** A request to change the zoning of a property requires an application to be reviewed by the Planning Commission during a public hearing, as described in Section 17.72.120 of the McMinnville City Code.
- CRITERIA:** The applicable criteria are specified in Section 17.74.020 of the McMinnville City Code.
- APPEAL:** The decision may be appealed within 15 days of the date the decision is mailed as specified in Section 17.72.180 of the McMinnville City Code.

**COMMENTS:** This matter was referred to the following public agencies for comment: McMinnville Fire Department, Police Department, Engineering Department, Building Department, Parks Department, City Manager, and City Attorney; McMinnville Water and Light; McMinnville School District No. 40; Yamhill County Public Works; Yamhill County Planning Department; Frontier Communications; Comcast; and Northwest Natural Gas. Their comments are provided in this exhibit.

**DECISION**

Based on the findings and conclusions, the Planning Commission recommends **APPROVAL** of the Zone Change (ZC 4-18) to the McMinnville City Council.

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**DECISION: APPROVAL**  
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City Council: \_\_\_\_\_  
Scott Hill, Mayor of McMinnville

Date: \_\_\_\_\_

Planning Commission: \_\_\_\_\_  
Roger Hall, Chair of the McMinnville Planning Commission

Date: \_\_\_\_\_

Planning Department: \_\_\_\_\_  
Heather Richards, Planning Director

Date: \_\_\_\_\_

**APPLICATION SUMMARY:**

The application is a request to change the zoning classification of the property at 600 SE Baker Street from R-4 PD (Multiple-Family Residential Planned Development) to O-R (Office/Residential) to allow for the development of office and residential uses on the subject site.

The subject site is currently vacant, other than some older pavement and gravel areas from the site's previous use. The site was the former location of the Columbus Elementary School, which existed upon the site until 1994. The Columbus Elementary School was demolished in 1994 following structural damage that occurred to the building during an earthquake in the spring of 1993. Linfield College has since acquired the property from the McMinnville School District, and has retained ownership of the property since that time. The applicant, MV Advancements, is under contract to purchase the property from Linfield College.

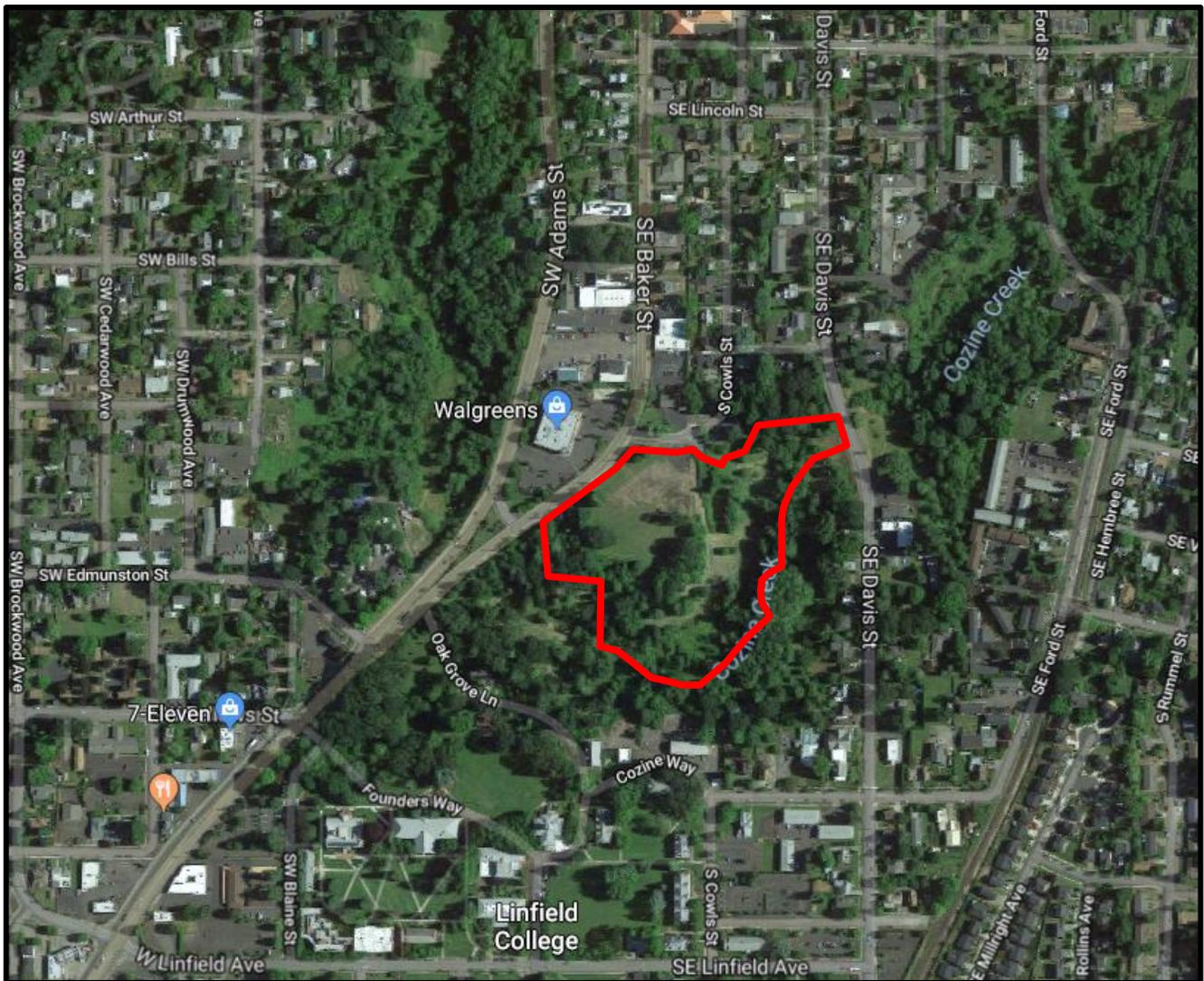
The site is bounded on the north by Cows Street, on the west by Baker Street (Highway 99W), and on the south and east mainly by the Cozine Creek. The property to the north and across Cows Street is zoned O-R (Office/Residential) and the existing uses are salon and office businesses. The property to the west and across Baker Street is zoned C-3 (General Commercial) and the existing use is retail (Walgreens). The property to the east is zoned R-4 (Multiple Family Residential) and is the existing use is a small, four-unit multiple family building. Property further to the northeast along Cows Street is also zoned R-4 (Multiple Family Residential), and consists of various residential uses (multiple family, duplex, and single family dwellings). The property to the south and across Cozine Creek is zoned R-4 PD (Multiple Family Planned Development), and is the north end of the Linfield College campus.

The subject site is identified below (boundary shown below is approximate):

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***Attachments :***

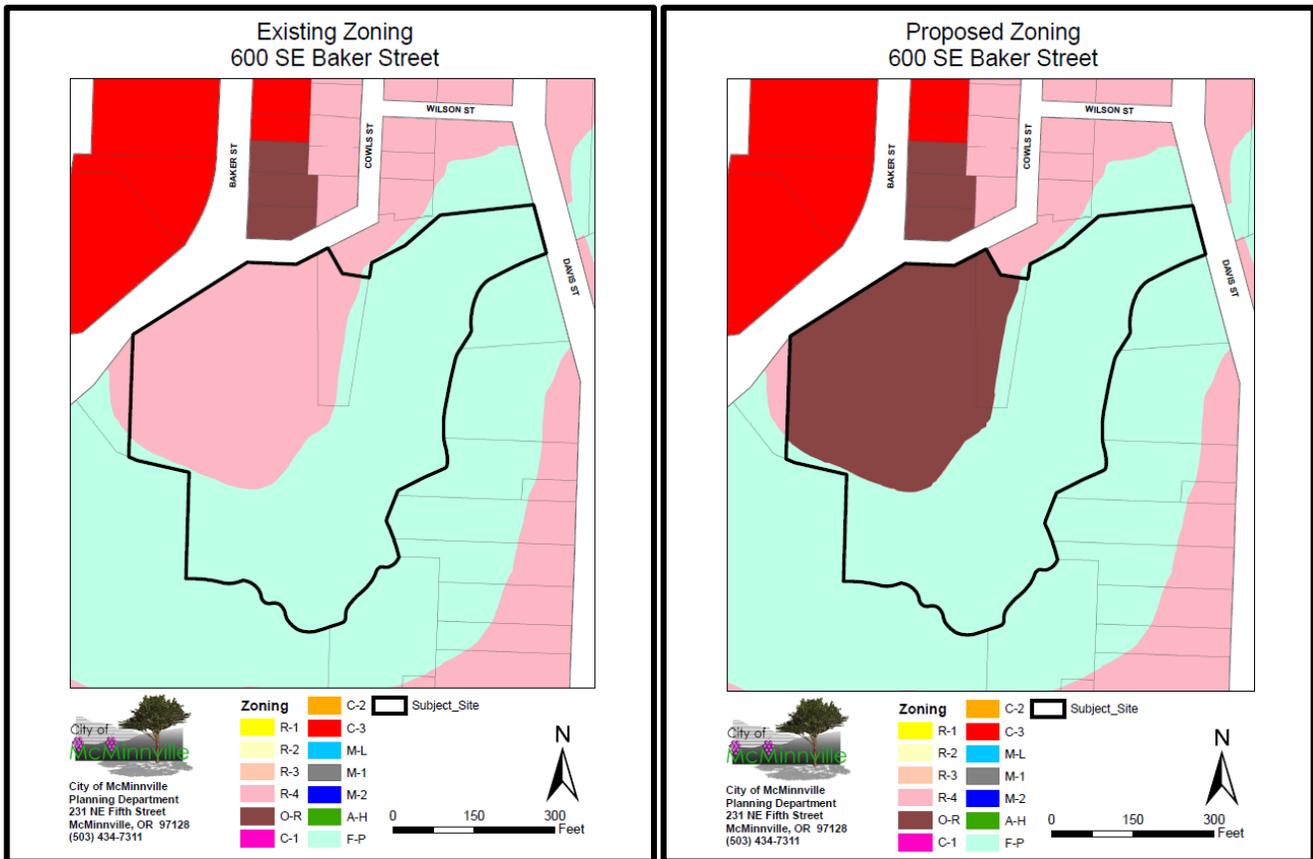
Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List



*Attachments :*

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

Reference maps showing the existing and proposed zoning designations of the subject site and the surrounding properties are provided below:

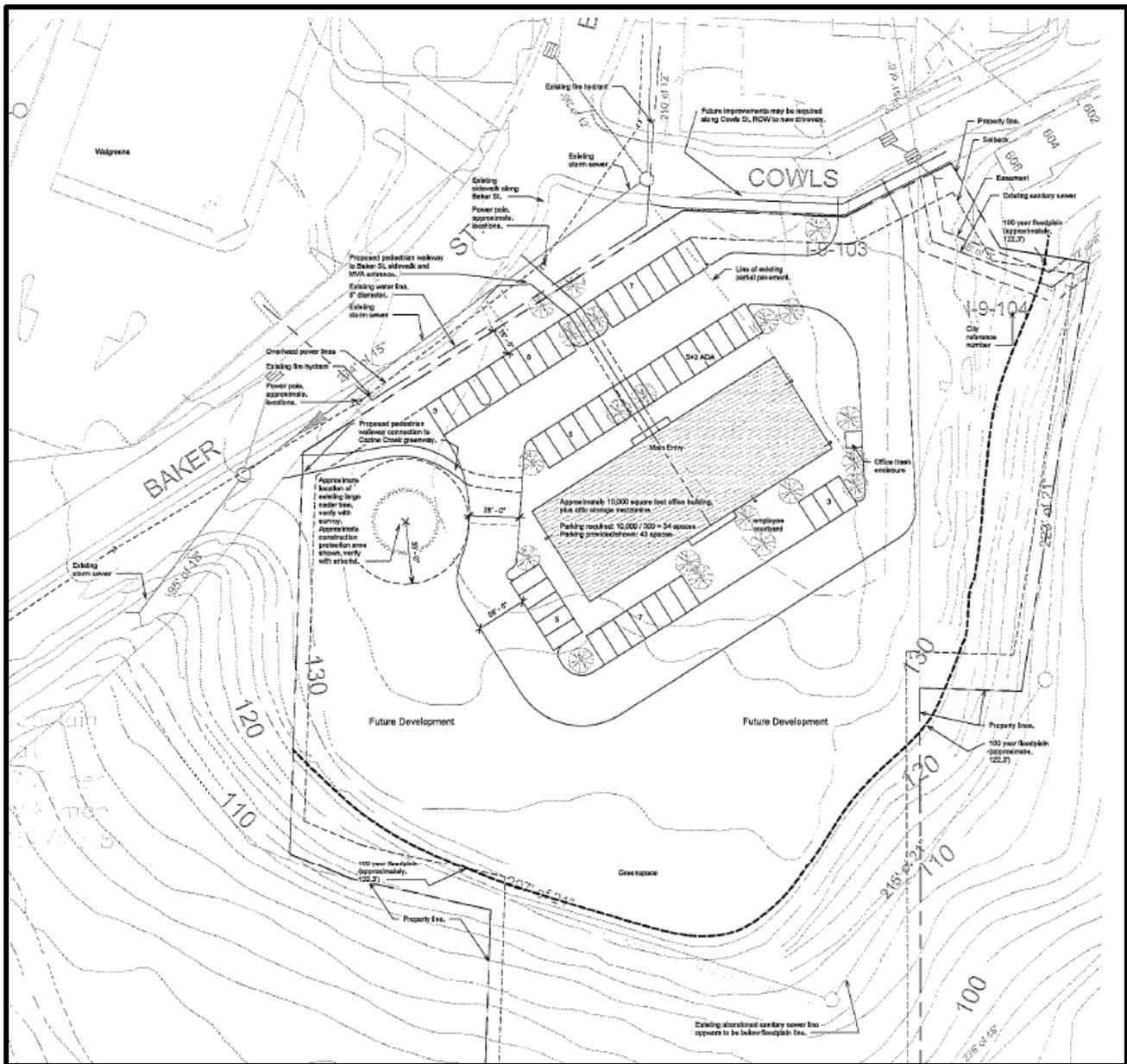


The applicant has submitted a conceptual development plan for the site, which they have specifically requested to not be binding on the site in any way, to depict the potential office and multiple-family residential uses they anticipate to construct on the site. The concept plan shows the development of an approximately 10,000 square foot office building, and identifies areas to the south of the office building as “future development” areas where up to 24 multiple family dwelling units could be constructed.

The concept plan, **which again is not proposed to be binding on the site and is not subject to site or design review as part of the proposed zone change**, is identified below:

**Attachments :**

- Attachment 1 – Application and Attachments
- Other Attachments – See Attachment List



**ATTACHMENTS:**

1. CPA 2-18 Application and Attachments (on file with the Planning Department)
2. Oregon Department of Transportation Review Documents and Comments (on file with the Planning Department)

**COMMENTS:**

**Agency Comments**

This matter was referred to the following public agencies for comment: McMinnville Fire Department, Police Department, Parks and Recreation Department, Engineering and Building Departments, City Manager, and City Attorney, McMinnville School District No. 40, McMinnville Water and Light, Yamhill

*Attachments :*

Attachment 1 – Application and Attachments  
 Other Attachments – See Attachment List

County Public Works, Yamhill County Planning Department, Recology Western Oregon, Frontier Communications, Comcast, Northwest Natural Gas. The following comments had been received:

- McMinnville Engineering Department

The application demonstrates that the transportation and sanitary sewer infrastructure is adequate to support the proposal. At the time of building permits, the appropriate infrastructure improvements will be required.

Thus, no comments or suggested conditions of approval.

- Oregon Department of Transportation

Attached are ODOT's comments on the subject TIA\*. Specific questions on these comments should be directed to Keith Blair. Based on this review, we have no comments or objection to the proposed comprehensive plan amendment and zone change. Please include ODOT in any future notifications on this project including findings and conditions of approval.

\*Note – Full ODOT comments referenced above are listed as an attachment and are on file with the Planning Department.

## Public Comments

Notice of this request was mailed to property owners located within 300 feet of the subject site. Notice of the public hearing was also provided in the News Register on Tuesday, December 11, 2018. As of the date of the Planning Commission public hearing on December 20, 2018, no public testimony had been received by the Planning Department.

## FINDINGS OF FACT

1. MV Advancements, on behalf of property owner Linfield College, requested a zone change on a property from R-4 PD (Multiple Family Residential Planned Development) to O-R (Office/Residential) to allow for the development of office and residential uses on the subject site. The subject site is located at 600 SE Baker Street, and is more specifically described as Tax Lots 101 and 200, Section 20DD, T. 4 S., R. 4 W., W.M.
2. The site is currently designated as Residential on the McMinnville Comprehensive Plan Map, 1980. The site is currently zoned R-4 PD (Multiple Family Residential Planned Development) on the McMinnville Zoning Map.
3. Sanitary sewer and municipal water and power can adequately serve the site. The municipal water reclamation facility has sufficient capacity to accommodate expected waste flows resulting from development of the property.
4. This matter was referred to the following public agencies for comment: McMinnville Fire Department, Police Department, Parks and Recreation Department, Engineering and Building Departments, City Manager, and City Attorney, McMinnville School District No. 40, McMinnville Water and Light, Yamhill County Public Works, Yamhill County Planning Department, Recology Western Oregon, Frontier Communications, Comcast, Northwest Natural Gas. No comments in opposition were provided to the Planning Department.
5. Notice of the application was provided by the City of McMinnville to property owners within 300 feet of the subject site, as required by the process described in Section 17.72.120 (Applications–

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### Attachments :

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

Public Hearings) of the McMinnville Zoning Ordinance. Notice of the public hearing was also provided in the News Register on Tuesday, December 11, 2018. No public testimony was provided to the Planning Department prior to the Planning Commission public hearing.

6. The applicant has submitted findings (Attachment 1) in support of this application. Those findings are herein incorporated.

**CONCLUSIONARY FINDINGS:**

**McMinnville’s Comprehensive Plan:**

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.**

*Policy 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.*

*Policy 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.*

**Finding: Goal II 1 and Policies 2.00 and 9.00 are satisfied.** The applicant has stated that they have 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 areas of the subject site that are currently designated on the Zoning Map as F-P (Flood Plain) would keep that zoning district, and only the portions of the subject site outside of the Flood Plan zone would be subject to the proposed Zone Change. The applicant has further stated that they are 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. The applicant has stated that it is their 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.**

*Policy 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.*

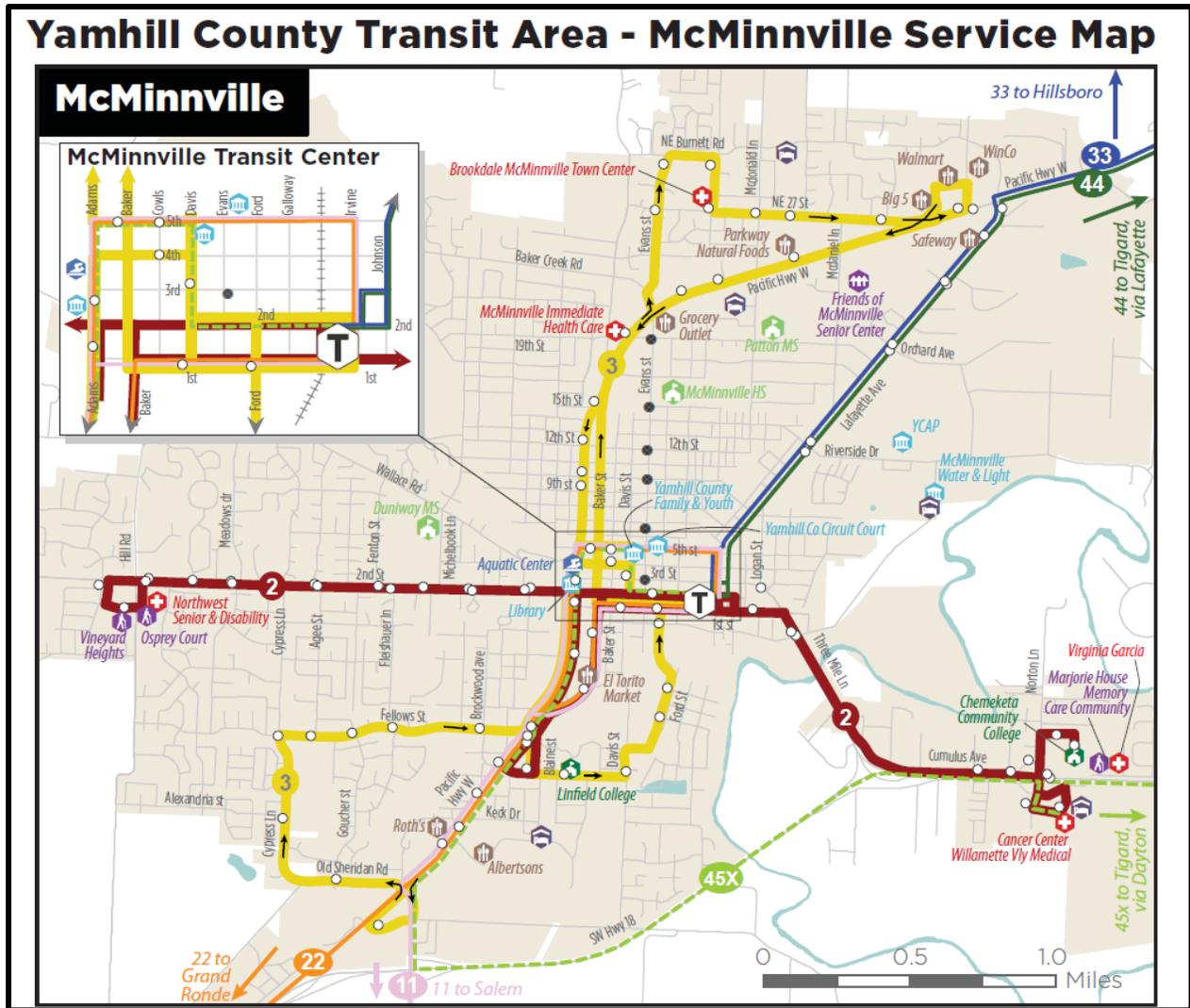
*Policy 14.00 The City of McMinnville shall strive to insure that future public community facilities, where possible and appropriate, are consolidated by locating the new structures in close proximity to other public buildings. This will be done in order to realize financial benefits, centralize services,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

**Finding: Goal III 1 and Policies 13.00 and 14.00 are satisfied.** The applicant, MV Advancements, is an organization that provides social services to individuals who experience disabilities. The proposed Zone Change will allow the applicant to locate office uses on the subject site, thereby providing their services in a location that is properly located to service the community. They have selected the subject

*Attachments :*

- Attachment 1 – Application and Attachments
- Other Attachments – See Attachment List

site due to its location, being in close proximity to other community services that their clients would need to access. The proximity to downtown McMinnville and the other social service providers in that area allows for the MV Advancements site to still easily provide its services to the community. The site is located on a public transit route, an important locational factor for this social service use as many of their clients rely on public transit for transportation services. Both local routes (Route 2 and Route 3) serve the subject site, with northbound Route 2 passing immediately adjacent to the site, and southbound Route 3 passing close to the site on Adams Street just west of the subject site before Adams Street connects back with SE Baker Street heading southwest. Both of those routes run at regular 10-minute intervals throughout the day on all weekdays, providing connections throughout the city and also to the transit center where connections can be made with other routes.



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

*Policy 58.00 City land development ordinances shall provide opportunities for development of a variety of housing types and densities.*

**Attachments :**

- Attachment 1 – Application and Attachments
- Other Attachments – See Attachment List

*Policy 59.00 Opportunities for multiple-family and mobile home developments shall be provided in McMinnville to encourage lower-cost renter and owner-occupied housing. Such housing shall be located and developed according to the residential policies in this plan and the land development regulations of the City.*

*Policy 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.*

**Finding: Goal V 1 and Policies 58.00, 59.00, and 64.00 are satisfied by this proposal.**

The most recently acknowledged Economic Opportunities Analysis for the City of McMinnville, which was acknowledged in 2013, identified a deficit of commercial land within the McMinnville Urban Growth Boundary. The deficit was identified at an amount of 35.8 acres, as shown in Figure 26 from the Economic Opportunities Analysis below:

**Figure 26. Comparison of Land Demand to Supply (2013-33)**

Acres by Plan Designation				Comments
	Commercial	Industrial	Total	
<b>Vacant Land Demand</b>				Based on 2013-33 jobs forecast
Commercial	164.6	-	164.6	Commercial retail & service need
Industrial	-	145.1	145.1	Manufacturing & related sectors
Institutional	2.2	8.0	10.2	62% of need w/per job method
<b>Totals</b>	<b>166.8</b>	<b>153.2</b>	<b>319.9</b>	Employment land demand
<b>Available Land Supply</b>				Fully & partially vacant sites
2013 BLI Update	130.9	389.1	520.0	Revised per BLI update 7/13
<b>Surplus/(Deficit)</b>	<b>(35.8)</b>	<b>235.9</b>	<b>200.1</b>	As of 2033 forecast year

Notes: All acreage figures are rounded to nearest 1/10<sup>th</sup> of an acre.  
 Source: E. D. Hovee & Company, LLC.

The proposed Comprehensive Plan map amendment would address the commercial land deficit identified in the Economic Opportunities Analysis, as approximately 2.86 acres of additional commercial land would be provided for commercial use. However, the proposal would result in the loss of 2.86 acres of land currently designated as Residential on the Comprehensive Plan Map. In the most recently acknowledged Residential Buildable Lands Inventory, which was prepared in 2001, a need for additional land for housing and residential uses was identified. That inventory, which was titled the McMinnville Buildable Land Needs Analysis and Growth Management Plan, identified a deficit of over 1,000 acres of land for housing in Table B-11 of Appendix B.

Therefore, both commercial and residential lands were identified as needed land types in the Economic Opportunities Analysis and Residential Buildable Lands Inventory. The need for residential land was much higher than the need for additional commercial land (over 1,000 acres of residential land compared to 35.8 acres of commercial land). However, the applicant has argued that their proposed zone change will still address the residential land need, as they are proposing to change the zoning to the O-R (Office/Residential) zone that allows for both commercial and residential uses. The applicant has expressed an intent to construct up to 24 residential uses on the subject site in the future.

*Attachments :*

- Attachment 1 – Application and Attachments
- Other Attachments – See Attachment List

In regards to the existing status of the subject site, the applicant has argued that the residentially zoned land was not actually available for development of residential uses. The applicant has stated that this land, because it was owned by Linfield College, was not considered as buildable in the last Residential Buildable Lands Inventory. In the Linfield College Master Plan (as approved and adopted under a Planned Development Overlay District by Ordinance 4739), the subject site was shown as vacant land with no specific future land use identified. There were statements in the Master Plan that Linfield College still needed to determine what the future use of the subject site would be. The applicant has provided a letter of support from Linfield College, who currently owns the subject site, providing evidence of their support for the applicant's intended use of the site and the ability to construct up to 24 residential units in conjunction with MV Advancements services or for senior housing. The letter of support states that the sale of the property will include a restrictive covenant to limit the number of residential dwelling units to 24 units, and also states that Linfield College had never considered the sale of the property to allow for the development of the maximum number of dwelling units that the underlying zoning might allow. This supports the applicants arguments that the current site was actually not available for the development of residential uses, and that it will now be available for up to 24 dwelling units, along with the commercial office space.

The proposed zone change to O-R results in the establishment of a commercial zone on the property. However, it is a zone that allows for mixed use and both commercial and residential uses. The ability to have a mix of uses on the subject site will allow for unique and innovative development techniques in the establishment of both office and residential units on the subject site. The applicant has also provided evidence (in the form of a letter of support) that restrictive covenants will be placed on the site to limit the residential uses of the site to those types that would be in conjunction with MV Advancements services (which are provided to individuals with disabilities) or for senior housing. The provision of this type of housing will provide a variety of housing types and potentially lower-cost housing, and also ensures cooperation with a private group (MV Advancements) to provide better housing opportunities and improve housing conditions for low and moderate income families

**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.**

*Policy 68.00 The City of McMinnville shall encourage a compact form of urban development by directing residential growth close to the city center and to those areas where urban services are already available before committing alternate areas to residential use.*

*Policy 69.00 The City of McMinnville shall explore the utilization of innovative land use regulatory ordinances which seek to integrate the functions of housing, commercial, and industrial developments into a compatible framework within the city.*

**Finding: Goal V 2 and Policies 68.00 and 69.00 are satisfied by this proposal.** The zone change will allow for residential, as well as commercial, development in an area of the city that is already developed and has urban level services available to serve the site. As noted in the finding for Goal V 1 and Policies 58.00 and 59.00 above, the proposed zone change is justified, given that the zone change will provide for commercial land identified as a needed land type in the Economic Opportunities Analysis, but as a mixed use zone, will also provide an opportunity for the development of residential uses, which are also identified as needed land type in the 2001 McMinnville Buildable Land Needs Analysis and Growth Management Plan. This mixed use zone allows for the utilization of the City's only innovative mixed use zone to integrate the functions of both housing and commercial uses on the subject site.

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Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

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

1. *Areas which are not committed to low or medium density development;*
2. *Areas which can be buffered by topography, landscaping, collector or arterial streets, or intervening land uses from low density residential areas in order to maximize the privacy of established low density residential areas;*
3. *Areas which have direct access from a major collector or arterial street;*
4. *Areas which are not subject to development limitations;*
5. *Areas where the existing facilities have the capacity for additional development;*
6. *Areas within a one-half mile wide corridor centered on existing or planned public transit routes;*
7. *Areas within one-quarter mile from neighborhood and general commercial shopping centers; and*
8. *Areas adjacent to either private or public permanent open space.*

**Finding: Policy 71.13 is satisfied by this proposal.**

As stated above, the zone change request satisfies multiple Comprehensive Plan goals and policies by providing for additional commercially zoned land, which is identified as a needed land type, while still providing opportunities for multiple family residential housing. While the proposed zone change results in a commercial zoning designation (in the Office/Residential zone), the policies related to the siting of higher density residential development apply to the zone change request, as that type of use is permitted in the O-R (Office/Residential) zone.

The subject site is not committed to low or medium density development, as the current underlying zoning is technically R-4 (Multiple Family Residential), but is overlaid by a Planned Development Overlay District that does not specify any future land use type. The subject site is bounded on the west by an arterial street (SE Baker Street/Highway 99W), and to the south and southeast by topography and the Cozine Creek, providing buffering and privacy between the subject site and adjacent properties. The only property immediately adjacent to the subject site, located immediately east along Cowls Street, is zoned R-4 (Multiple Family Residential) so therefore is not low density residential. While the Comprehensive Plan policies do not require locational factors to buffer from other adjacent high density residential areas, the proposed O-R (Office/Residential) zone includes some yard requirements that will provide setbacks and spacing between buildings and property lines, as well as a limitation on building height to no more than 35 feet, which is the maximum building height in lower density residential zones. These standards will provide some buffering from adjacent residential areas, even though they are also high density zones.

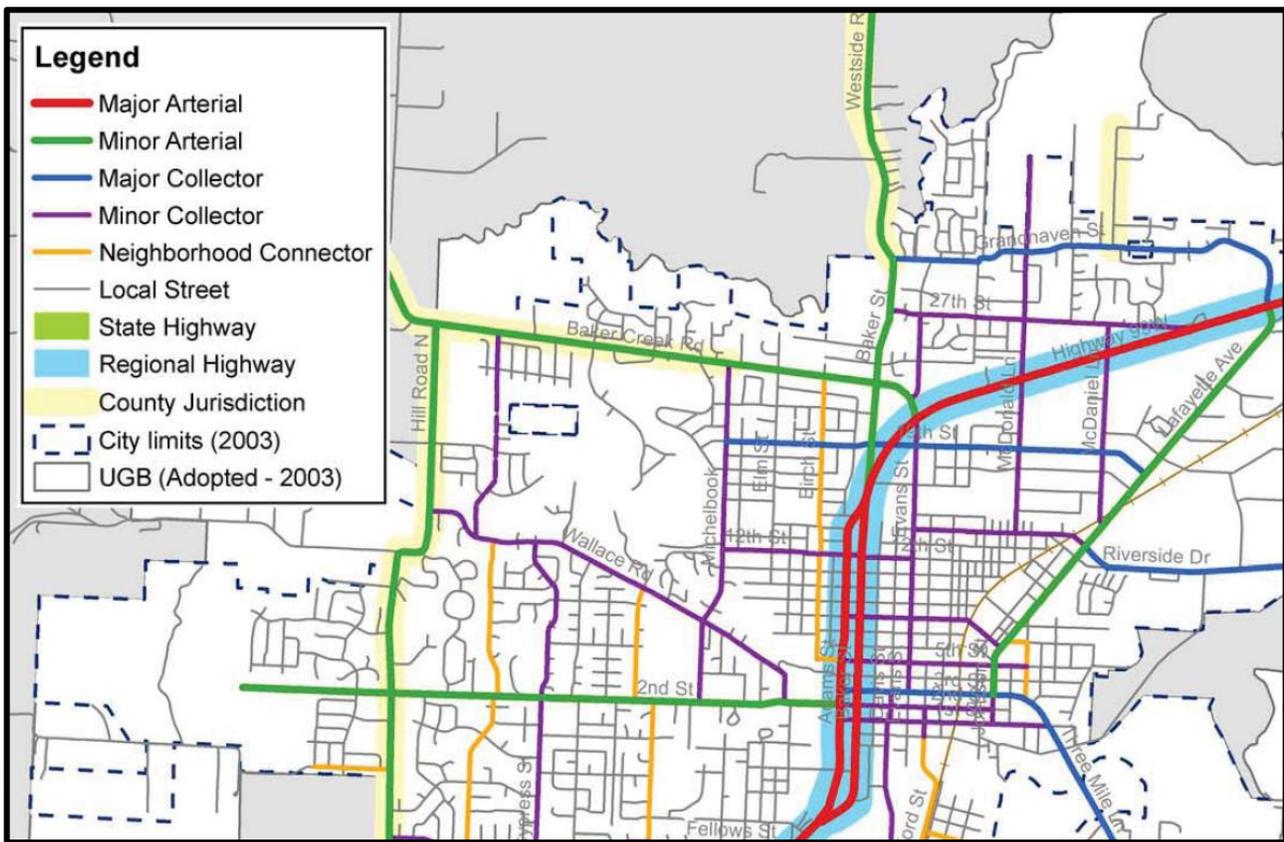
The site does have frontage on an arterial street. As shown in the Transportation System Plan street functional classification system map below, SE Baker Street/Highway 99W is classified as a major arterial street. However, the applicant is proposing to only provide access to the site from Cowls Street, given the traffic and safety concerns with having a new access directly onto SE Baker Street in this location near the connection of Adams and Baker Streets, and with its proximity to the existing intersection at Baker Street and Cowls Street. The applicant submitted a traffic impact analysis showing that the site's access onto Cowls Street can be accommodated without any significant impacts on the surrounding street network. More detail on the traffic impact analysis is provided in the findings for the zone change review criteria below. Comprehensive Plan Policy 91.00 does provide some additional flexibility in the type of street that a multiple-family residential development should be accessed from. Specifically, Policy 91.00 states that "Multiple-family housing developments shall be required to access

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**Attachments :**

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

off of arterials or collectors or streets determined by the City to have sufficient carrying capacities to accommodate the proposed development.” Given the findings of the traffic impact analysis, it can be found that the site has appropriate access for higher density development that would be allowed in the O-R (Office/Residential) zone.



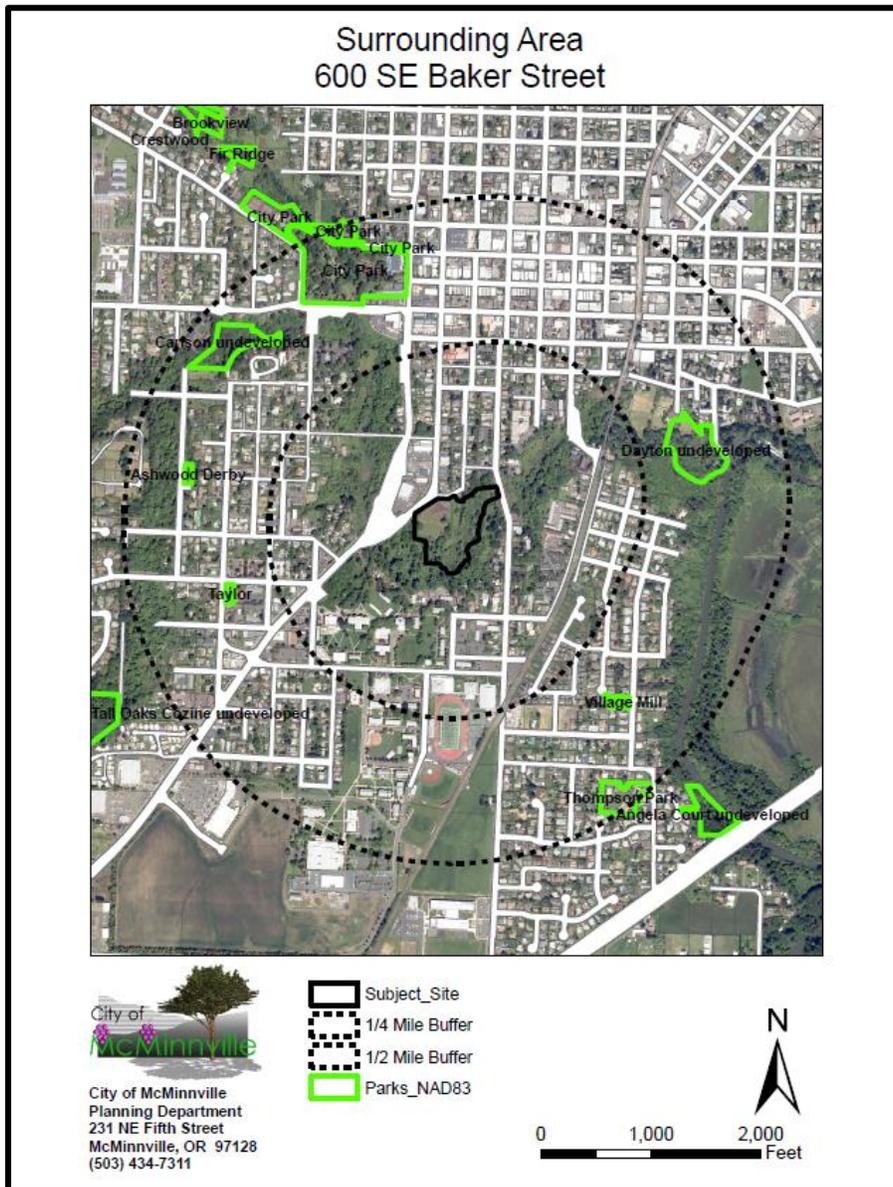
There are not any major development limitations with the subject site, and the Engineering Department has not identified any issues with providing services and infrastructure to the subject site to support higher density residential development.

As discussed in more detail above, existing transit service is located in close proximity to the site. Routes 2 and 3 along Adams and Baker Streets are well within one-half mile of the subject site. The subject site is also located well within one-quarter mile of commercially zoned property, with commercially zoned property immediately across Baker Street from the subject site and other O-R zoned property located north of the subject site across Cows Street. These commercially zoned properties currently provide retail uses and other commercial services (professional office, medical, salon, etc.) in close proximity to the subject site.

In regards to private or public open space, there is some private open space on the subject site in the areas that are designated as floodplain. These areas are protected in the McMinnville City Code, as development in the floodplain areas is very limited. In addition, the applicant is proposing to maintain this area as natural open space, with statements in the application that they will be partnering with Linfield College and the Greater Yamhill Watershed Council in their efforts to restore the Cozine Creek property between the subject site and the Linfield College campus by re-establishing native plant species. This area is considered the private open space that is required by Policy 71.13 for high density residential developments. Outside of this area, there are no other public open spaces within one-quarter mile of the site. There are multiple public open space areas within one-half mile of the

subject site, including City Park and several smaller city parks, although some of those public properties are undeveloped.

A map showing the locations of amenities surrounding the subject site is provided below:



*Policy 84.00 Multiple-family, low-cost housing (subsidized) shall be dispersed throughout the community by appropriate zoning to avoid inundating any one area with a concentration of this type of housing.*

*Policy 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.*

**Attachments :**

- Attachment 1 – Application and Attachments
- Other Attachments – See Attachment List

**Finding: Policy 84.00 and Policy 86.00 are satisfied by this proposal.** The subject site is not specifically intended to provide subsidized housing, and the site is within the fringes of Linfield College. Therefore, neither of these policies are applicable.

*Policy 89.00 Zoning standards shall require that all multiple-family housing developments provide landscaped grounds.*

**Finding: Policy 89.00 is satisfied by this proposal.** Landscaping will be required for any future proposed multiple-family housing development at the time of development.

*Policy 90.00 Greater residential densities shall be encouraged to locate along major and minor arterials, within one-quarter mile from neighborhood and general commercial shopping centers, and within a one-half mile wide corridor centered on existing or planned public transit routes. (Ord. 4840, January 11, 2006; Ord. 4796, October 14, 2003)*

*Policy 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)*

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

*Policy 92.01 High-density housing shall not be located in undesirable places such as near railroad lines, heavy industrial uses, or other potential nuisance areas unless design factors are included to buffer the development from the incompatible use. (Ord. 4796, October 14, 2003)*

*Policy 92.02 High-density housing developments shall, as far as possible, locate within reasonable walking distance to shopping, schools, and parks, or have access, if possible, to public transportation. (Ord. 4796, October 14, 2003)*

**Finding: Policies 90.00, 91.00, 92.00, 92.01 and 92.02 are satisfied by this proposal.**

As discussed in more detail above, the subject site is located well within one-quarter mile of areas zoned for commercial uses, is located immediately adjacent to existing public transit routes, and is accessed off of a roadway with sufficient traffic carrying capacities to accommodate the development of the site in the proposed zone. The applicant has submitted a traffic impact analysis that shows that the zone change on the subject site would not have any significant or adverse impacts on the surrounding street system. Given the findings of the traffic impact analysis, it can be found that the site has appropriate access for higher density development. More detail on the traffic impact analysis is provided in the findings for the zone change review criteria below. Findings for the additional locational requirements are also provided in the findings for Policy 71.13 above. The subject site is not located near any of the undesirable places listed in Policy 92.01.

*Policy 99.00 An adequate level of urban services shall be provided prior to or concurrent with all proposed residential development, as specified in the acknowledged Public Facilities Plan. Services shall include, but not be limited to:*

1. *Sanitary sewer collection and disposal lines. Adequate municipal waste treatment plant capacities must be available.*
2. *Storm sewer and drainage facilities (as required).*

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**Attachments :**

Attachment 1 – Application and Attachments  
 Other Attachments – See Attachment List

3. *Streets within the development and providing access to the development, improved to city standards (as required).*
4. *Municipal water distribution facilities and adequate water supplies (as determined by City Water and Light). (as amended by Ord. 4796, October 14, 2003)*
5. *Deleted as per Ord. 4796, October 14, 2003.*

**Finding: Policy 99.00 is satisfied by this proposal.** Adequate levels of sanitary sewer collection, storm sewer and drainage facilities, and municipal water distribution systems and supply either presently serve or can be made available to adequately serve the site. Additionally, the Water Reclamation Facility has the capacity to accommodate flow resulting from development of this site. Any necessary or required street improvements shall be required at the time of development of the subject site.

**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.**

*Policy 117.00 The City of McMinnville shall endeavor to insure that the roadway network provides safe and easy access to every parcel.*

*Policy 119.00 The City of McMinnville shall encourage utilization of existing transportation corridors, wherever possible, before committing new lands.*

*Policy 120.00 The City of McMinnville may require limited and/or shared access points along major and minor arterials, in order to facilitate safe access flows.*

*Policy 122.00 The City of McMinnville shall encourage the following provisions for each of the three functional road classifications: [in part]*

1. *Major, Minor arterials.*
  - a. *Access should be controlled, especially on heavy traffic-generating developments.*
  - b. *Designs should minimize impacts on existing neighborhoods.*
  - c. *Sufficient street rights-of-way should be obtained prior to development of adjacent lands.*
  - d. *On-street parking should be limited wherever necessary.*
  - e. *Landscaping should be required along public rights-of-way.*

**Finding: Goal VI 1 and Policies 117.00, 119.00, 120.00 and 122.00 are satisfied by this proposal.**

The subject site is currently adjacent to the SE Baker Street public right-of-way and street. SE Baker Street/Highway 99W is identified in the Transportation System Plan as a major arterial street. The applicant provided a traffic impact analysis that analyzed the proposed access to the site off of the major arterial but still in close proximity to allow for trips generated from the site to enter the arterial at an existing major intersection. The traffic impact analysis also analyzed the change in trips and the impacts of a reasonable worst case development that could be allowed under an eventual zoning designation, and found that there were no significant impacts to the functionality of the surrounding street network. More detail on the traffic impact analysis is provided in the findings for the zone change review criteria below. Any right-of-way improvements required for the subject site will be required at the time of development.

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

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**Attachments :**

Attachment 1 – Application and Attachments  
 Other Attachments – See Attachment List

*Policy 127.00 The City of McMinnville shall encourage the provision of off-street parking where possible, to better utilize existing and future roadways and right-of-ways as transportation routes.*

**Finding: Policies 126.00 and 127.00 are satisfied.** Off-street parking will be required based on the type of development proposed and allowed under the eventual zoning of the subject site.

*Policy 130.00 The City of McMinnville shall encourage implementation of the Bicycle System Plan that connect residential areas to activity areas such as the downtown core, areas of work, schools, community facilities, and recreation facilities.*

*Policy 132.15 The City of McMinnville shall require that all new residential developments such as subdivisions, planned developments, apartments, and condominium complexes provide pedestrian connections with adjacent neighborhoods.*

**Finding: Policies 130.00 and 132.15 are satisfied.** If it is determined that the existing public sidewalks are not sufficient at the time of development, they will be required to be upgraded to Public Right-of-Way Accessibility Guidelines (PROWAG) as a condition of building permit approval, which will enhance pedestrian connections between the site and the surrounding area.

**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.**

*Policy 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.*

*Policy 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.*

*Policy 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.*

*Policy 143.00 The City of McMinnville shall encourage the retention of natural drainage ways for storm water drainage.*

*Policy 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.*

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**Attachments :**

Attachment 1 – Application and Attachments  
 Other Attachments – See Attachment List

*Policy 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.*

*Policy 147.00 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. The City shall also continue to coordinate with McMinnville Water and Light in making land use decisions.*

*Policy 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.*

**Finding: Goal VII 1 and Policies 136.00, 139.00, 142.00, 143.00, 144.00, 145.00, 147.00 and 151.00 are satisfied by the proposal.**

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.

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*Attachments :*

Attachment 1 – Application and Attachments  
 Other Attachments – See Attachment List

*Policy 153.00 The City of McMinnville shall continue coordination between the planning and fire departments in evaluating major land use decisions.*

*Policy 155.00 The ability of existing police and fire facilities and services to meet the needs of new service areas and populations shall be a criterion used in evaluating annexations, subdivision proposals, and other major land use decisions.*

**Finding: Policies 153.00 and 155.00 are satisfied.** Emergency services departments have reviewed this request and no concerns were raised. Any requirements of the Oregon Fire Code or Building Code will be required at the time of development.

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

*Policy 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.*

**Finding: Goal VII 3 and Policy 163.00 are satisfied.** 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.**

*Policy 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.*

*Policy 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.*

**Finding: Policies 173.00 and 177.00 are satisfied.** McMinnville Water and Light and Northwest Natural Gas were provided opportunity to review and comment regarding this proposal and no concerns were raised.

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

**Finding: Policy 178.00 is satisfied.** The applicant is proposing to amend the current zoning designations of this site to O-R (Office/Residential) to allow for both office and multiple family housing uses on the subject site, thereby achieving a more compact form of urban development and energy conservation in an area of the city that is already fully developed and provided with urban services.

**GOAL X1: TO PROVIDE OPPORTUNITIES FOR CITIZEN INVOLVEMENT IN THE LAND USE DECISION MAKING PROCESS ESTABLISHED BY THE CITY OF McMINNVILLE.**

*Policy 188.00 The City of McMinnville shall continue to provide opportunities for citizen involvement in all phases of the planning process. The opportunities will allow for review and comment by community residents and will be supplemented by the availability of information on planning requests and the provision of feedback mechanisms to evaluate decisions and keep citizens informed.*

**Finding: Goal X1 and Policy 188.00 are satisfied.** 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 advertised public hearing(s). All members of the public have access to provide testimony and ask questions during the public review and hearing process.

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*Attachments :*

Attachment 1 – Application and Attachments  
 Other Attachments – See Attachment List

**McMinnville's City Code:**

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

17.74.020 Comprehensive Plan Map Amendment and Zone Change - Review Criteria. An amendment to the official zoning map may be authorized, provided that the proposal satisfies all relevant requirements of this ordinance, and also provided that the applicant demonstrates the following:

- A. The proposed amendment is consistent with the goals and policies of the comprehensive plan;
- B. The proposed amendment is orderly and timely, considering the pattern of development in the area, surrounding land uses, and any changes which may have occurred in the neighborhood or community to warrant the proposed amendment;
- C. Utilities and services can be efficiently provided to service the proposed uses or other potential uses in the proposed zoning district.

When the proposed amendment concerns needed housing (as defined in the McMinnville Comprehensive Plan and state statutes), criterion "B" shall not apply to the rezoning of land designated for residential use on the plan map.

In addition, the housing policies of the McMinnville Comprehensive Plan shall be given added emphasis and the other policies contained in the plan shall not be used to: (1) exclude needed housing; (2) unnecessarily decrease densities; or (3) allow special conditions to be attached which would have the effect of discouraging needed housing through unreasonable cost or delay.

**Finding: Section 17.74.020 is satisfied by this proposal.**

The proposed Zone Change is consistent with the goals and policies of the Comprehensive Plan, as described in more detail above in the specific findings for each Comprehensive Plan goal and policy.

The development pattern in the area surrounding the subject site includes both residential and commercial land uses and zones. The properties to the west and north between Adams Street and Baker Street are currently zoned C-3 (General Commercial). Properties immediately to the north of the subject site, but also fronting Baker Street are currently zoned O-R (Office/Residential), the same zone the applicant is proposing for the subject site. The subject site, similar to those other commercially zoned properties, is located immediately adjacent to Baker Street/Highway 99W, a higher volume roadway that is generally more compatible with commercial uses than residential uses. While land adjacent to the subject site to the east and further northeast along Cowls Street is zoned R-4 (Multiple Family Residential), the change of the subject site to the O-R (Office/Residential) zone is not inconsistent with the treatment of other areas along this portion of the Highway 99W corridor.

Also, the proposed O-R (Office/Residential) zone at this location meets multiple other goals or intended uses for the O-R zone. Specifically, the purpose statement for the O-R (Office/Residential) zone in Section 17.24.010 of the McMinnville City Code states:

The purpose and intent of this zone is at least two-fold. One, it may be used to provide a transition and buffer area between commercially zoned and residentially zoned areas; and two, it is intended to provide an incentive for the preservation of old and historical structures. It may also serve as a buffer zone along major arterials between the roadway and the interior residential areas. Therefore, the requirements set forth herein should be interpreted in relationship to the protection of abutting residential areas. Implementation and interpretation

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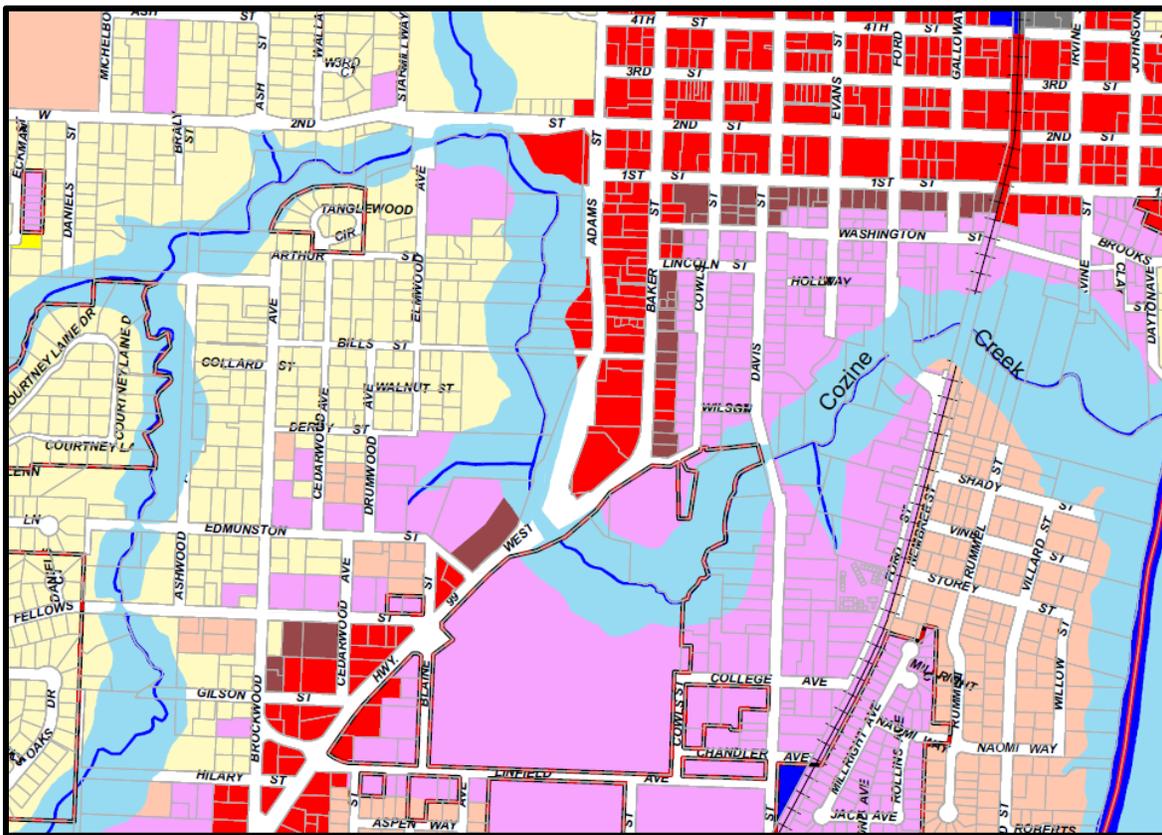
*Attachments :*

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

should take into consideration those factors conducive to a healthy place to live, and improvements should be in scale and relationship to surrounding property uses.

The proposed zone change would be consistent with the purpose of the O-R (Office/Residential) zone, as the subject site is located between commercially zoned property across Baker Street to the west and residentially zoned property along Cows Street to the east. The change to the O-R zone would provide a transition between commercial and residential zones, and also would serve as a buffer zone along the major arterial roadway, that being Baker Street/Highway 99W, and the interior residential areas further east and northeast along Cows Street. The O-R (Office/Residential) zone also includes some yard requirements that will provide setbacks and spacing between buildings and property lines, as well as a limitation on building height to no more than 35 feet, which is the maximum building height in lower density residential zones. These standards would not apply if the request was to change to another commercial zone such as C-3 (General Commercial, and will provide some buffering from the adjacent residential areas.

The zoning map in the area surrounding the subject site can be seen below, showing other properties in the vicinity that are currently zoned O-R (Office/Residential) that provide for a transition between commercial and residential zones.



Given the surrounding land uses and development pattern, the proposed zone change is orderly and timely. The change to the O-R (Office/Residential) zone will complement the other commercially zoned lands surrounding the subject site, and will ensure a transition from commercial to residential use.

*Utility and Service Provision:* This area is well served by existing sanitary and storm sewer systems as well as other public utilities. The Engineering Department has reviewed this proposal and has offered no concerns with providing adequate services to this site to support development at the subject site. At

- Attachments :*  
 Attachment 1 – Application and Attachments  
 Other Attachments – See Attachment List

the time of development of the site, all necessary utilities and improvements will be required to be completed along with the building permit activities.

**Street System:** The applicant has provided a traffic impact analysis that concluded that the surrounding street network has the capacity to accommodate the number of trips that would result from the applicant’s request to amend the Comprehensive Plan Map designation and complete a zone change to O-R (Office/Residential) to allow the development of office and residential uses on the subject site.

The traffic impact analysis included an analysis of the impacts of development of the site on three intersections near the subject site, at Baker Street and SE Handley Street, Baker Street and Cowsls Street, and Baker Street and the Adams Street U-turn. In determining site generated traffic and trip distribution, it was determined that a majority of the traffic to and from the site would come to and from Highway 99W, with 45% of the trips to and from Adams Street and 50% of the trips to and from Baker Street. Only 5% of the trips were determined to travel to and from Cowsls Street, so no intersections on Cowsls Street were included in the traffic impact analysis.

The analysis also considered the Oregon Transportation Planning Rule (TPR) to ensure that the proposed development would not have any significant effect on any existing or planned transportation facility. To analyze the potential effects of the proposed development, the worst case trip generation within the existing Comprehensive Plan Map designation and zone was compared to the reasonable worst case trip generation within the proposed Comprehensive Plan Map designation and zone. The existing zoning of R-4 PD (Multiple Family Residential Planned Development) includes a Planned Development Overlay District that actually does not specify any particular use on the subject site, only showing it as vacant and noting that future use of the property needed to be determined by Linfield College. Therefore, the applicants assumed the worst case trip generation in the existing zone to be a maximum build out of the number of apartment units that would be allowed in the underlying R-4 zone (83 units based on the lot size). The worst case trip generation for the proposed O-R (Office/Residential) zone was assumed based on the type of development that would be allowed in that zone. Specifically, it was assumed that worst case trip generation in the proposed zone would result from the buildout of only office uses on the site. An assumption was made that 40% of the buildable portion of the subject site (that area being outside of the floodplain) would be developed with a building, allowing for the rest of the area to be used for landscaping, parking, setbacks, and other associated improvements. This resulted in an assumed 49,835 square foot office building.

The traffic impact analysis determined that the proposed zone change could result in a net increase in trips from what could be developed in the existing, underlying R-4 zone. Again, this is based on the buildout of a 49,835 square foot office building. The net change in trips under the existing and proposed zoning is provided below:

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

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

Source: ITE Trip Generation Manual, 10<sup>th</sup> Edition  
 Fitted curve equations used  
 KSF = 1000 square feet

After identifying trip generation, those trips were then entered into a traffic model to determine impacts and functionality of the surrounding street network. The traffic analysis showed that all of the intersections included in the analysis would continue to function under the mobility standard for Oregon Department of Transportation highways, which is an intersection V/C ratio of 0.90. The intersection V/C ratios were all well under that 0.90 level, and therefore found acceptable by Oregon Department of Transportation and the City of McMinnville. The overall intersection V/C, which is a calculation of volume to capacity, increase only slightly between the 2023 background traffic and 2023 traffic including the development of the subject site. Those slight increases occurred at Baker/Handley and Baker/Cowls in the PM peak hour, and at Baker/Adams U-Turn during the AM peak hour. However, it should be noted that intersection V/C actually improved in a few situations, including at Baker/Cowls in the AM peak hour and at Baker/Adams U-Turn in the PM peak hour.

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

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

Note: 2010 Highway Capacity Manual methodology used in analysis.

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

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

Note: 2010 Highway Capacity Manual methodology used in analysis.

**Attachments :**

- Attachment 1 – Application and Attachments
- Other Attachments – See Attachment List

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

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

Note: 2010 Highway Capacity Manual methodology used in analysis.

More detailed analysis of the operations of each movement at each intersection were provided in Appendix G of the Traffic Impact Analysis (Synchro Intersection Capacity Analysis Report Outputs). A summary of the worst movements at each intersection are provided below. Again, only minor changes occurred in the delay times and level of service (LOS) of specific lanes or movements between the 2023 background traffic and 2023 traffic including the development of the subject site.

2018 AM Peak				
	Worst Mvmt	V/C	Delay (s/veh)	LOS
Baker & Adams U-Turn	EB Lane 1	.055	13.4	B
Baker & Handley	EB Lane 1	.025	13.2	B
Baker & Cowls	WB Lane 1	.058	17.4	C

2018 PM Peak				
	Worst Mvmt	V/C	Delay (s/veh)	LOS
Baker & Adams U-Turn	EB Lane 1	.064	14.8	B
Baker & Handley	EB Lane 1	.046	15.8	C
Baker & Cowls	EB Lane 1	.164	20.9	C

2023 No Build AM Peak				
	Worst Mvmt	V/C	Delay (s/veh)	LOS
Baker & Adams U-Turn	EB Lane 1	.075	12.7	B
Baker & Handley	EB Lane 1	.027	13	B
Baker & Cowls	WB Lane 1	.155	16.2	C

2023 No Build PM Peak				
	Worst Mvmt	V/C	Delay (s/veh)	LOS
Baker & Adams U-Turn	EB Lane 1	.144	17.7	C
Baker & Handley	EB Lane 1	.093	21	C
Baker & Cowls	EB Lane 1	.188	42.3	E

2023 Build AM Peak				
	Worst Mvmt	V/C	Delay (s/veh)	LOS
Baker & Adams U-Turn	EB Lane 1	.134	13.4	B
Baker & Handley	EB Lane 1	.026	12.7	B
Baker & Cowls	WB Lane 1	.103	17.9	C

2023 Build PM Peak				
	Worst Mvmt	V/C	Delay (s/veh)	LOS
Baker & Adams U-Turn	EB Lane 1	.09	16.9	C
Baker & Handley	EB Lane 1	.108	23.9	C
Baker & Cowls	EB Lane 1	.396	44.7	E

Based on those figures, the traffic impact analysis concluded that the surrounding street network has the capacity to accommodate the number of trips that would result from the applicant’s request to amend the Comprehensive Plan Map designation and complete a zone change to O-R (Office/Residential), even with the assumed maximum buildout of the subject site. The proposed development was also found to meet the Transportation Planning Rule (TPR), as the proposal did not change any functional classification of street, and did not result in any levels of traffic delay or other degradation of street functionality below the acceptable standards of the agency with jurisdiction, which in this case is the Oregon Department of Transportation. The Engineering Department and the Oregon Department of Transportation reviewed the traffic impact analysis, and neither had any concerns with the analysis or the findings.

CD:sjs





**CITY OF MCMINNVILLE  
PLANNING DEPARTMENT**  
231 NE FIFTH STREET  
MCMINNVILLE, OR 97128

503-434-7311

[www.mcminnvilleoregon.gov](http://www.mcminnvilleoregon.gov)

**DECISION, FINDINGS OF FACT AND CONCLUSIONARY FINDINGS FOR THE APPROVAL OF A PLANNED DEVELOPMENT AMENDMENT TO REMOVE PROPERTIES FROM AN EXISTING PLANNED DEVELOPMENT OVERLAY DISTRICT AT 600 SE BAKER STREET**

- DOCKET:** PDA 1-18 (Planned Development Amendment)
- REQUEST:** Approval to amend the existing Planned Development Overlay District and Linfield College Master Plan boundary to remove properties from the Overlay District and Master Plan boundary. The original Planned Development Overlay District was adopted in 2000 by Ordinance 4739.
- LOCATION:** The subject site is located at 600 SE Baker Street, and is more specifically described as Tax Lots 101 and 200, Section 20DD, T. 4 S., R. 4 W., W.M., respectively.
- ZONING:** The subject site's current zoning is R-4 PD (Multiple Family Residential Planned Development)
- APPLICANT:** MV Advancements, on behalf of property owner Linfield College
- STAFF:** Chuck Darnell, Senior Planner
- DATE DEEMED COMPLETE:** November 15, 2018
- HEARINGS BODY:** McMinnville Planning Commission
- DATE & TIME:** December 20, 2018. Civic Hall, 200 NE 2<sup>nd</sup> Street, McMinnville, Oregon.
- HEARINGS BODY:** McMinnville City Council
- DATE & TIME:** January 22, 2018 (tentative). Civic Hall, 200 NE 2<sup>nd</sup> Street, McMinnville, Oregon.
- PROCEDURE:** A request to amend an existing Planned Development requires an application to be reviewed by the Planning Commission during a public hearing, as described in Section 17.72.120 of the McMinnville City Code.
- CRITERIA:** The applicable criteria are specified in Section 17.74.070 of the McMinnville City Code.
- APPEAL:** The decision may be appealed within 15 days of the date the decision is mailed as specified in Section 17.72.180 of the McMinnville City Code.

**COMMENTS:** This matter was referred to the following public agencies for comment: McMinnville Fire Department, Police Department, Engineering Department, Building Department, Parks Department, City Manager, and City Attorney; McMinnville Water and Light; McMinnville School District No. 40; Yamhill County Public Works; Yamhill County Planning Department; Frontier Communications; Comcast; and Northwest Natural Gas. Their comments are provided in this exhibit.

**DECISION**

Based on the findings and conclusions, the Planning Commission recommends **APPROVAL** of the Planned Development Amendment (PDA 1-18) to the McMinnville City Council, **subject to the conditions of approval provided in this document.**

////////////////////////////////////  
**DECISION: APPROVAL WITH CONDITIONS**  
////////////////////////////////////

City Council: \_\_\_\_\_  
Scott Hill, Mayor of McMinnville

Date: \_\_\_\_\_

Planning Commission: \_\_\_\_\_  
Roger Hall, Chair of the McMinnville Planning Commission

Date: \_\_\_\_\_

Planning Department: \_\_\_\_\_  
Heather Richards, Planning Director

Date: \_\_\_\_\_

.....  
*Attachments :*  
Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

**APPLICATION SUMMARY:**

Preceding the proposed Planned Development Amendment were two related requests on the same properties and subject site. Those requests were to amend the Comprehensive Plan Map designation on a portion of the site from Residential to Commercial, and to rezone a portion of the site from R-4 PD (Multiple Family Residential Planned Development) to O-R (Office/Residential) to allow for development of an office use and future multiple-family residential uses on the subject site.

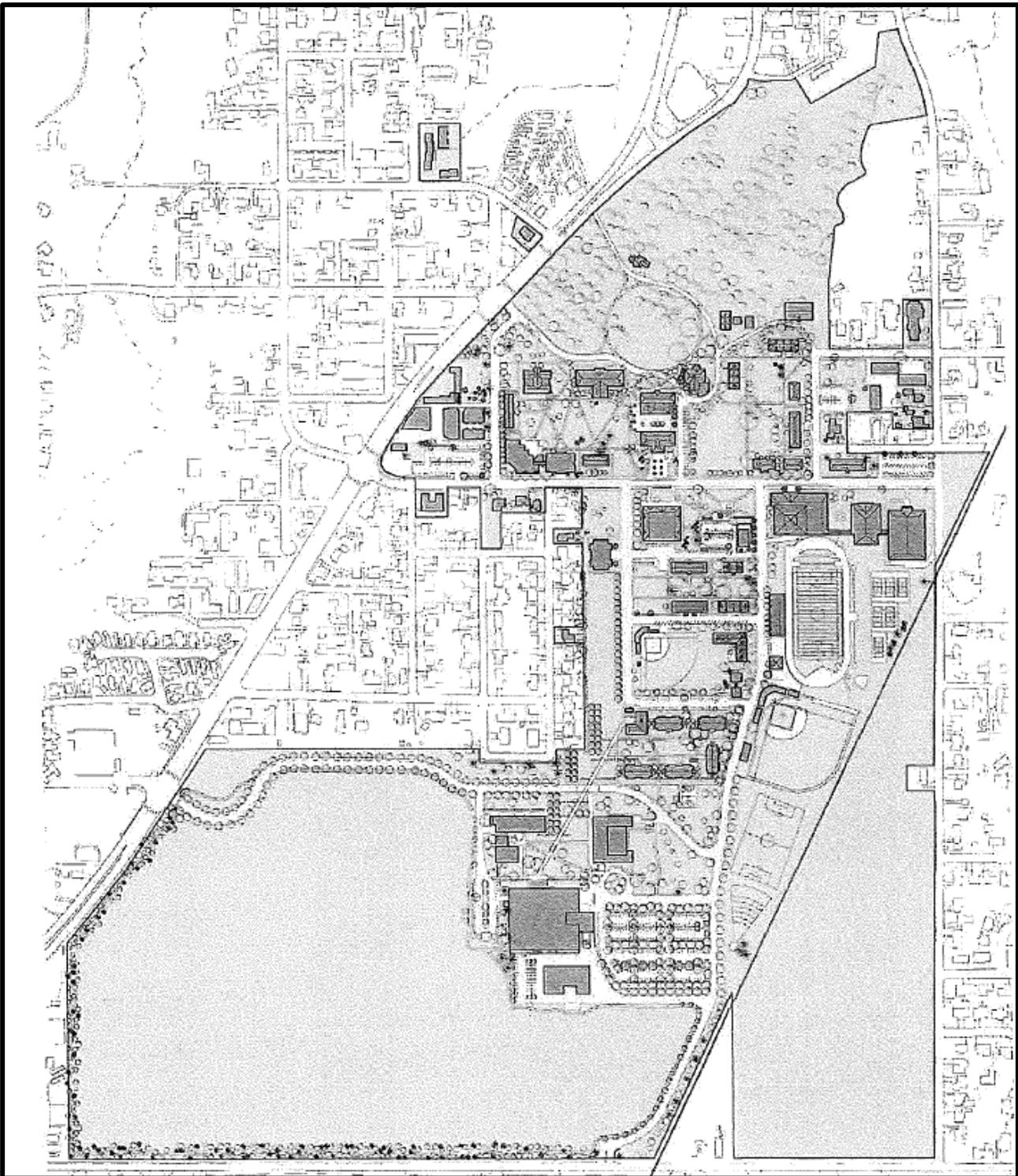
The Planned Development Amendment is necessary due to the type of zone change that was requested. The existing properties are included in the Linfield College Master Plan and Planned Development Overlay District, which were approved and adopted in 2000 by Ordinance 4739. The requested zone change would result in the properties being rezoned to O-R (Office/Residential), and no Planned Development is being requested. The properties would also no longer be owned by Linfield College, and would have no direct relationship to the operations of the campus, other than being located immediately to the north of the campus grounds. Therefore, the specific request is for a Planned Development Amendment to remove the subject site from the Linfield College Master Plan area and Planned Development Overlay District, effectively adjusting the boundary of the Planned Development Overlay District.

The Linfield College Master Plan included all properties owned by the college, and identified current and future uses for most areas of the campus. The overall master plan map adopted with the Linfield College Master Plan by Ordinance 4739 is provided below:

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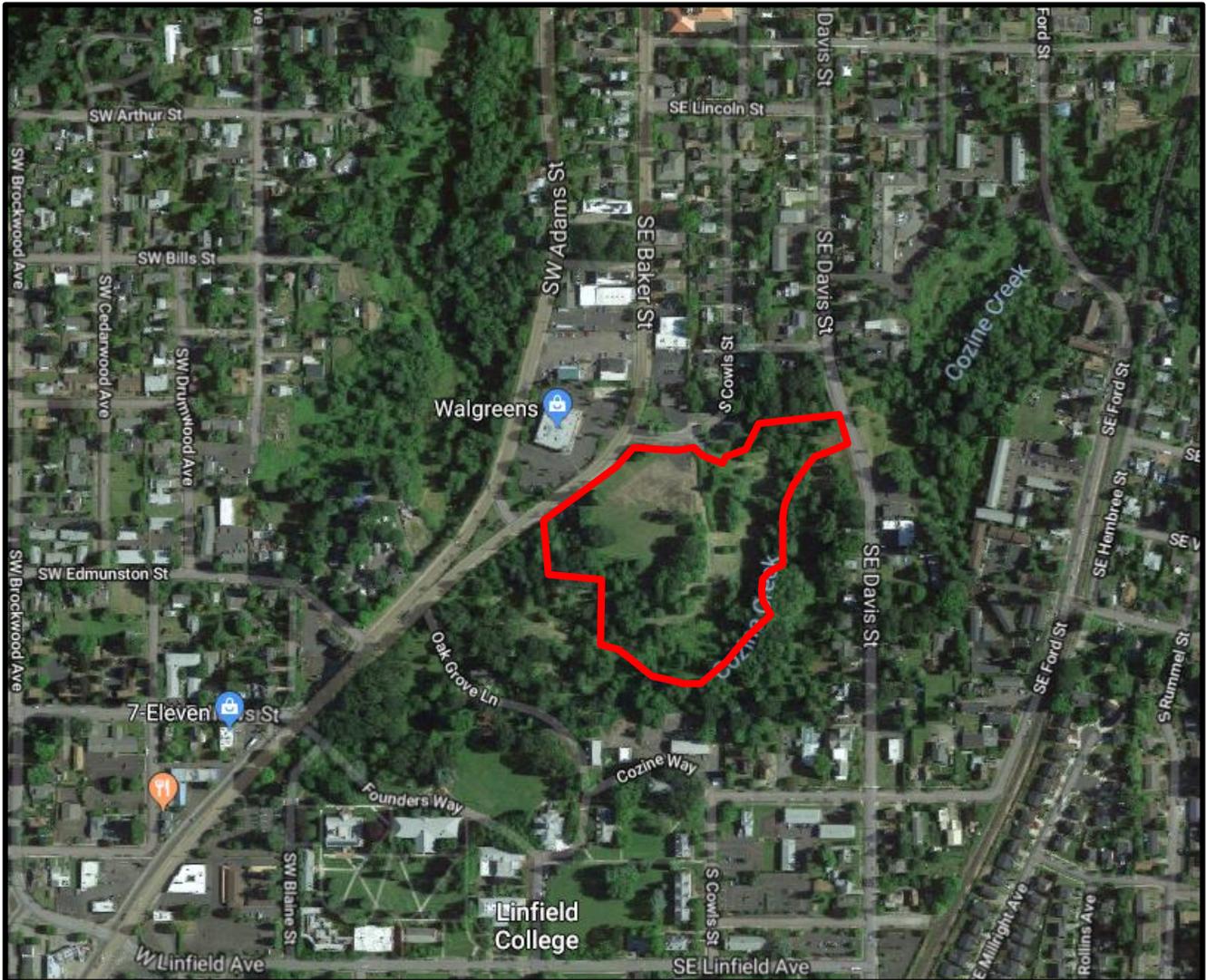
***Attachments :***

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List



*Attachments :*  
Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

The subject site is identified below (boundary shown below is approximate):

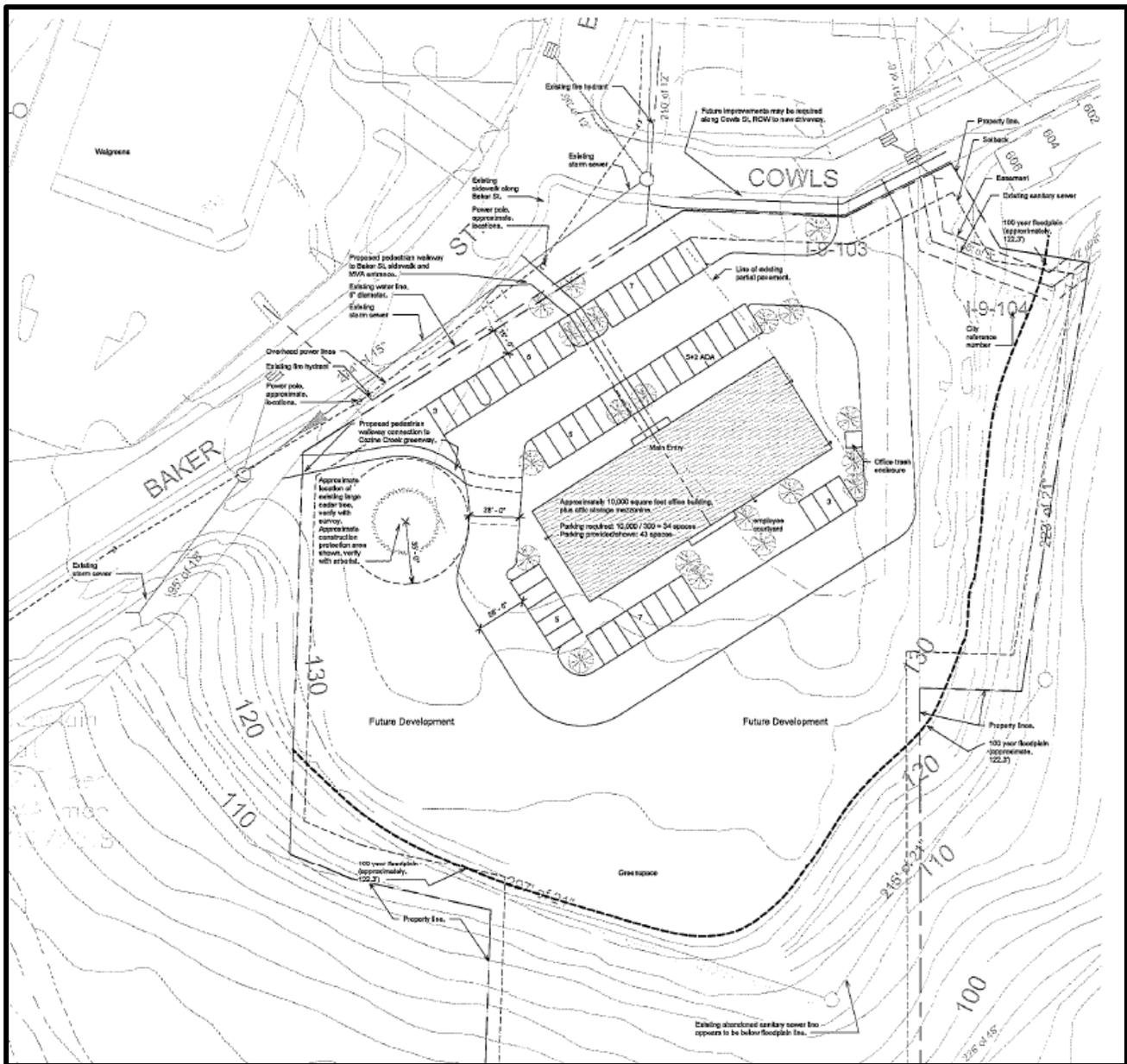


The applicant has submitted a conceptual development plan for the site, which they have specifically requested to not be binding on the site in any way, to depict the potential office and multiple-family residential uses they anticipate to construct on the site. The concept plan shows the development of an approximately 10,000 square foot office building, and identifies areas to the south of the office building as “future development” areas where up to 24 multiple family dwelling units could be constructed.

The concept plan, ***which again is not proposed to be binding on the site and is not subject to site or design review as part of the proposed Planned Development Amendment***, is identified below:

**Attachments :**

- Attachment 1 – Application and Attachments
- Other Attachments – See Attachment List



**CONDITIONS:**

1. That Ordinance 4739 is amended to remove the subject site and properties from the Linfield College Master Plan area and Planned Development Overlay District, hereby adjusting the boundary of the Planned Development Overlay District. All other standards and conditions of approval adopted by Ordinance 4739 remain in effect.

**ATTACHMENTS:**

1. PDA 1-18 Application and Attachments (on file with the Planning Department)
2. Oregon Department of Transportation Review Documents and Comments (on file with the Planning Department)

*Attachments :*

Attachment 1 – Application and Attachments  
 Other Attachments – See Attachment List

**COMMENTS:****Agency Comments**

This matter was referred to the following public agencies for comment: McMinnville Fire Department, Police Department, Parks and Recreation Department, Engineering and Building Departments, City Manager, and City Attorney, McMinnville School District No. 40, McMinnville Water and Light, Yamhill County Public Works, Yamhill County Planning Department, Recology Western Oregon, Frontier Communications, Comcast, Northwest Natural Gas. The following comments had been received:

- McMinnville Engineering Department

The application demonstrates that the transportation and sanitary sewer infrastructure is adequate to support the proposal. At the time of building permits, the appropriate infrastructure improvements will be required.

Thus, no comments or suggested conditions of approval.

- Oregon Department of Transportation

Attached are ODOT's comments on the subject TIA\*. Specific questions on these comments should be directed to Keith Blair. Based on this review, we have no comments or objection to the proposed comprehensive plan amendment and zone change. Please include ODOT in any future notifications on this project including findings and conditions of approval.

\*Note – Full ODOT comments referenced above are listed as an attachment and are on file with the Planning Department.

**Public Comments**

Notice of this request was mailed to property owners located within 300 feet of the subject site. Notice of the public hearing was also provided in the News Register on Tuesday, December 11, 2018. As of the date of the Planning Commission public hearing on December 20, 2018, no public testimony had been received by the Planning Department.

**FINDINGS OF FACT**

1. MV Advancements, on behalf of property owner Linfield College, requested a Planned Development Amendment to remove properties from an existing Planned Development Overlay District. The subject site is located at 600 SE Baker Street, and is more specifically described as Tax Lots 101 and 200, Section 20DD, T. 4 S., R. 4 W., W.M.
2. The site was designated as Residential on the McMinnville Comprehensive Plan Map, 1980. The site was zoned R-4 PD (Multiple Family Residential Planned Development) on the McMinnville Zoning Map. Prior to the proposed Planned Development Amendment, the Comprehensive Plan Map designation was amended to Commercial, and the site was rezoned to O-R (Office/Residential), creating the need for the proposed Planned Development Amendment.
3. Sanitary sewer and municipal water and power can adequately serve the site. The municipal water reclamation facility has sufficient capacity to accommodate expected waste flows resulting from development of the property.

**Attachments :**

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

4. This matter was referred to the following public agencies for comment: McMinnville Fire Department, Police Department, Parks and Recreation Department, Engineering and Building Departments, City Manager, and City Attorney, McMinnville School District No. 40, McMinnville Water and Light, Yamhill County Public Works, Yamhill County Planning Department, Recology Western Oregon, Frontier Communications, Comcast, Northwest Natural Gas. No comments in opposition were provided to the Planning Department.
5. Notice of the application was provided by the City of McMinnville to property owners within 300 feet of the subject site, as required by the process described in Section 17.72.120 (Applications– Public Hearings) of the McMinnville Zoning Ordinance. Notice of the public hearing was also provided in the News Register on Tuesday, December 11, 2018. No public testimony was provided to the Planning Department prior to the Planning Commission public hearing.
6. The applicant has submitted findings (Attachment 1) in support of this application. Those findings are herein incorporated.

### **CONCLUSIONARY FINDINGS:**

#### **McMinnville's Comprehensive Plan:**

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.**

*Policy 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.*

*Policy 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.*

**Finding: Goal II 1 and Policies 2.00 and 9.00 are satisfied.** The applicant has stated that they have 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 areas of the subject site that are currently designated on the Comprehensive Plan Map as Flood Plain would keep that designation, and only the portions of the subject site outside of the Flood Plan designation would be subject to the proposed Comprehensive Plan Map Amendment. The applicant has further stated that they are 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. The applicant has stated that it is their 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.**

*Policy 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*

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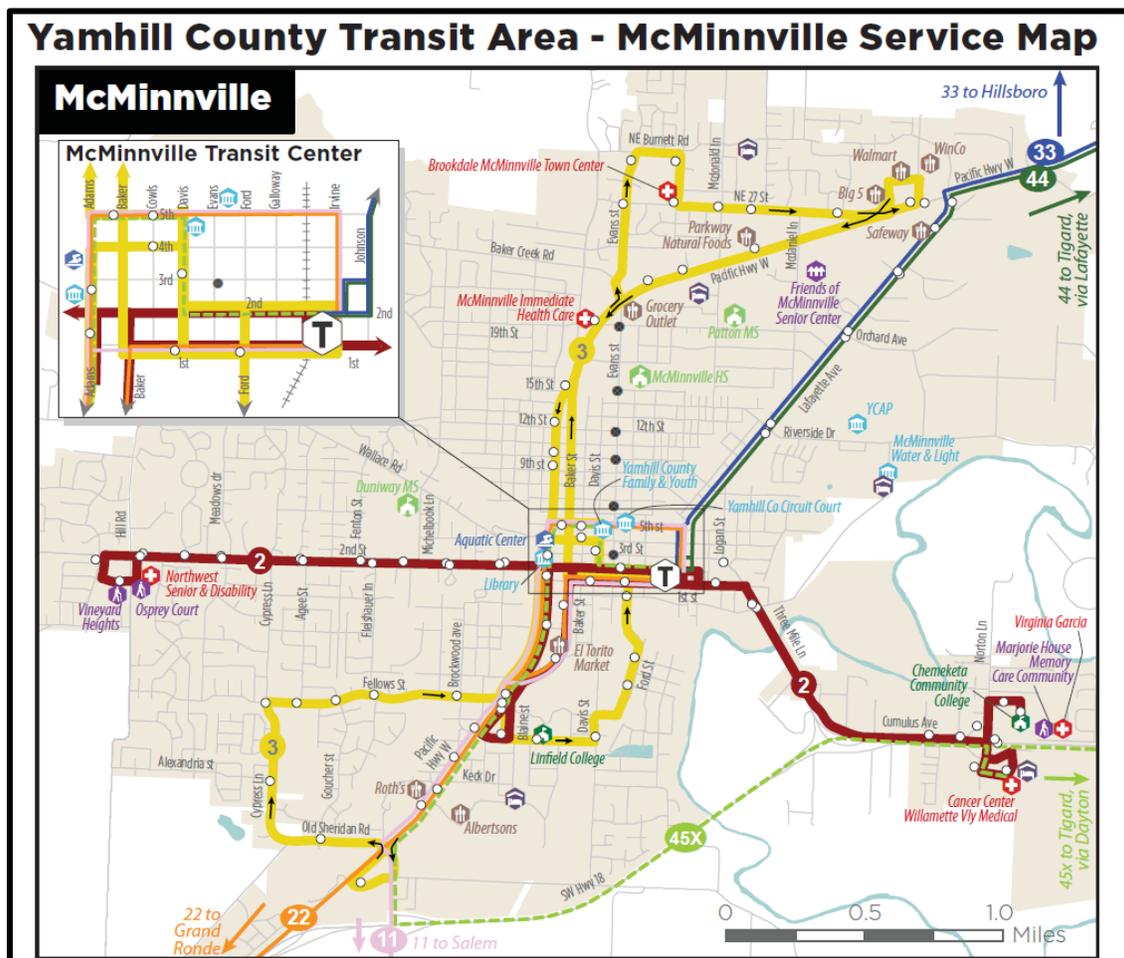
#### **Attachments :**

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

uses and the community as a whole, and the functions, land needs, and service area of the proposed facility.

**Policy 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.

**Finding: Goal III 1 and Policies 13.00 and 14.00 are satisfied.** The applicant, MV Advancements, is an organization that provides social services to individuals who experience disabilities. The proposed Comprehensive Plan Map Amendment from Residential to Commercial will allow the applicant to locate office uses on the subject site, thereby providing their services in a location that is properly located to service the community. They have selected the subject site due to its location, being in close proximity to other community services that their clients would need to access. The proximity to downtown McMinnville and the other social service providers in that area allows for the MV Advancements site to still easily provide its services to the community. The site is located on a public transit route, an important locational factor for this social service use as many of their clients rely on public transit for transportation services. Both local routes (Route 2 and Route 3) serve the subject site, with northbound Route 2 passing immediately adjacent to the site, and southbound Route 3 passing close to the site on Adams Street just west of the subject site before Adams Street connects back with SE Baker Street heading southwest. Both of those routes run at regular 10-minute intervals throughout the day on all weekdays, providing connections throughout the city and also to the transit center where connections can be made with other routes.



**Attachments :**  
 Attachment 1 – Application and Attachments  
 Other Attachments – See Attachment List

- Policy 72.00 Planned developments shall be encouraged as a favored form of residential development as long as social, economic, and environmental savings will accrue to the residents of the development and the city.*
- Policy 73.00 Planned residential developments which offer a variety and mix of housing types and prices shall be encouraged.*
- Policy 74.00 Distinctive natural, topographic, and aesthetic features within planned developments shall be retained in all development designs.*
- Policy 75.00 Common open space in residential planned developments shall be designed to directly benefit the future residents of the developments. When the open space is not dedicated to or accepted by the City, a mechanism such as a homeowners association, assessment district, or escrow fund will be required to maintain the common area.*
- Policy 76.00 Parks, recreation facilities, and community centers within planned developments shall be located in areas readily accessible to all occupants.*
- Policy 77.00 The internal traffic system in planned developments shall be designed to promote safe and efficient traffic flow and give full consideration to providing pedestrian and bicycle pathways.*
- Policy 78.00 Traffic systems within planned developments shall be designed to be compatible with the circulation patterns of adjoining properties.*

**Finding: Policies 72.00, 73.00, 74.00, 75.00, 76.00, 77.00, and 78.00 are satisfied by this proposal.**

The proposed Planned Development Amendment results in the removal of the subject site from the Planned Development Overlay District and Linfield College Master Plan area. The removal of the property is necessary due to the approval of a Comprehensive Plan Map amendment and Zone Change on the subject sites that were found to meet all applicable Comprehensive Plan goals, policies, and review criteria. The Planned Development Amendment, as it is solely the removal of the subject site from a much larger Overlay District, does not result in any change to the remainder of the Planned Development Overlay District. Specifically, a condition of approval is included to ensure that all other standards and conditions of approval adopted by Ordinance 4739 in the approval of the original Planned Development Overlay District would remain in effect.

**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.**

*Policy 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.*

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

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**Attachments :**

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

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.*

*Policy 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.*

*Policy 143.00 The City of McMinnville shall encourage the retention of natural drainage ways for storm water drainage.*

*Policy 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.*

*Policy 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.*

*Policy 147.00 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. The City shall also continue to coordinate with McMinnville Water and Light in making land use decisions.*

*Policy 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.*

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*Attachments :*

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

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.*

**Finding: Goal VII 1 and Policies 136.00, 139.00, 142.00, 143.00, 144.00, 145.00, 147.00 and 151.00 are satisfied by the proposal.**

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.

*Policy 153.00 The City of McMinnville shall continue coordination between the planning and fire departments in evaluating major land use decisions.*

*Policy 155.00 The ability of existing police and fire facilities and services to meet the needs of new service areas and populations shall be a criterion used in evaluating annexations, subdivision proposals, and other major land use decisions.*

**Finding: Policies 153.00 and 155.00 are satisfied.** Emergency services departments have reviewed this request and no concerns were raised. Any requirements of the Oregon Fire Code or Building Code will be required at the time of development.

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

*Policy 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.*

**Finding: Goal VII 3 and Policy 163.00 are satisfied.** 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.**

*Policy 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.*

*Policy 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.*

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**Attachments :**

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

**Finding: Policies 173.00 and 177.00 are satisfied.** McMinnville Water and Light and Northwest Natural Gas were provided opportunity to review and comment regarding this proposal and no concerns were raised.

**GOAL X1: TO PROVIDE OPPORTUNITIES FOR CITIZEN INVOLVEMENT IN THE LAND USE DECISION MAKING PROCESS ESTABLISHED BY THE CITY OF McMINNVILLE.**

*Policy 188.00 The City of McMinnville shall continue to provide opportunities for citizen involvement in all phases of the planning process. The opportunities will allow for review and comment by community residents and will be supplemented by the availability of information on planning requests and the provision of feedback mechanisms to evaluate decisions and keep citizens informed.*

**Finding: Goal X1 and Policy 188.00 are satisfied.** 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 advertised public hearing(s). All members of the public have access to provide testimony and ask questions during the public review and hearing process.

### **McMinnville's City Code:**

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

17.74.070 Planned Development Amendment - Review Criteria. An amendment to an existing planned development may be either major or minor. Minor changes to an adopted site plan may be approved by the Planning Director. Major changes to an adopted site plan shall be processed in accordance with Section 17.72.120, and include the following:

- An increase in the amount of land within the subject site;
- An increase in density including the number of housing units;
- A reduction in the amount of open space; or
- Changes to the vehicular system which results in a significant change to the location of streets, shared driveways, parking areas and access.

An amendment to an existing planned development may be authorized, provided that the proposal satisfies all relevant requirements of this ordinance, and also provided that the applicant demonstrates the following:

- A. There are special physical conditions or objectives of a development which the proposal will satisfy to warrant a departure from the standard regulation requirements;
- B. Resulting development will not be inconsistent with the Comprehensive Plan objectives of the area;
- C. The development shall be designed so as to provide for adequate access to and efficient provision of services to adjoining parcels;
- D. The plan can be completed within a reasonable period of time;
- E. The streets are adequate to support the anticipated traffic, and the development will not overload the streets outside the planned area;
- F. Proposed utility and drainage facilities are adequate for the population densities and type of development proposed;
- G. The noise, air, and water pollutants caused by the development do not have an adverse effect upon surrounding areas, public utilities, or the city as a whole.

**Finding: Section 17.74.070 is satisfied by this proposal.**

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#### *Attachments :*

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

The request is to remove the subject site and properties from the Planned Development Overlay District, so no other changes would be made to the existing Planned Development or changes to any of the regulations or conditions of approval contained within the Planned Development. Specifically, a condition of approval is included to ensure that all other standards and conditions of approval adopted by Ordinance 4739 in the approval of the original Planned Development Overlay District would remain in effect.

The subject site is currently included within the Planned Development Overlay District, but there are no specific future land uses identified in the Linfield College Master Plan for the subject site. More specifically, on Page 19 of the Master Plan, the Cozine Creek and surrounding areas (including the subject site north of the creek and southeast of Baker Street) are identified as a "Cozine Creek programmatic zone". However, on Page 18, the Master Plan identifies the northern boundary of the campus as the Cozine Creek. The Master Plan Goals, on Page 21, continue with a statement that "The College should decide whether to keep outlying parcels including the Columbus School Site...". Campus open spaces are discussed in more detail on Page 36, but the "Open Spaces" map shows a "Cozine Creek Park" that is more focused on the creek corridor and does not include the property in question to the north. Given that the Master Plan Goals consider the possibility of the property in question being released by the college, the fact that the application was submitted for removal of the properties from the Planned Development Overlay District is evidence that Linfield College has considered whether to keep control of the parcel, and decided not to and allow it to be sold and developed. This is further evidenced by the letter of support provided by the applicant from Linfield College, showing that the college is in support of the applicant's intended use of the properties.

Based on these descriptions of the subject site in the Linfield Master Plan, there are special objectives of the proposed development (that being the Comprehensive Plan Map amendment and zone change because a final site and development plan has not been submitted) that warrant the amendment of the Planned Development Overlay District to remove the subject site and properties. The resulting development, again being the Comprehensive Plan Map amendment and zone change, would not be inconsistent with the Comprehensive Plan goals, policies, and objectives, as described in the findings of fact in the Decision Documents for those land use requests. The applicant has provided a traffic impact analysis, which was also described in the findings of fact in the Decision Documents for the two prior land use requests, to show that future construction will not significantly impact the street network in the surrounding area. Also, the future build out of the site will be required to provide all required infrastructure, utilities, and drainage to support the buildings that are proposed at that time.

CD:sjs

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*Attachments :*

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List



September 28, 2018

Heather Richards  
City of McMinnville Planning Department  
231 NE 5<sup>th</sup> Street  
McMinnville, OR 97128

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

Dear Heather,

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

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

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

Sincerely,

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

Kathy Schlotfeldt  
Executive Director

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

Dave Haugeberg  
President

**Enclosures:**

- Conceptual site plan
- Map with location of proposed site



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

<b>Office Use Only:</b>	
File No.	<u>CRA 2-18/ZC4-18</u>
Date Received	<u>9-28-18</u>
Fee	<u>CRA=707.<sup>50</sup>/zc=11625.<sup>00</sup></u>
Receipt No.	<u>L8MD204</u>
Received by	<u>CS</u>

## Comprehensive Plan Map Amendment/ Zone Change Application

### Applicant Information

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

Applicant Name MV Advancements Phone 503-472-2248

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

Address 319 NE 5th Street

City, State, Zip McMinnville, OR 97128

Contact Email Kathy@mvadvancements.org

### Property Owner Information

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

Contact Name Mary Ann Rodriguez Phone 562-833-4256

Address 900 SE Baker Street

City, State, Zip McMinnville, OR 97128

Contact Email mrodrigu1@linfield.edu

### Site Location and Description

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

Property Address 600 SE Baker St. McMinnville,

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

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

Comprehensive Plan Designation Residential Zoning Designation R4 PD - Multi family

This request is for a:

**Comprehensive Plan Amendment**

**Zone Change**

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

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*See application attached*

2. Show in detail, by citing specific goals and policies, how your request is consistent with applicable goals and policies of the McMinnville Comprehensive Plan (Vol. 2). \_\_\_\_\_

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*See application attached*

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

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*See application attached*

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

*Not applicable*

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

*See application attached*

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

*See application attached*

7. Document how the site can be efficiently provided with public utilities, including water, sewer, electricity, and natural gas, if needed, and that there is sufficient capacity to serve the proposed use.

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*See application attached*

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

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*See application attached*

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

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

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

*Kathy Schotfeldt*  
Applicant's Signature

9/28/18  
Date

*M. Rodriguez*  
Property Owner's Signature

9-28-18  
Date













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

Assessor Map No: R4420DD-00101 and R4420DD-00200

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

Comprehensive Plan Designation: Residential

Zoning Designation: R4- Multi-family residential

**Site location and description:** The Old Columbus School location

**PARCEL 1:**

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

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

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

**PARCEL 2:**

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

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

**PARCEL 3:**

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

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

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

**PARCEL 4:**

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

**PARCEL 5:**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

***2. Show in detail, by citing specific goals and policies, how your request is consistent with applicable goals and policies of the McMinnville Comprehensive Plan (Vol. 2).***

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

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

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

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

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

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

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

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

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

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

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

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

**GOAL IV 1: TO ENCOURAGE THE CONTINUED GROWTH AND DIVERSIFICATION OF McMINNVILLE'S ECONOMY IN ORDER TO ENHANCE THE GENERAL WELL-BEING OF THE COMMUNITY AND PROVIDE EMPLOYMENT OPPORTUNITIES FOR ITS CITIZENS. COMMERCIAL DEVELOPMENT**

**GOAL IV 2: TO ENCOURAGE THE CONTINUED GROWTH OF McMINNVILLE AS THE COMMERCIAL CENTER OF YAMHILL COUNTY IN ORDER TO PROVIDE EMPLOYMENT OPPORTUNITIES, GOODS, AND SERVICES FOR THE CITY AND COUNTY RESIDENTS.**

*21.01 The City shall periodically update its economic opportunities analysis to ensure that it has within its urban growth boundary (UGB) a 20-year supply of lands designated for commercial and industrial uses. The City shall provide an adequate number of suitable, serviceable sites in appropriate locations within its UGB. If it should find that it does not have an adequate supply of lands designated for commercial or industrial use it shall take corrective actions which may include, but are not limited to, redesignation of lands for such purposes, or amending the UGB to include lands appropriate for industrial or commercial use. (Ord.4796, October 14, 2003)*

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

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

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

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

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

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

GOAL IV 3: TO ENSURE COMMERCIAL DEVELOPMENT THAT MAXIMIZES EFFICIENCY OF LAND USE THROUGH UTILIZATION OF EXISTING COMMERCIALY DESIGNATED LANDS, THROUGH APPROPRIATELY LOCATING FUTURE COMMERCIAL LANDS, AND DISCOURAGING STRIP DEVELOPMENT.

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

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

*25.00 Commercial uses will be located in areas where conflicts with adjacent land uses can be minimized and where city services commensurate with the scale of development are or can be made available prior to development.*

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

*30.00 Access locations for commercial developments shall be placed so that excessive traffic will not be routed through residential neighborhoods and the traffic-carrying capacity of all adjacent streets will not be exceeded.*

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

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

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

Policy 30.00 is therefore satisfied.

*31.00 Commercial developments shall be designed in a manner which minimizes bicycle/pedestrian conflicts and provides pedestrian connections to adjacent residential development through pathways, grid street systems, or other appropriate mechanisms. (Ord.4796, October 14, 2003)*

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

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

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

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

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

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

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

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

GOAL V 2: TO PROMOTE A RESIDENTIAL DEVELOPMENT PATTERN THAT IS LAND INTENSIVE AND ENERGY-EFFICIENT, THAT PROVIDES FOR AN URBAN LEVEL OF PUBLIC AND PRIVATE SERVICES, AND THAT ALLOWS UNIQUE AND INNOVATIVE DEVELOPMENT TECHNIQUES TO BE EMPLOYED IN RESIDENTIAL DESIGNS.

*68.00 The City of McMinnville shall encourage a compact form of urban development by directing residential growth close to the city center and to those areas where urban services are already available before committing alternate areas to residential use.*

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

*69.00 The City of McMinnville shall explore the utilization of innovative land use regulatory ordinances which seek to integrate the functions of housing, commercial, and industrial developments into a compatible framework within the city.*

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

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

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

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

#### “HOUSING NEEDS OF SPECIAL POPULATIONS

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

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

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

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.<sup>3</sup>

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

*90.00 Greater residential densities shall be encouraged to locate along major and minor arterials, within one-quarter mile from neighborhood and general commercial shopping centers, and within a one-half mile wide corridor centered on existing or planned public transit routes. (Ord. 4840, January 11, 2006; Ord. 4796, October 14, 2003)*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Applicant Response: Goal VII 1 and Policies 136.00, 139.00, 142.00, 144.00, 145.00, and 151.00 are satisfied by the request as, based on comments received, adequate levels of sanitary sewer collection, storm sewer and drainage facilities, municipal water distribution systems and supply, and energy distribution facilities, either presently serve or can be made available to serve the site. Additionally, the Water Reclamation Facility has the capacity to accommodate flow resulting from development of this site. Administration of all municipal water and sanitary sewer systems guarantee adherence to federal, state, and local quality standards. The City of McMinnville shall continue to support coordination between city departments, other public and private agencies and utilities, and McMinnville Water and Light to insure the coordinated provision of utilities to developing areas and in making land-use decisions.

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

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

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

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

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

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

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

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

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

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

*188.00 The City of McMinnville shall continue to provide opportunities for citizen involvement in all phases of the planning process. The opportunities will allow for review and comment by community residents and will be supplemented by the availability of information on planning*

*requests and the provision of feedback mechanisms to evaluate decisions and keep citizens informed.*

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

1. Is 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 Cows Street, the immediate two properties including the You-Nique Boutique Hair Salon and Hagan Hamilton Insurance are currently zoned O-R. Directly west (across Baker Street), the parcels are zoned C-3 including Walgreens, The El Rancho Market and St. Vincent de Paul Thrift store. To the East, the adjacent property is zoned R-4.

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

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

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

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

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

**7. Document how the site can be efficiently provided with public utilities, including water, sewer, electricity, and natural gas, if needed, and that there is sufficient capacity to serve the proposed use.**

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

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

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

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

The office building will house approximately 50 employees of MV Advancements. Access to the property will be off of Cowsls Street; no direct access to Baker Street from this property would be permitted. This will have negligible impact on Cowsls Street as it is a narrow street and vehicles will go where the traffic flows more freely, which would be Baker Street. Intersections along Cowsls Street were discussed with City Staff and it was agreed that impacts along Cowsls 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 Cowsls 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 Cowsls Street from Baker Street. Further, ODOT has submitted written response to the record of this hearing stating that it has no comments or objections to this requested comprehensive plan amendment and zone change.



# Linfield College

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

November 7, 2018

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

RE: Zone Change Application for 600 SE Baker Street

Dear Chair and Committee Members,

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

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

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

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

Sincerely,

Mary Ann Rodriguez  
Vice President, Finance and Administration

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# Traffic Impact Analysis

## MV Advancements Comprehensive Plan Amendment /Zone Change

600 SE Baker Street  
McMinnville, Oregon

September 10, 2018



EXPIRATION DATE: DEC. 31 2018



**GREENLIGHT ENGINEERING**  
TRAFFIC ENGINEERING/TRANSPORTATION PLANNING

13554 Rogers Road • Lake Oswego, OR 97035  
Phone: 503.317.4559 • Web: [www.greenlightengineering.com](http://www.greenlightengineering.com)

## Table of Contents

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

## EXECUTIVE SUMMARY

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

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

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

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

## INTRODUCTION

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

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

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

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

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

### **SITE DESCRIPTION, CRITICAL INTERSECTIONS, AND STREETS**

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

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



Vicinity Map

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

**SE Cowsls 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 Cowsls Street. Along the project frontage there is an existing curb and curb tight sidewalk. SE Cowsls Street is classified as a local street according to Exhibit 2-3 of the City TSP.

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

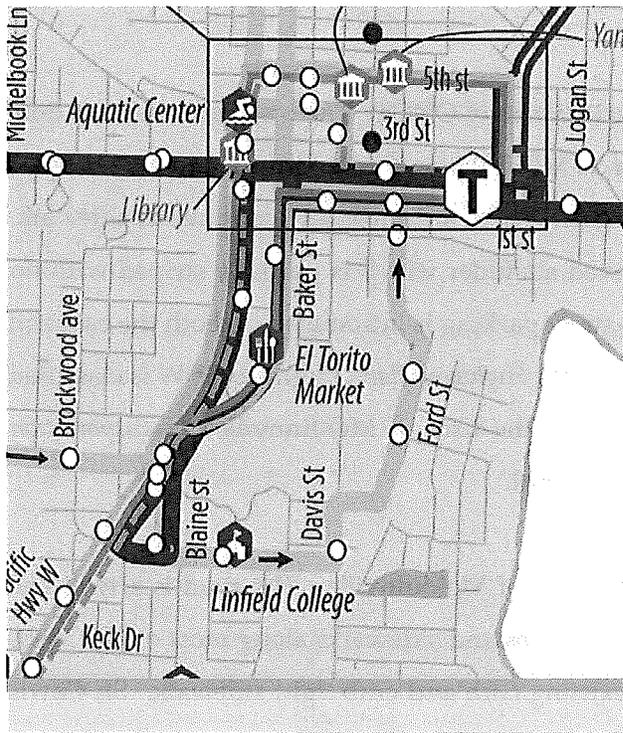
2 <https://www.mcminnvilleoregon.gov/planning/page/transportation-system-plan>

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

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

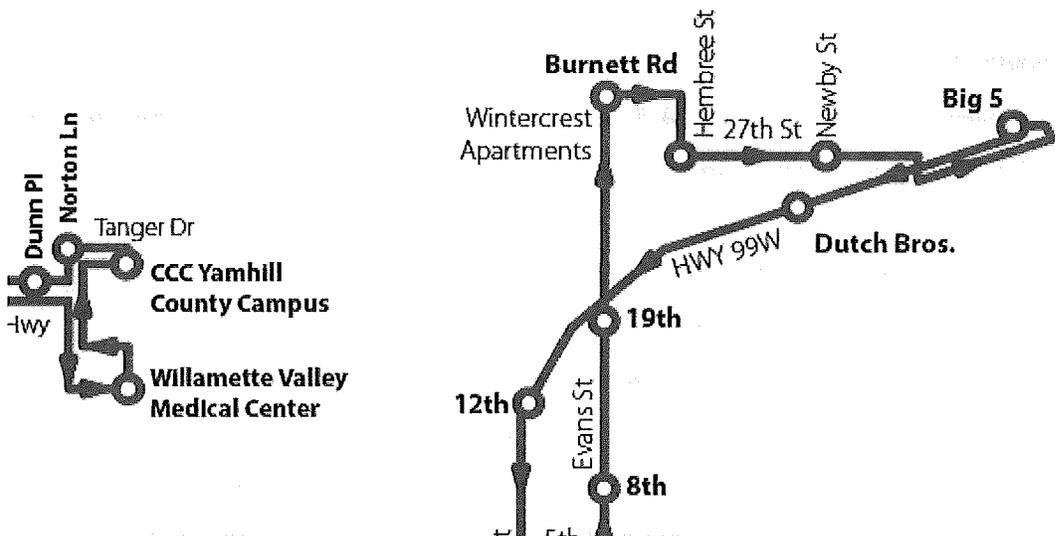
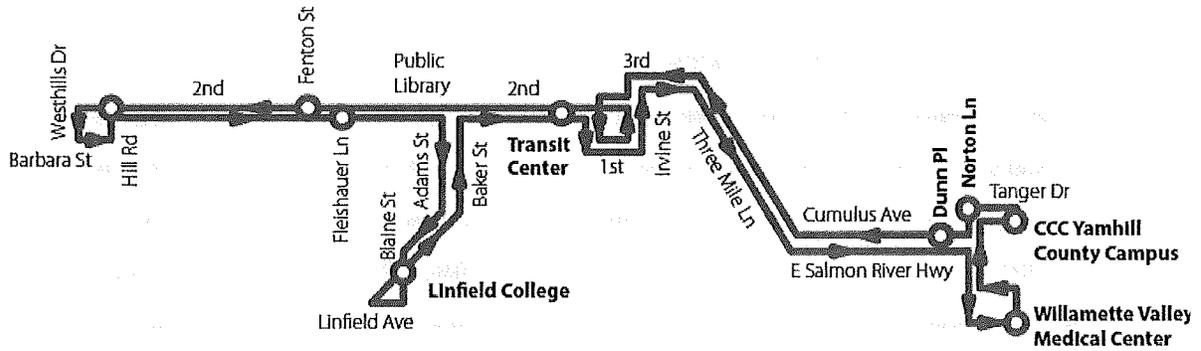
### TRANSIT SERVICE

Yamhill County Transit Area<sup>3</sup> 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.



<sup>3</sup> <http://www.yctransitarea.org/>

## Route 2 McMinnville East-West Express



## Route 3 McMinnville Local Loop

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

### PEDESTRIAN & BICYCLE CIRCULATION

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

### STUDY INTERSECTIONS

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

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

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

### MOBILITY STANDARDS

ODOT has jurisdiction over SE Baker Street (Highway 99W). The *Oregon Highway Plan (OHP)* provides that Highway 99W is a Statewide Highway (not a freight route) through the study intersections. Since McMinnville is not within the Portland Metro area and is posted with a speed of 30 MPH, the mobility standard for Highway 99W is a v/c ratio of 0.90 per Table 6 of the OHP<sup>4</sup>.

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<sup>4</sup> <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 30<sup>th</sup> 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 10<sup>th</sup> Edition of the *ITE Trip Generation Manual* were applied in establishing the site's generated trips. It is anticipated that 10,000 square feet of office space will be developed in the near term and a future development may include 24 apartment units for adults with developmental disabilities and/or seniors.

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

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

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

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

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

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

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

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

Source: ITE Trip Generation Manual, 10<sup>th</sup> 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 Cowsls 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.

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

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

Note: 2010 Highway Capacity Manual methodology used in analysis.

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

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

Note: 2010 Highway Capacity Manual methodology used in analysis.

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

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

Note: 2010 Highway Capacity Manual methodology used in analysis.

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

## TRANSPORTATION PLANNING RULE ANALYSIS

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

**660-012-0060**

### *Plan and Land Use Regulation Amendments*

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

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

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

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

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

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

The requirements of the Transportation Planning Rule are met.

## **QUEUING ANALYSIS**

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

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

The simulation analysis was performed using SimTraffic 10 and is based upon the procedures and calibration per ODOT's *APM*<sup>5</sup>. 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 calculator<sup>6</sup> output sheets and raw crash data is provided in Appendix I.

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

<sup>6</sup> <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.

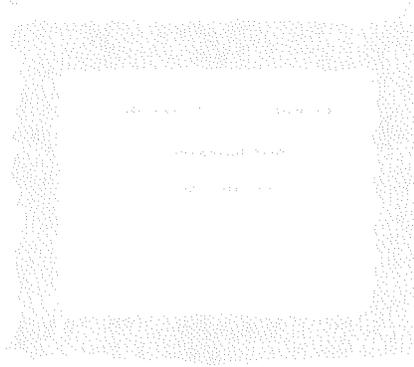
## APPENDICES

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

**Appendix A**

***Preliminary Site Plan***





**Appendix B**

**Traffic Counts**

**Table 1**

Year

2010

2011

2012

2013

2014

2015

2016

2017

2018

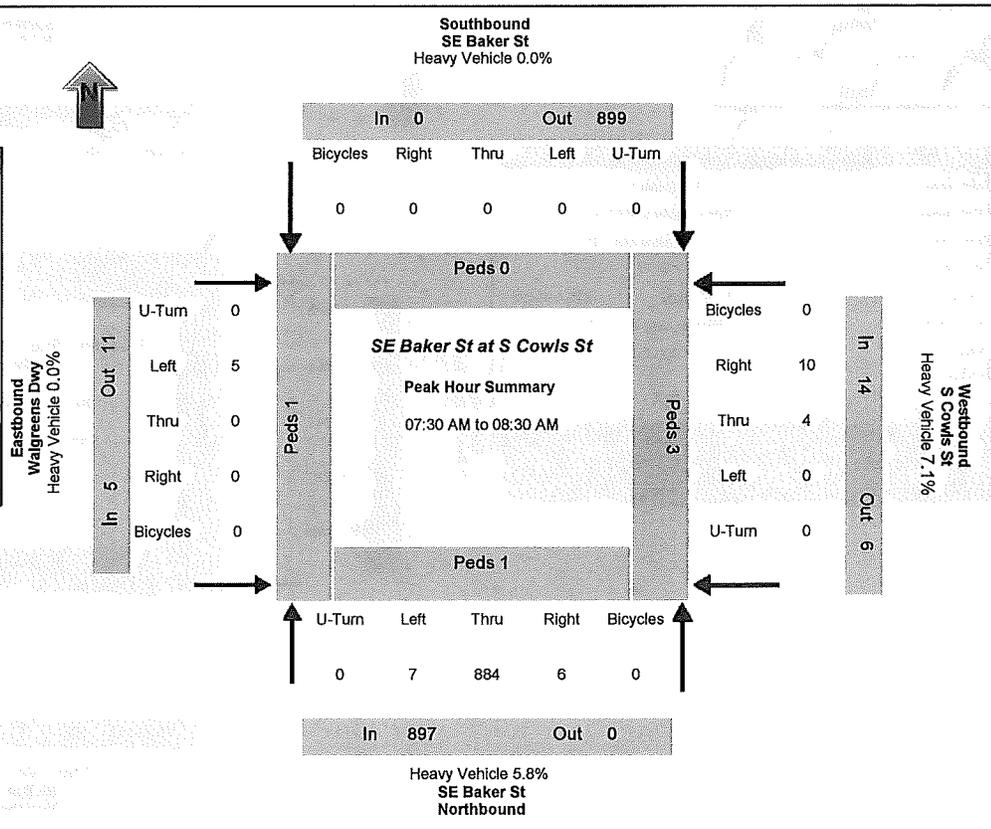
2019

2020



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

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



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

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

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

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

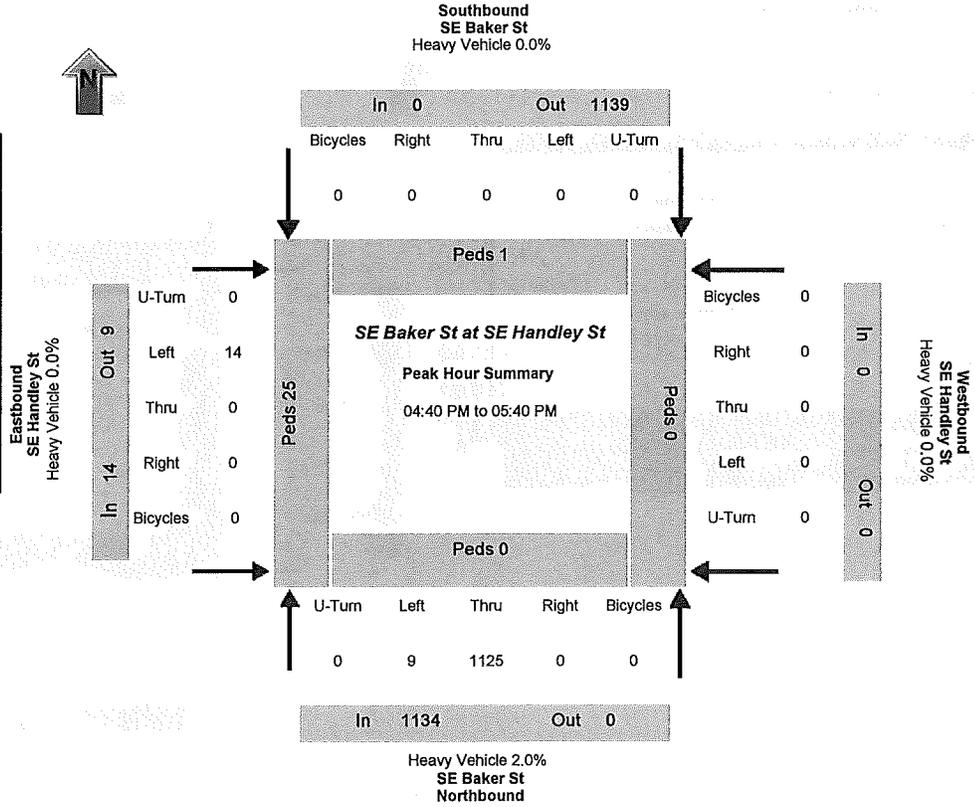


# K-D-N

## KEY DATA NETWORK

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

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



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

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

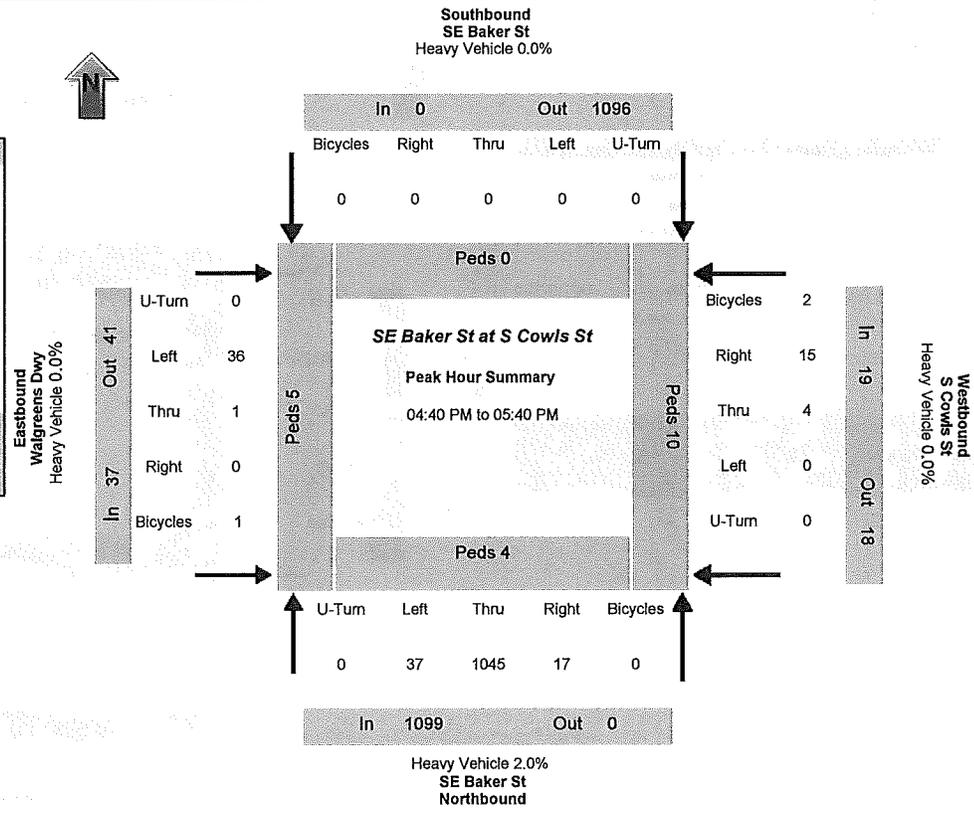
Time	Northbound SE Baker St				Southbound SE Baker St				Eastbound SE Handley St				Westbound SE Handley St				15 Min Sum	1 HR Sum
	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum	Left	Thru	Right	Utum		
04:00:00 PM	1	87	0	0	0	0	0	0	1	0	0	0	0	0	0	0		
04:05:00 PM	0	95	0	0	0	0	0	0	1	0	0	0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

# K-D-N

## KEY DATA NETWORK

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

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



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

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

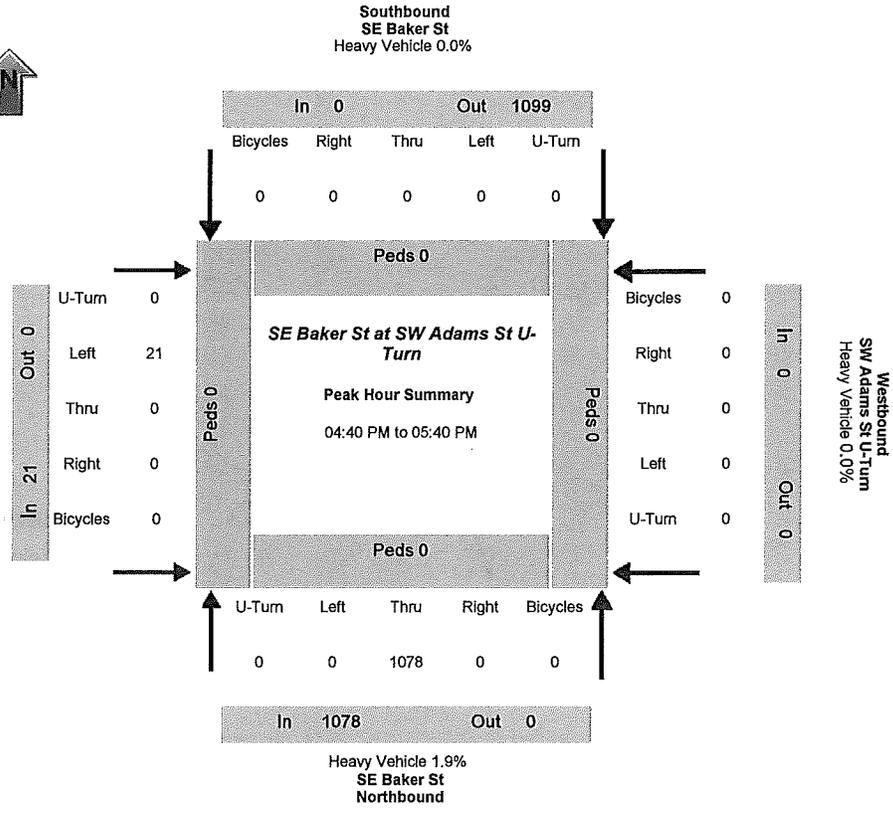
Time	Northbound SE Baker St				Southbound SE Baker St				Eastbound Walgreens Dwy				Westbound S Cows St				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	5	79	0	0	0	0	0	0	3	2	0	0	0	1	3	0		
04:05:00 PM	3	84	1	0	0	0	0	0	2	0	0	0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

# K-D-N

## KEY DATA NETWORK

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

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



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

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

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

**Appendix C**

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

### Weekday AM Peak Hour

<b>Baker/Handley</b>												
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
<b>2018 Existing Volumes (7/10/18)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>877</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>
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
<b>2018 30th Highest Hour Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>894</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>Baker/Cowls</b>												
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
<b>2018 Existing Volumes (7/10/18)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>884</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>5</b>
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
<b>2018 30th Highest Hour Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>901</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>Baker/Adams U-turn</b>												
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
<b>2018 Existing Volumes (7/10/18)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>877</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
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
<b>2018 30th Highest Hour Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>894</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>

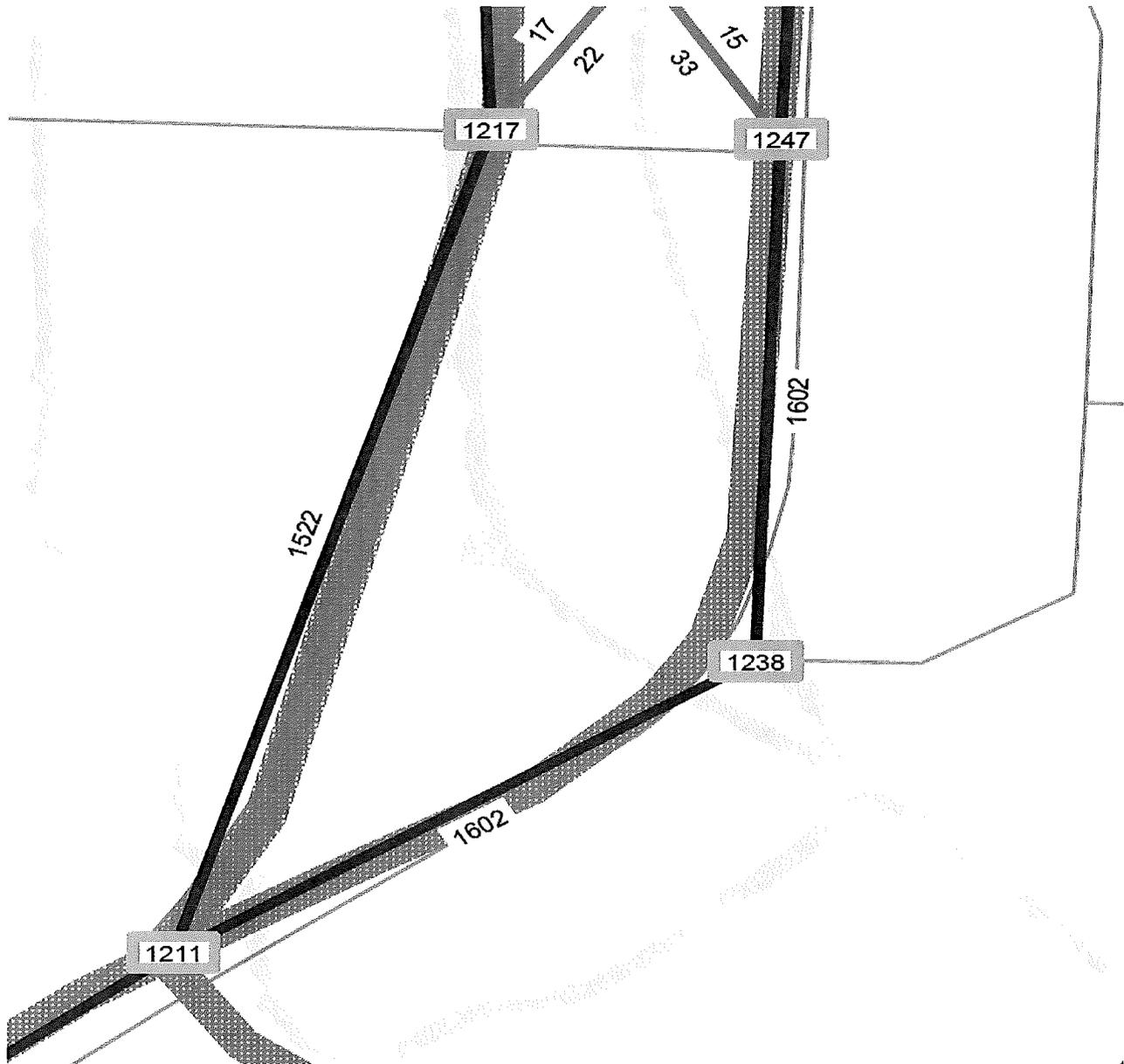
### Weekday PM Peak Hour

<b>Baker/Handley</b>												
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
<b>2018 Existing Volumes (7/10/18)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1125</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>
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
<b>2018 30th Highest Hour Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1147</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>Baker/Cowls</b>												
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
<b>2018 Existing Volumes (7/10/18)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>1045</b>	<b>37</b>	<b>0</b>	<b>1</b>	<b>36</b>
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
<b>2018 30th Highest Hour Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>1065</b>	<b>38</b>	<b>0</b>	<b>1</b>	<b>37</b>
<b>Baker/Adams U-turn</b>												
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
<b>2018 Existing Volumes (7/10/18)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1078</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>
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
<b>2018 30th Highest Hour Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1099</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>

**Appendix D**

***ODOT Travel Demand Model Output Sheets***





**Appendix E**

***2023 Background & Total Traffic Volumes***

## Weekday AM Peak Hour

### Baker/Handley

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

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

### Baker/Cowls

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

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

### Baker/Adams Uturn

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

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

## Weekday PM Peak Hour

### Baker/Handley

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

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

### Baker/Cowls

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

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

### Baker/Adams Utturn

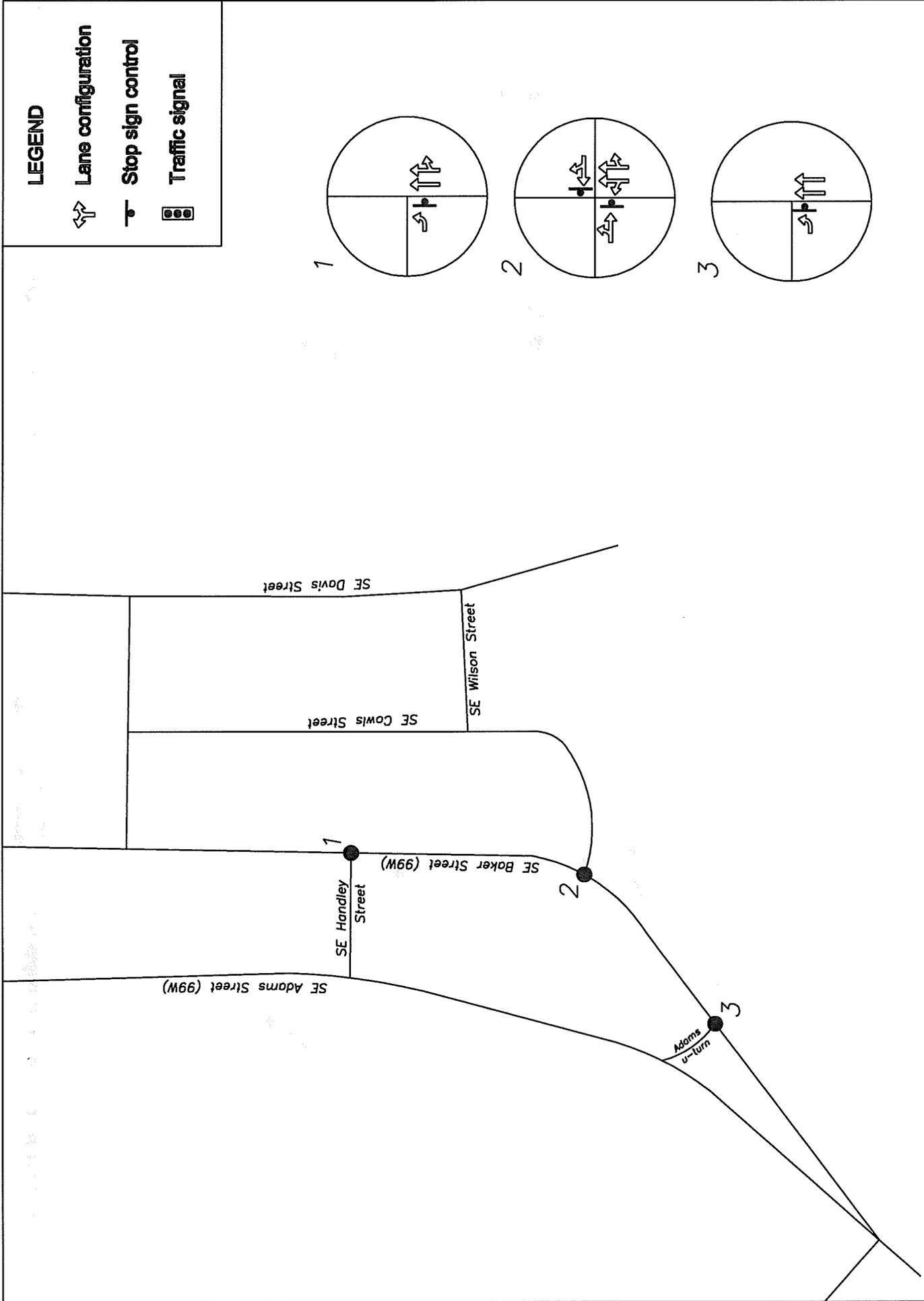
Link	Existing	2003 Model	2023 Model	Annual Growth Rate	Base Adjust to Existing Year	Future Adjust to Project Year	Difference Method	Growth Method	% Difference	Selected Method	Rounded	Intersection Annual Growth
WB	0	0	45	#DIV/0!	#DIV/0!	45	45	#DIV/0!	#DIV/0!	0	0	None
SB	0	0	10	#DIV/0!	#DIV/0!	10	10	#DIV/0!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

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

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

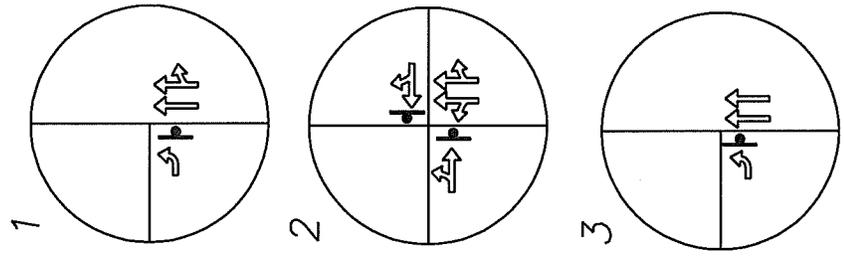
**Appendix F**

***Traffic Flow Figures***

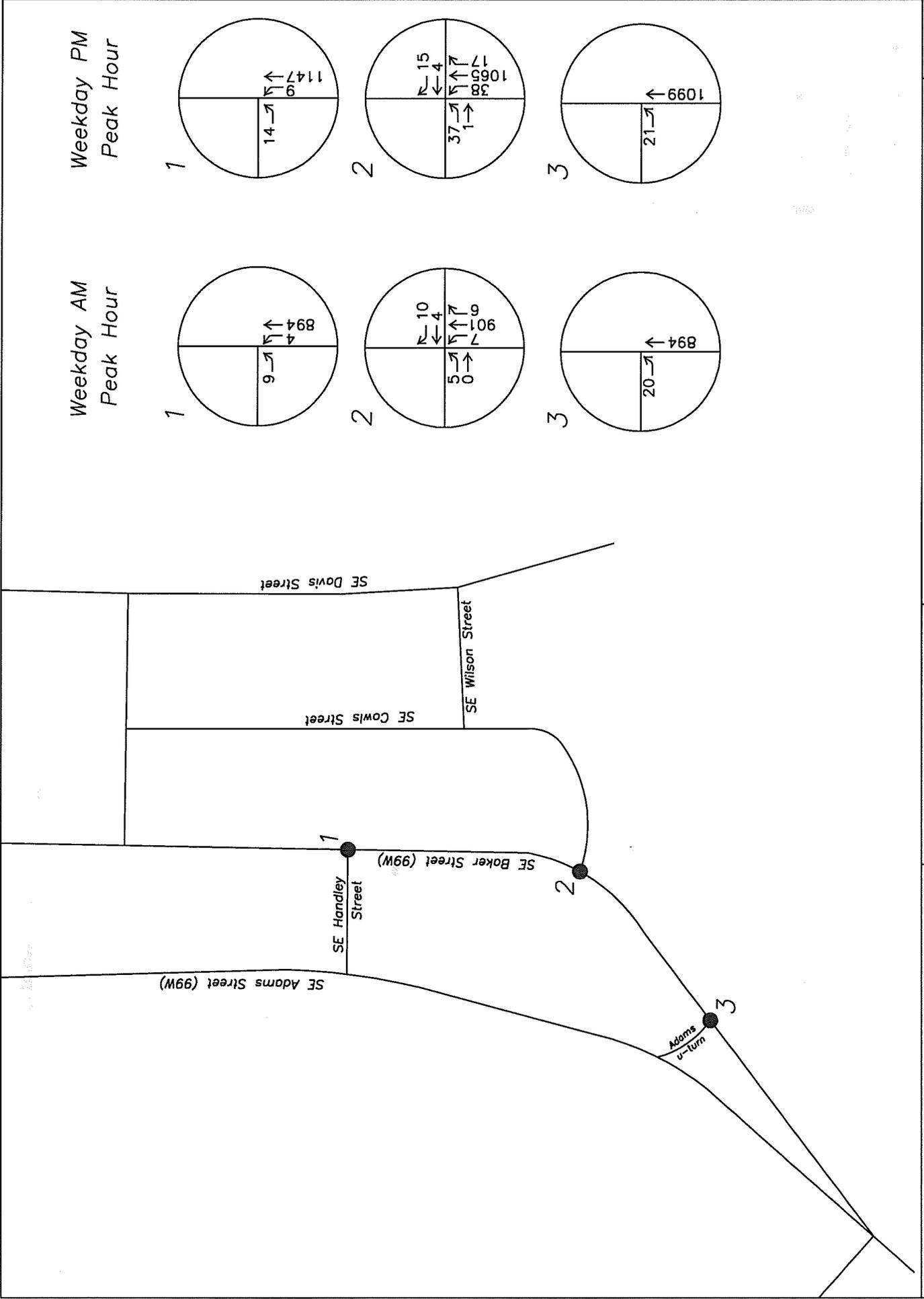


**LEGEND**

-  Lane configuration
-  Stop sign control
-  Traffic signal



**NOTES:**

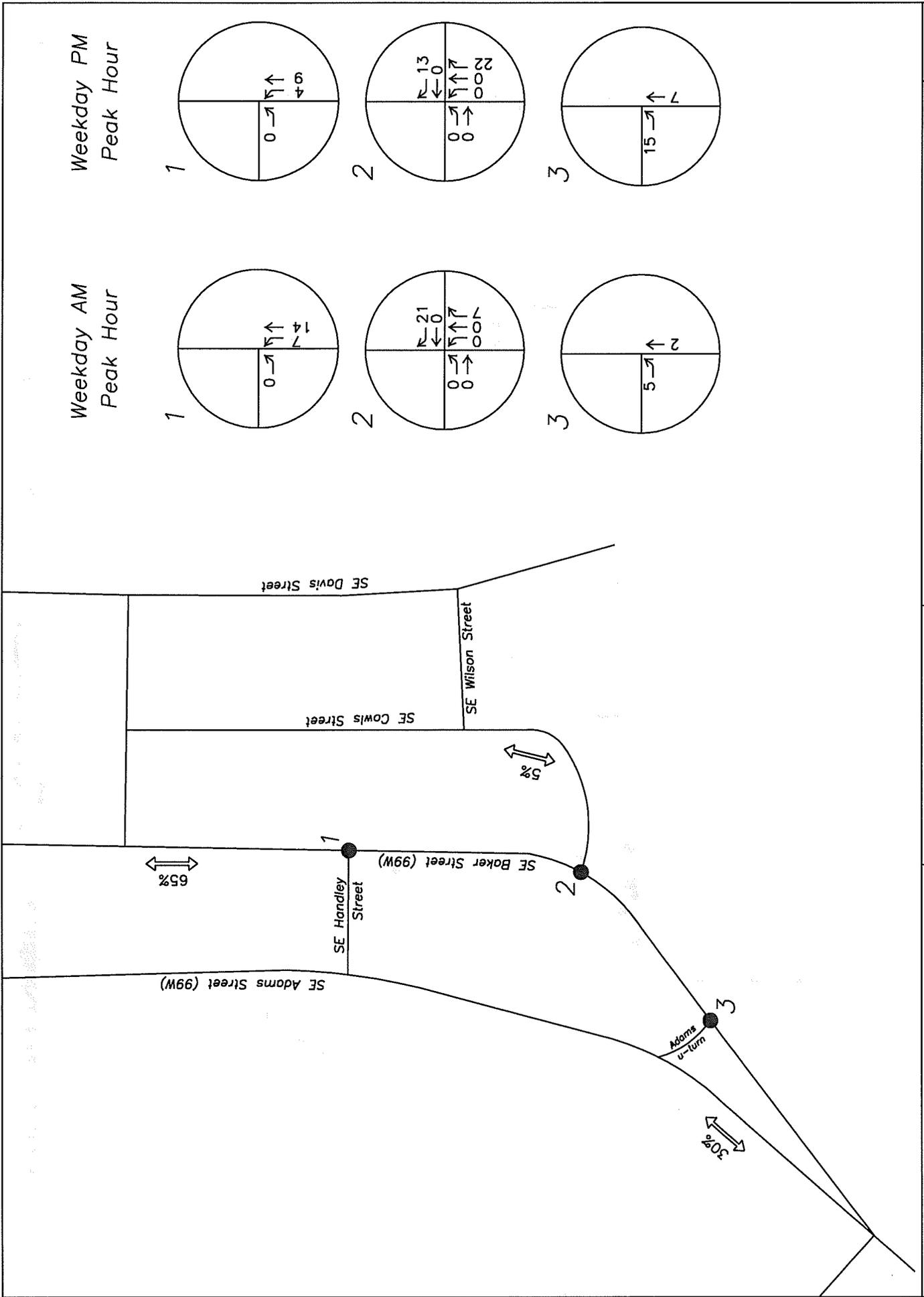


**GREENLIGHT ENGINEERING**  
TRAFFIC ENGINEERING/TRANSPORTATION PLANNING

**NOTES:**  
 Seasonally Adjusted  
 (30 HV)

2018 Existing Traffic  
 Weekday AM & PM Peak Hours

**FIGURE**  
**2**

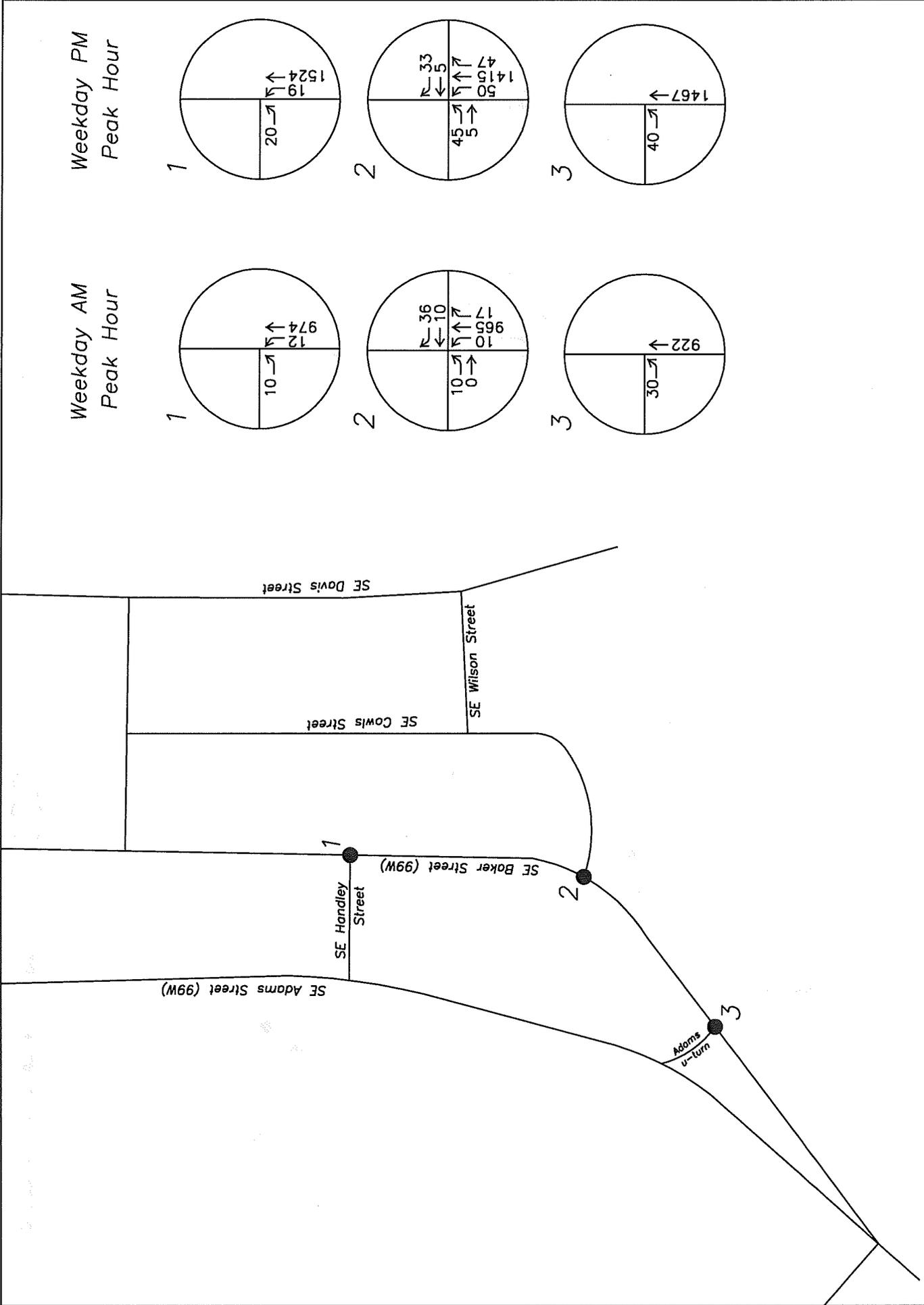


**GREENLIGHT ENGINEERING**  
TRAFFIC ENGINEERING/TRANSPORTATION PLANNING

**NOTES:**  
Trip generation of 83 Multifamily Units

Existing Zoning  
Site Generated Traffic

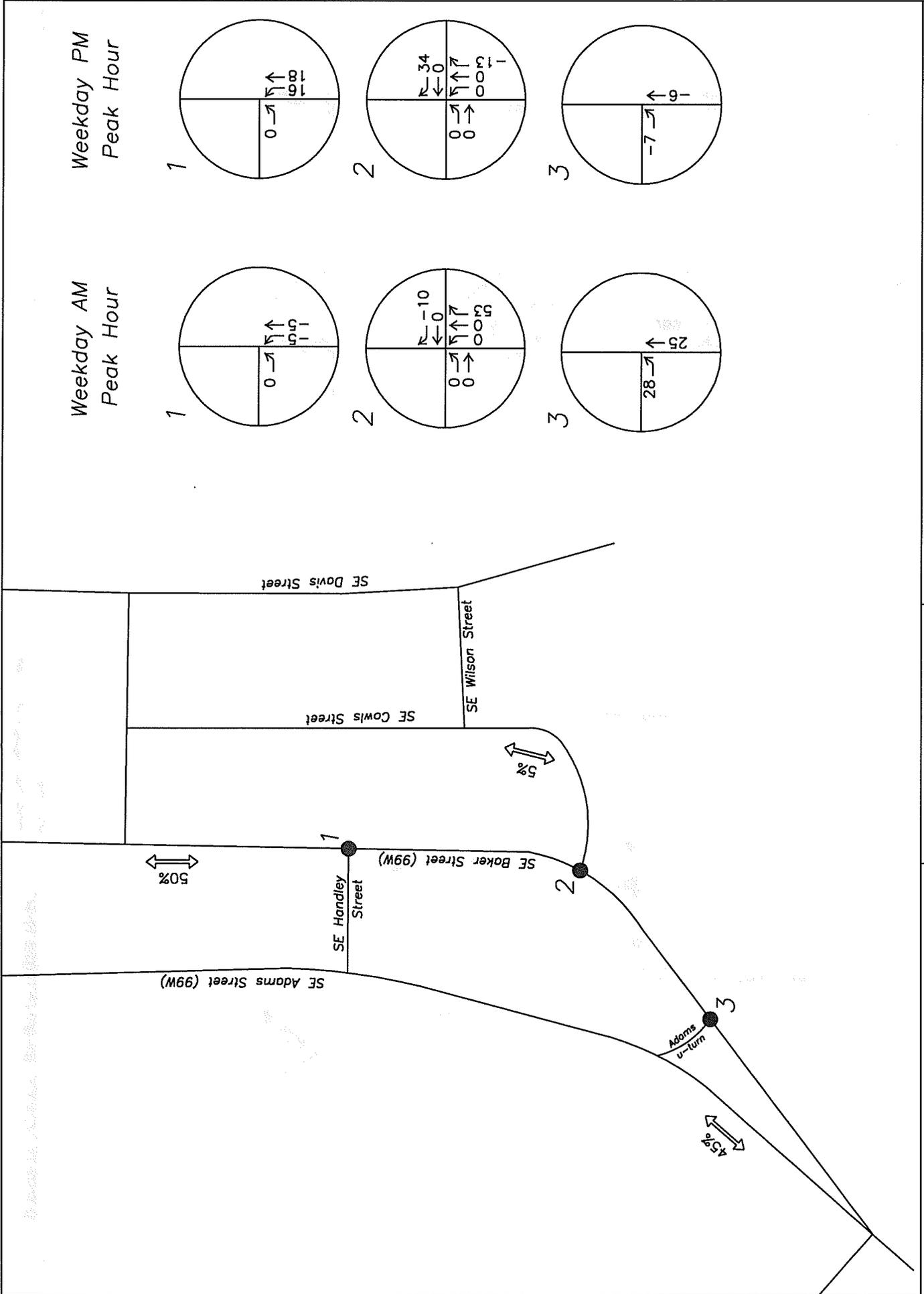
**FIGURE 3**



**FIGURE 4**

2023 Background Traffic  
Weekday AM & PM Peak Hours

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

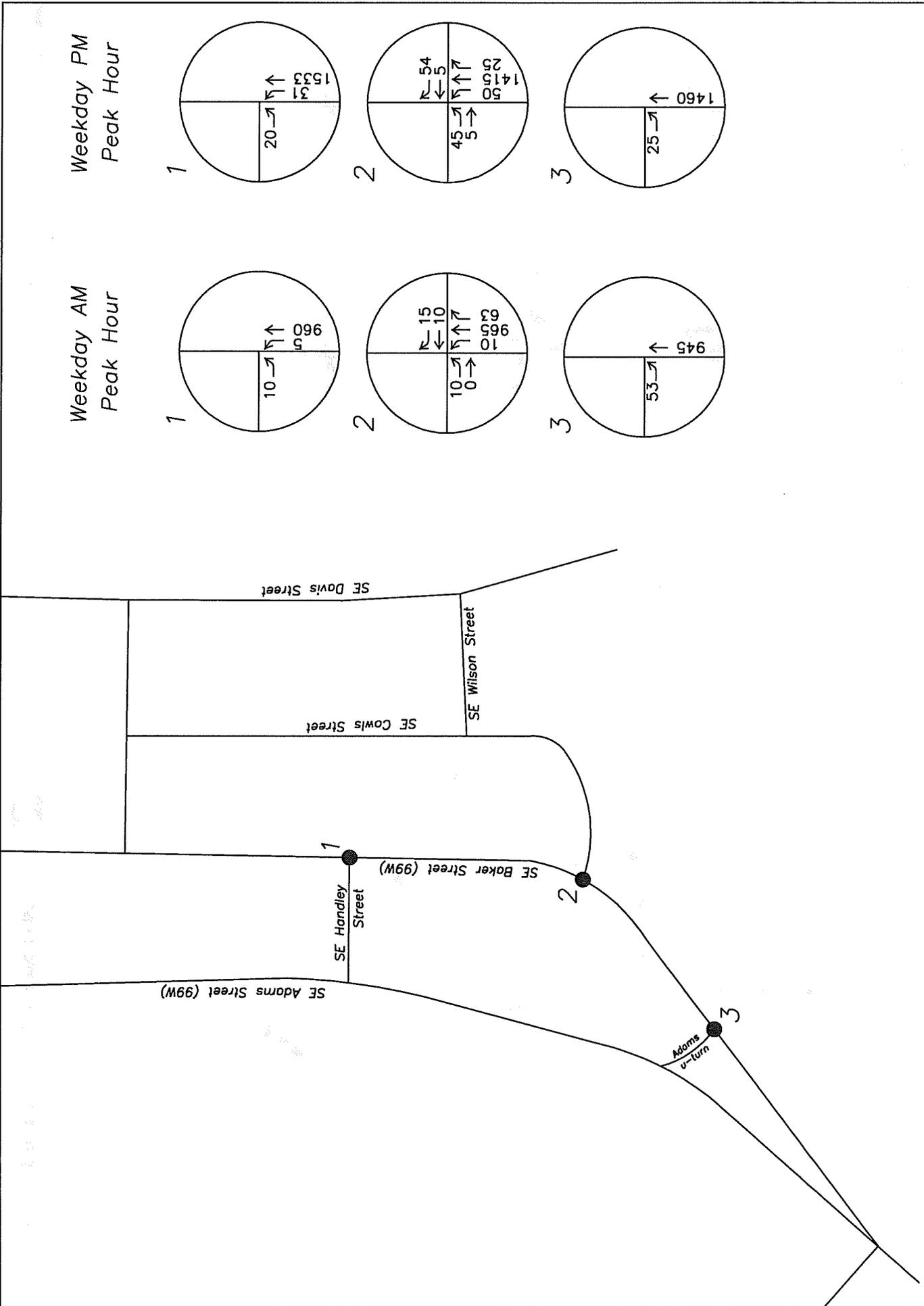


**GREENLIGHT ENGINEERING**  
 TRAFFIC ENGINEERING/TRANSPORTATION PLANNING

**NOTES:**  
 Net New Trips  
 Existing Zoning vs Proposed Zoning

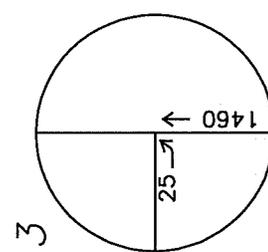
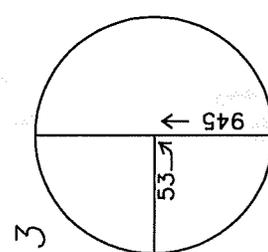
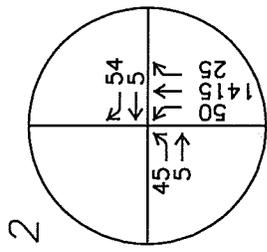
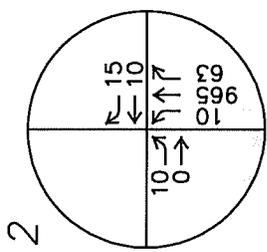
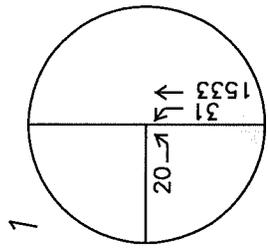
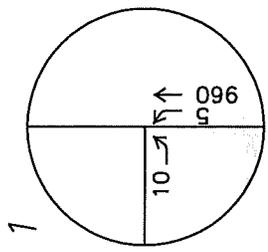
**FIGURE**  
 5

Site Generated Traffic  
 Weekday AM & PM Peak Hours



Weekday AM  
Peak Hour

Weekday PM  
Peak Hour



**GREENLIGHT ENGINEERING**  
TRAFFIC ENGINEERING/TRANSPORTATION PLANNING

**NOTES:**  
2023 Background Traffic +  
Site Generated Traffic

2023 Total Traffic  
Weekday AM & PM Peak Hours

**FIGURE 6**

**Appendix G**

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

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

08/06/2018

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

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

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

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

HCM 2010 TWSC

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

08/06/2018

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

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

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

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

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

08/06/2018

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

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

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

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

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

08/07/2018

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

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

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

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

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

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

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

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

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

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

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

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

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

09/09/2018

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

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

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

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

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

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

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

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

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

09/09/2018

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

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

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

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

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

09/09/2018

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

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

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

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

HCM 2010 TWSC

6: Walgreens Driveway/SE Cows St & SE Baker St

09/09/2018

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

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

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

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

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

09/09/2018

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

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

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

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

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

09/09/2018

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

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

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

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

HCM 2010 TWSC

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

09/09/2018

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

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

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

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

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

09/09/2018

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

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

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

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

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

09/09/2018

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

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

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

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

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Traffic Vol, veh/h	45	5	0	0	5	54	50	1415	25	0	0	0
Future Vol, veh/h	45	5	0	0	5	54	50	1415	25	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	10	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	95	95	95	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	2	2	2
Mvmt Flow	52	6	0	0	6	63	53	1489	26	0	0	0

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

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

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

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

09/09/2018

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

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

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

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

**Appendix H**

***SimTraffic Queuing Results***

Queuing and Blocking Report  
Baseline

09/09/2018

Intersection: 4: SE Baker St & Se Handley St

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

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

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

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

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

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report  
Baseline

09/09/2018

Intersection: 4: SE Baker St & Se Handley St

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

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

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

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

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

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report  
Baseline

09/09/2018

Intersection: 4: SE Baker St & Se Handley St

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

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

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

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

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

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report  
Baseline

09/09/2018

Intersection: 4: SE Baker St & Se Handley St

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

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

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

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

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

Network Summary

Network wide Queuing Penalty: 0



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

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

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

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









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

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

19 - 23 of 40 Crash records shown.

CDS380  
07/08/2018

091: PACIFIC HIGHWAY WEST

SR#	INVEST	RD DPT	UNLOC?	D	R	S	W	DATE	COUNTY	CITY	RD#	FC	CON#	RD	CHAR	INT-TYPE	(MEDIAN)	INT-REL	OFFED	WTHR	CRASH	SPCL	USE	TRLR	QTY	MOVE	FROM	TO	PH	TYPE	SVRVTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE
08643	N	N	N	N	N	N	N	06/09/2016	YAMHILL	MCKINNVILLE	1	14	0	ADAMS ST	04	STRGHT	(NONE)	Y	N	RAIN	S-STRGHT	01	NONE	0	STRGHT	NE-SW	01	DRVR	NONE	71	F	OR-Y	OR-25	052,045,016	038	115	115	32,13,27	
N	N	N	N	N	N	N	N	45 12 15.93	-123 11 58.53		38.10	ADAMS-BAKER ST	LEG	04	INJ	DAY	INJ	SS-O	N	WET	SS-O	PRVTE	PSNGR	CAR	0	NE-SW	01	DRVR	NONE	71	F	OR-Y	OR-25	052,045,016	038	115	115	32,13,27	
01166	N	N	N	N	N	N	N	10/02/2016	YAMHILL	MCKINNVILLE	1	14	0	ADAMS ST	04	STRGHT	(NONE)	N	Y	CLD	FIX	OBJ	01	NONE	9	STRGHT	NE-SW	01	DRVR	NONE	00	DRK	DNK	UNK	040,121	000	000	000	27,30,32
N	N	N	N	N	N	N	N	45 12 12.89	-123 12 1.27		38.17	EDMUNSTON ST	ST	04	PDO	DAY	PDO	N	DAY	DAY	FIX	PDO	PSNGR	CAR	0	NE-SW	01	DRVR	NONE	00	DRK	DNK	UNK	000	000	000	000	27,30,32	
00054	N	N	N	N	N	N	N	01/17/2013	YAMHILL	MCKINNVILLE	1	14	0	EDMUNSTON ST	04	INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE	0	TURN-L	N-NE	01	DRVR	NONE	19	M	OR-Y	OR-25	028	000	000	000	02	
N	N	N	N	N	N	N	N	45 12 10.585504	-123 12 4.2917401		38.23	PACIFIC HY	99W	04	INJ	DARK	INJ	N	DARK	INJ	TURN	INJ	PSNGR	CAR	0	NE-SW	01	DRVR	NONE	19	M	OR-Y	OR-25	028	000	000	000	02	
00855	N	N	N	N	N	N	N	09/28/2013	YAMHILL	MCKINNVILLE	1	14	0	EDMUNSTON ST	04	INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE	0	STRGHT	SW-NE	01	DRVR	NONE	00	M	UNK	UNK	000	000	000	000	02	
N	N	N	N	N	N	N	N	45 12 10.584756	-123 12 4.292676		38.23	PACIFIC HY	99W	04	PDO	DAY	PDO	N	DAY	DAY	TURN	PDO	PSNGR	CAR	0	SW-NE	01	DRVR	NONE	00	M	UNK	UNK	000	000	000	000	02	
00598	N	N	N	N	N	N	N	07/15/2012	YAMHILL	MCKINNVILLE	2	14	0	BAKER ST	05	INTER	3-LEG	N	N	CLR	FIX	OBJ	01	NONE	0	TURN-L	SW-NE	01	DRVR	NONE	65	M	OR-Y	OR-25	028	000	000	000	02
N	N	N	N	N	N	N	N	45 12 21.9537438	-123 11 52.6303221		37.96	HANDLEY ST	ST	05	INJ	DARK	INJ	N	DARK	INJ	FIX	INJ	PSNGR	CAR	0	SW-NE	01	DRVR	NONE	20	F	OR-Y	OR-25	052,081	000	000	000	32,16	

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29 - 33 of 40 Crash records shown.

091: PACIFIC HIGHWAY WEST

SER#	P	R	S	R	W	D	COUNTY	RD#	FC	CONTH	RD	CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	PH	TYPE	SVRY	E	X	RES	LOC	ERROR	ACT. EVENT	CAUSE		
INVEST	E	A	U	C	O	D	CITY	COMPT	FIRST STREET	MILEPNT	DIRECT	LOCIN	TRAP-	TRAP-	ENDPT	SURF	COLL	TRFL QTY	FROM	PRTC	INJ	G	E	L	ICNS	PED					
RD DPT	E	L	G	H	R	TIME	URBAN AREA	MILEPNT	SECOND STREET	MILEPNT	LOCIN	LOCIN	LEG	LEG	DRWY	LIGHT	SVRY	OWNER	TO	PH	TYPE	SVRY	E	X	RES	LOC	ERROR	ACT. EVENT	CAUSE		
UNLOC?	D	C	S	L	K	CAT	LONG	MILEPNT	MILEPNT	MILEPNT	LOCIN	LOCIN	LEG	LEG	DRWY	LIGHT	SVRY	OWNER	TO	PH	TYPE	SVRY	E	X	RES	LOC	ERROR	ACT. EVENT	CAUSE		
00851	N	N	N	N	N	10/20/2011	YAMHILL	2 14	CP 0 BAKER ST	009100200800	INTER	NE	3-LEG	N	N	CLR	S-STRGHT	01 NONE	0	STRGHT	01	DRVR	NONE	52	F	SUSP	OR<25		000	00	32,05,27
							MCKINNVILLE				N	N	UNKNOWN	N	N	DRY	SS-O	PRVTE	S -N											00	
							MCKINNVILLE				05	0	0	0	0	DAY	PDO	PSNGR CAR		01	DRVR	NONE	52	F	SUSP	OR<25	052,080	000	000	32,05,27	
																		02 NONE	0	STRGHT										00	
																		PRVTE	S -N											00	
																		PSNGR CAR		01	DRVR	NONE	42	F	OR-Y	OR<25	000	000	000	00	
																														00	
00888	N	N	N	N	N	02/06/2013	YAMHILL	2 14	CP 0 BAKER ST	009100200800	CURVE	NE	(NONE)	N	N	CLD	FIX OBJ	01 NONE	0	STRGHT	01	DRVR	NONE	60	M	OR-Y	OR<25		067,062	10	
							MCKINNVILLE				N	N	(NONE)	N	N	SNO	FIX	PRVTE	SW-NE												00
							MCKINNVILLE				01	0	0	0	0	DAY	PDO	PSNGR CAR		01	DRVR	NONE	60	M	OR-Y	OR<25	081	028	000	067,062	00
																														10	
																		(02)													07
00267	N	N	N	N	N	04/21/2009	YAMHILL	2 14	CP 0 BAKER ST	009100200800	STRGHT	N	(NONE)	Y	N	CLR	S-STOP	01 NONE	0	STRGHT	01	DRVR	NONE	61	M	OR-Y	OR<25		000	00	07
							MCKINNVILLE				N	N	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	S -N												00
							MCKINNVILLE				05	0	0	0	0	DAY	INJ	PSNGR CAR		01	DRVR	NONE	61	M	OR-Y	OR<25	026	000	000	07	
																															07
																		(02)													00
																		02 NONE	0	STOP											00
																		PRVTE	S -N												00
																		PSNGR CAR		01	DRVR	INJC	17	F	OR-Y	OR<25	000	000	000	00	
00319	N	N	N	N	N	04/04/2015	YAMHILL	2 14	CP 0 BAKER ST	009100200800	INTER	NE	3-LEG	N	N	UNK	FIX OBJ	01 NONE	0	STRGHT	01	DRVR	NONE	28	M	SUSP	OR<25		040,128,116	16	
							MCKINNVILLE				S	0	0	0	0	DAY	PDO	PRVTE	S -N												00
							MCKINNVILLE				06	0	0	0	0	DAY	PDO	PSNGR CAR		01	DRVR	NONE	28	M	SUSP	OR<25	080,081	025	000	040	00
																															00
																															00
																															00
																															00
00707	N	N	N	N	N	07/13/2015	YAMHILL	2 14	CP 0 BAKER ST	009100200800	INTER	W	3-LEG	N	N	CLR	PED	01 NONE	0	TURN-L	01	DRVR	NONE	58	F	OR-Y	OR<25		018	00	02
							MCKINNVILLE				W	0	0	0	0	DAY	PED	PRVTE	W -N												00
							MCKINNVILLE				06	0	0	0	0	DAY	INJ	PSNGR CAR		01	DRVR	NONE	58	F	OR-Y	OR<25	029	000	000	02	
																															02
																															00
																															00
																															00
01102	N	N	N	N	N	09/16/2016	YAMHILL	2 14	CP 0 BAKER ST	009100200800	INTER	W	UNKNOWN	N	N	CLR	BIKE	01 NONE	0	TURN-L	01	DRVR	NONE	40	F	OR-Y	OR<25		001,128,102,50	29	
							MCKINNVILLE				W	0	0	0	0	DAY	ANGL	PRVTE	W -N												00
							MCKINNVILLE				06	0	0	0	0	DAY	INJ	PSNGR CAR		01	DRVR	NONE	40	F	OR-Y	OR<25	000	000	000	00	
																															00
																															00

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 814.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submission of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

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34 - 39 of 40 Crash records shown.

CDS380  
07/08/2018

091: PACIFIC HIGHWAY WEST

SER#	P	D	R	S	W	DATE	COUNTY	RD#	FC	CONNH	RD	CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SECL	SECT	MOVE	FROM	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE							
INVEST	E	A	U	C	O	DAY	CITY	COMMENT	FIRST	STREET	DIRECT	LOCIN	(MEDIAN)	TRAF-	RNDST	SURF	COLL	OWNER	A	S	LOC	PRTC	INJ	G	E	LICMS	PED													
RD DPT	E	L	G	H	R	TIME	URBAN	AREA	MLG	TYP	SECOND	STREET	LOCIN	LEGS	TRAF-	DRVWY	LIGHT	SURVY	V#	TYPE	PSNGR	CAR	DRVR	NONE	66	F	OR-Y	OR-25												
UNLOC?	D	C	S	L	K	LAT	LONG	MILEPNT	LRS				(#LANES)	CONVL		DARK	PDO						01	DRVR	NONE	66	F	OR-Y	OR-25											
00047	N	N	N	N	N	01/14/2011	YAMHILL	2	14		INTER	CN	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE	0	TURN-R	N	S	STRGHT	01	BIKE	INJB	22	M	SIDEWK	028	060	047	001	02	50				
NONE						FR	MCKINNVILLE	CP	0	BAKER ST				STOP	SIGN	N	WET	TURN	PRVTE		E-N																			
N	N	N	N	N	N	5P	MCKINVL	38.07		COWLS ST	02		0		N	DARK	PDO	PSNGR	CAR																					
N						45 12	-123 11			009100200S00																														
						16.8596806	53.3885289																																	
00801	N	N	N	N	N	10/31/2009	YAMHILL	2	14		ALLEY	S	(NONE)	N	N	CLR	S-TURN	01	NONE	0	TURN-L	N	S	STRGHT	01	DRVR	NONE	40	M	OR-Y	OR-25									
NONE						SA	MCKINNVILLE	CP	0	BAKER ST				ONE-WAY	N	DRY	TURN	PRVTE		S-W																				
N	N	N	N	N	N	8P	MCKINVL	38.08		COWLS ST	03		(02)		N	DARK	PDO	PSNGR	CAR																					
N						45 12	-123 11			009100200S00																														
						16.3074456	53.9116407																																	
00517	N	N	N	N	N	05/16/2014	YAMHILL	2	14		STRGHT	N	(NONE)	N	N	CLR	S-STOP	01	NONE	0	STRGHT	N	S	STRGHT	01	DRVR	NONE	47	F	OR-Y	OR-25									
NONE						FR	MCKINNVILLE	CP	0	BAKER ST					N	DRY	REAR	PRVTE		S-N																				
N	N	N	N	N	N	2P	MCKINVL	38.14		ADAMS-BAKER ST LEG	07		(02)		N	DAY	PDO	PSNGR	CAR																					
N						45 12 13.86	-123 11 58.36			009100200S00																														
00508	Y	N	N	N	N	05/31/2015	YAMHILL	2	14		STRGHT	SW	(NONE)	N	N	CLR	FIX OBJ	01	NONE	0	STRGHT	N	S	STRGHT	01	DRVR	NONE	26	M	OR-Y	OR-25									
CITY						SU	MCKINNVILLE	CP	0	BAKER ST					N	DRY	FIX	PRVTE		SW-NE																				
Y	N	N	N	N	N	11P	MCKINVL	38.16		ADAMS-BAKER ST LEG	02		(04)		N	DLIT	INJ	PSNGR	CAR																					
N						45 12 13.06	-123 11 59.65			009100200S00																														
00291	N	N	N	N	N	04/17/2011	YAMHILL	2	14		STRGHT	N	(NONE)	N	N	CLR	FIX OBJ	01	NONE	0	STRGHT	N	S	STRGHT	01	DRVR	NONE	37	M	SUSP	OR-25									
CITY						SU	MCKINNVILLE	CP	0	PACIFIC HY 99W					N	DRY	FIX	PRVTE		S-N																				
Y	N	N	N	N	N	4P	MCKINVL	38.18		EDMUNSTON ST	07		(02)		N	DAY	INJ	PSNGR	CAR																					
N						45 12	-123 12 1.3333429			009100200S00																														
						12.2320054																																		

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Copy of neighborhood meeting notice



August 28, 2018

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

Site Address: 600 SW BAKER ST  
Tax Lot: R4420DD00200

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

Dear Neighbors,

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

**Meeting details:**

**Location:** McMinnville Community Center 600 NE Evans Street

**Day/time:** Wednesday, September 19 at 6:00 PM

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

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

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

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

**ADMINISTRATION - 5<sup>th</sup> 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](http://mvadvancements.org)



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

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

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

Sincerely

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

Kathy Schlotfeldt  
Executive Director

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

Dave Haugeberg  
President

**Enclosures:**

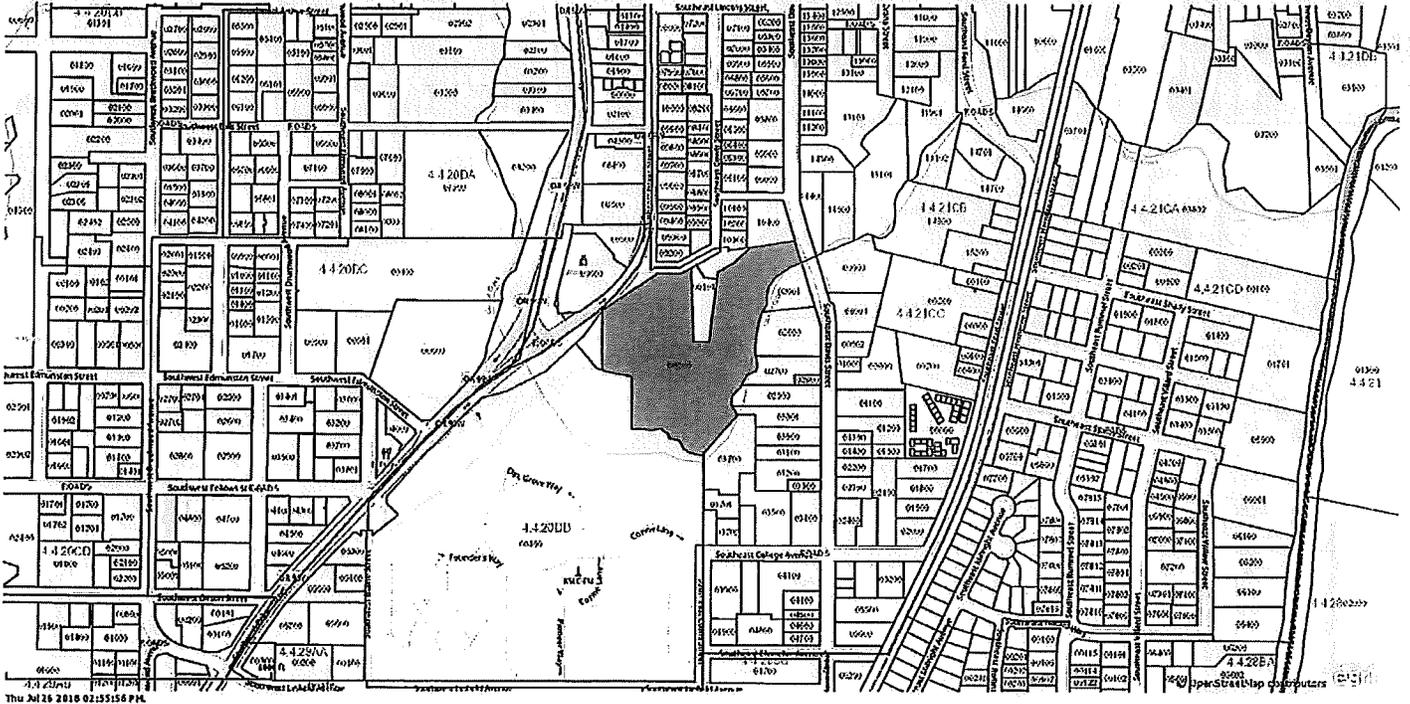
Conceptual site plan

Map with location of proposed site

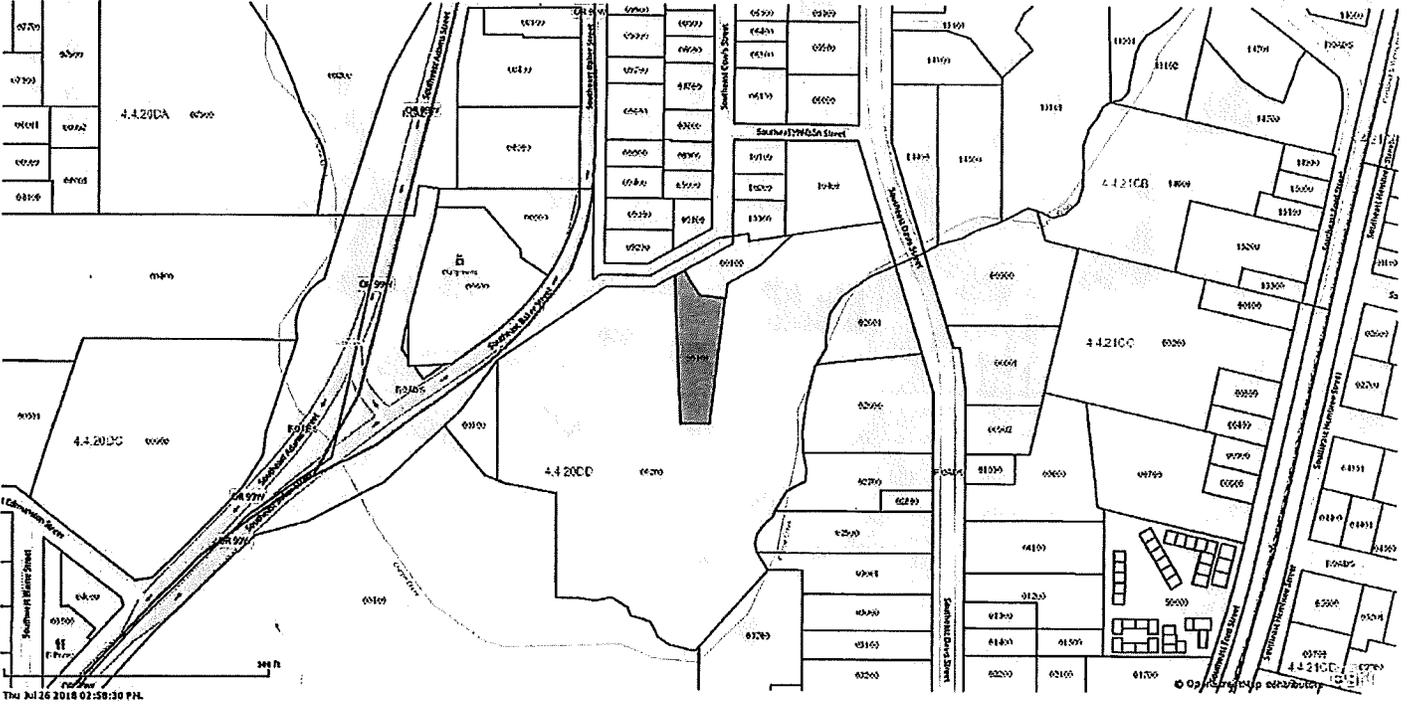


# LOCATION OF PROPOSED SITE

Linfield Property  
155423



Linfield Property  
155414



Neighbor hood meeting - 600 SE Baker street

Mailing list

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







**mv**advancements  
ENHANCING LIVES

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

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

2. Review of conceptual site plan (Dean)

Major elements of proposal:

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

3. Zone change requested (DaveH)

**Current zoning:** R4 multifamily residential up to 83 units

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

**Comprehensive plan map amendment:** from Residential to Commercial

4. Questions/closing – (Kathy)





# mv advancements

ENHANCING LIVES

## Visitor Sign In

Neighborhood Meeting

McMinnville Community Center

Wednesday, September 19, 2018 6pm-8pm

Print Name	Address	Woodburn Email
1. Kris Lavrance	8071 Sleepy Hollow Rd NE	W0020001@notmail.com
2. Terry <del>Smith</del> Schmidt	825 SW Hilary St, McMinnville	
3. LuAnn Anderson	1753 NW Wallace Rd, McMinnville, OR	
4. Mike Schmidt	825 SW Hilary McMinnville	
5. David Langenberg	1395 NW W. U. Way Rd McMinnville	
6. Mary Ann Rodriguez	1116 SW Russ Lane McMinnville OR 97128	
7. John McKeegan	815 NW Yamhill St. McMinnville	
8. Dylan Kiger	450 W 7th St McMinnville, OR 97128	
9. Carol Miller	298 SE W. / 5th St - McMinnville, OR	
10. Shelly Sanderlin	1005 SE Davis St McM.	
11. Rick Johw	448 S. Baker McM	
12. Jani Claypool	90 Alder St, Dayton	
13. Marni + David Guillain	P.O. Box 1416 McMinnville	
14. Tamera K Maxwell	124 SE Edwards McMinnville, OR 97128	
15. Duan Klaus		
16. Kathy Schlotfeldt		
17. Marcia Mikesh		
18.		

Print Name

Address

Email

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

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



PLANNING DEPARTMENT, 231 NE Fifth Street, McMinnville, Oregon 97128  
[www.mcminnvilleoregon.gov](http://www.mcminnvilleoregon.gov)

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**PUBLIC HEARING NOTICE  
PLANNING COMMISSION REVIEW OF A  
COMPREHENSIVE PLAN AMENDMENT, ZONE CHANGE, AND  
PLANNED DEVELOPMENT AMENDMENT REQUEST  
600 SE BAKER STREET**

NOTICE IS HEREBY GIVEN that applications for a Comprehensive Plan Map amendment, a Zone Change, and a Planned Development amendment have been submitted to the McMinnville Planning Department. The purpose of this notice is to provide an opportunity for surrounding property owners to submit comments regarding these applications or to attend the public meeting of the Planning Commission where this request will be reviewed and a public hearing will be held. Please contact Chuck Darnell with any questions at 503-434-7311, or [chuck.darnell@mcminnvilleoregon.gov](mailto:chuck.darnell@mcminnvilleoregon.gov).

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**DOCKET NUMBER:** CPA 2-18 / ZC 4-18 / PDA 1-18 (Comprehensive Plan Map Amendment, Zone Change, & Planned Development Amendment)

**REQUEST:** Approval to amend the Comprehensive Plan Map designation of a property from Residential to Commercial, and to rezone the property from R-4 PD (Multiple-Family Residential Planned Development) to O-R (Office Residential) to allow for an office use and multiple family residential units to be developed on the property. The proposed zone change would also result in the removal of the property from the Linfield College Master Plan area and Planned Development Overlay District, which requires a Planned Development Amendment to adjust the Linfield College Master Plan boundary.

**APPLICANT:** Kathy Schlotfeldt, on behalf of MV Advancements

**SITE LOCATION(S):** 600 SE Baker Street (see attached map)

**MAP & TAX LOT(S):** R4420DD00101 and R4420DD00200

**ZONE(S):** R-4 PD (Multiple-Family Residential Planned Development)

**MMC REQUIREMENTS:** McMinnville City Code (MMC), Sections 17.74.020 & 17.74.070 (see reverse side for specific review criteria)

**NOTICE DATE:** November 29, 2018

**PUBLIC HEARING DATE:** December 20, 2018 at 6:30 P.M.

**HEARING LOCATION:** McMinnville Civic Hall Building  
200 NE 2<sup>nd</sup> Street, McMinnville, OR, 97128

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**Proceedings:** A staff report will be provided at least seven days before the public hearing. The Planning Commission will conduct a public hearing, take testimony, and then make a decision to either recommend approval of the application to the McMinnville City Council or deny the application.

Persons are hereby invited to attend the McMinnville Planning Commission hearing to observe the proceedings, and to register any statements in person, by attorney, or by mail to assist the McMinnville Planning Commission and City Council in making a decision. Should you wish to submit comments or testimony on this application prior to the public meeting, please call the Planning Department office at (503) 434-7311, forward them by mail to 231 NE 5<sup>th</sup> Street, McMinnville, OR 97128, or by email to [chuck.darnell@mcminnvilleoregon.gov](mailto:chuck.darnell@mcminnvilleoregon.gov).

The decision-making criteria, application, and records concerning this matter are available in the McMinnville Planning Department office at 231 NE 5<sup>th</sup> Street, McMinnville, Oregon during working hours and on the Planning Department's portion of the City of McMinnville webpage at [www.mcminnvilleoregon.gov](http://www.mcminnvilleoregon.gov).

**Appeal:** Failure to raise an issue in person or by letter prior to the close of the public hearing with sufficient specificity precludes appeal to the Land Use Board of Appeals (LUBA) on that issue.

The failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow the Commission to respond to the issue precludes an action for damages in circuit court.

The meeting site is accessible to handicapped individuals. Assistance with communications (visual, hearing) must be requested 24 hours in advance by contacting the City Manager (503) 434-7405 – 1-800-735-1232 for voice, or TDY 1-800-735-2900.

## **REVIEW CRITERIA:**

### MMC, Section 17.74.020: Comprehensive Plan Map Amendment and Zone Change - Review Criteria.

An amendment to the official zoning map may be authorized, provided that the proposal satisfies all relevant requirements of this ordinance, and also provided that the applicant demonstrates the following:

- A. The proposed amendment is consistent with the goals and policies of the Comprehensive Plan;
- B. The proposed amendment is orderly and timely, considering the pattern of development in the area, surrounding land uses, and any changes which may have occurred in the neighborhood or community to warrant the proposed amendment;
- C. Utilities and services can be efficiently provided to serve the proposed uses or other potential uses in the proposed zoning district.

When the proposed amendment concerns needed housing (as defined in the McMinnville Comprehensive Plan and state statute), criterion "B" shall not apply to the rezoning of land designated for residential use on the plan map.

In addition, the housing policies of the McMinnville Comprehensive Plan shall be given added emphasis and the other policies contained in the plan shall not be used to: (1) exclude needed housing; (2) unnecessarily decrease densities; or (3) allow special conditions to be attached which would have the effect of discouraging needed housing through unreasonable cost or delay.

### MMC, Section 17.74.070: Planned Development Amendment - Review Criteria.

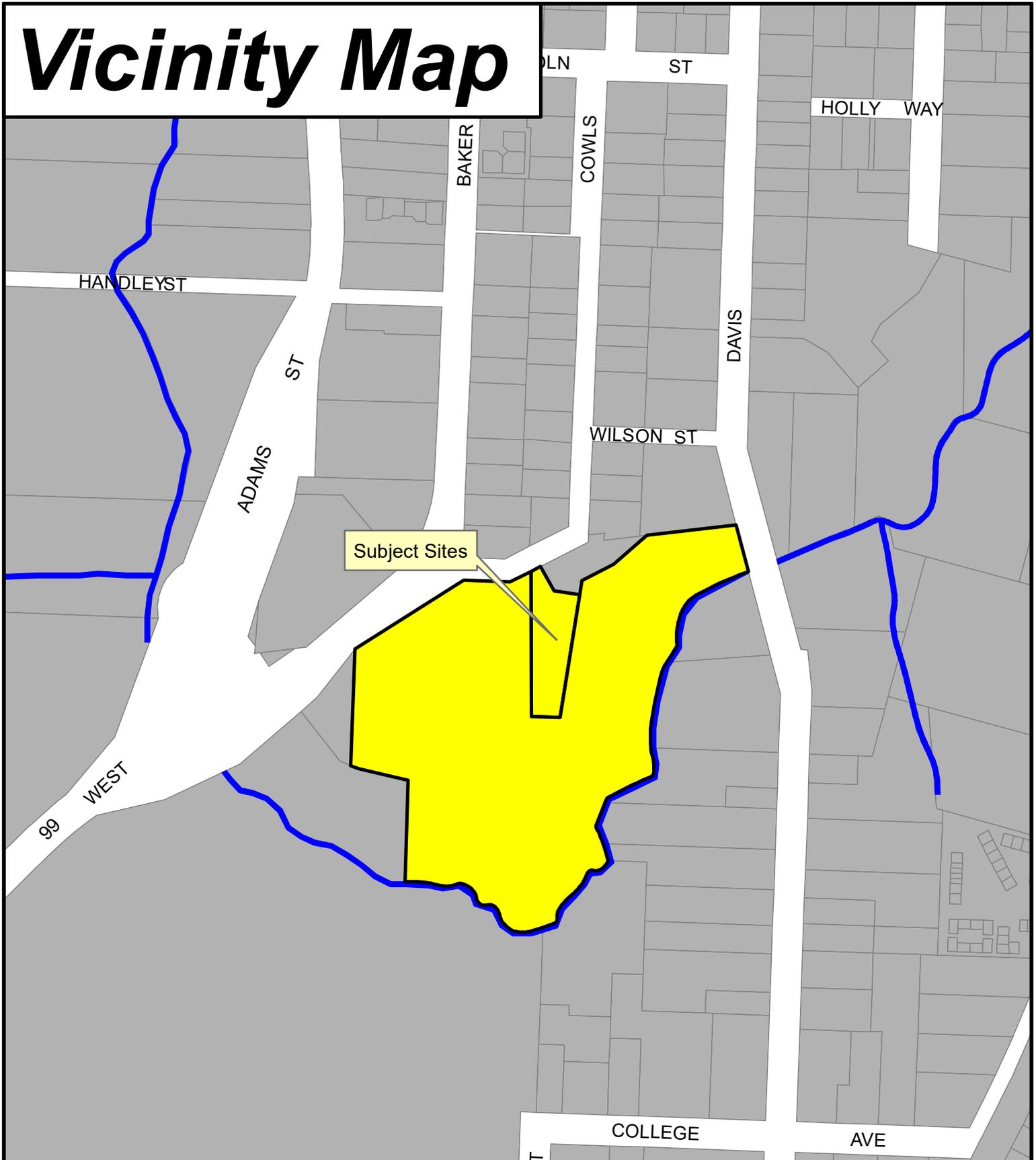
An amendment to an existing planned development may be either major or minor. Minor changes to an adopted site plan may be approved by the Planning Director. Major changes to an adopted site plan shall be processed in accordance with Section 17.72.120, and include the following:

- An increase in the amount of land within the subject site;
- An increase in density including the number of housing units;
- A reduction in the amount of open space; or
- Changes to the vehicular system which results in a significant change to the location of streets, shared driveways, parking areas and access.

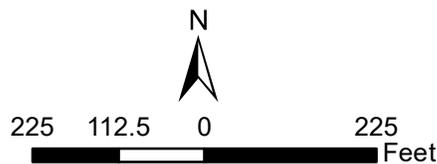
An amendment to an existing planned development may be authorized, provided that the proposal satisfies all relevant requirements of this ordinance, and also provided that the applicant demonstrates the following:

- A. There are special physical conditions or objectives of a development which the proposal will satisfy to warrant a departure from the standard regulation requirements;
- B. Resulting development will not be inconsistent with the Comprehensive Plan objectives of the area;
- C. The development shall be designed so as to provide for adequate access to and efficient provision of services to adjoining parcels;
- D. The plan can be completed within a reasonable period of time;
- E. The streets are adequate to support the anticipated traffic, and the development will not overload the streets outside the planned area;
- F. Proposed utility and drainage facilities are adequate for the population densities and type of development proposed;
- G. The noise, air, and water pollutants caused by the development do not have an adverse effect upon surrounding areas, public utilities, or the city as a whole.

# Vicinity Map



Geographic Information System



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

CPA 2-18/ZC 4-18/PDA 1-18

Map No.	Tax Lot	Site Address	Owner	Attn:	Mailing Address	City State	Zip
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5	R4421CC03000	925 SE DAVIS ST	PERALTA SALVADOR &	PERALTA SALVADOR &	925 SE DAVIS ST	MCMINNVILLE OR	97128
6	R4421CB14400	510 SE DAVIS ST	OAK CREEK RENTALS LLC	OAK CREEK RENTALS LLC	570 SE DAVIS ST	MCMINNVILLE OR	97128
7	R4421CC00900	n/a	MCMINNVILLE CITY	MCMINNVILLE CITY OF	230 NE 2ND ST	MCMINNVILLE OR	97128
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9	R4420DD00400	900 SW BAKER STREET	LINFIELD COLLEGE	LINFIELD COLLEGE	535 NE 5TH ST	MCMINNVILLE OR	97128
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22	R4421CC03702	321 SE COLLEGE AVE	SOUTHALL LARRY & JANET	SOUTHALL LARRY & JANET	1520 SW 2ND ST	MCMINNVILLE OR	97128
23	R4420DD00500	527 SE BAKER ST	PARK WEST PROPERTIES INC	PARK WEST PROPERTIES INC	12670 SW 68TH SUITE 300	TIGARD OR	97223
24	R4421CB08800	435 SE COWLS ST	GRANT RANDY R & SUSAN M	GRANT RANDY R & SUSAN M	435 SE COWLS ST	MCMINNVILLE OR	97128
25	R4420DD00300	n/a	LINFIELD COLLEGE	LINFIELD COLLEGE	900 SW BAKER ST	MCMINNVILLE OR	97128
26	R4421CB14300	504 SE DAVIS ST	DRUSE STEPHEN E	DRUSE STEPHEN E	20101 SW TENINO CT	TUALATIN OR	97062
27	R4421CB14500	550 SE DAVIS ST	OAK CREEK RENTALS LLC	OAK CREEK RENTALS LLC	570 SE DAVIS ST	MCMINNVILLE OR	97128
28	R4421CC03600	327 SE COLLEGE AVE	CASTRO JOSEPH L	CASTRO JOSEPH L	3280 WESTSIDE RD	MCMINNVILLE OR	97128
29	R4420DA08500	500 SW ADAMS ST	WOBEL CONNECTIONS LLC	WOBEL CONNECTIONS LLC	19173 SW PEAVINE RD	MCMINNVILLE OR	97128

Date Sent 11/29/18

Sent By SA

Map No.	Tax Lot	Site Address	Owner	Attn:	Mailing Address	City State	Zip
30	R4421CB10400	360 SE WILSON ST	THE BERRY HOUSE LLC	THE BERRY HOUSE LLC	PO BOX 782	MCMINNVILLE OR	97128
31	R4421CB09500	n/a	RKJ PROPERTIES	RKJ PROPERTIES LLC	14275 SW PEAVINE RD	MCMINNVILLE OR	97128
32	R4421CB10100	508 SE COWLS ST	WOZNY NICOLE	WOZNY NICOLE	508 SE COWLS ST	MCMINNVILLE OR	97128
33	R4420DD00600	603 SE BAKER ST	EASTERN WESTERN CORPORATION	EASTERN WESTERN CORPORATION	PO BOX 3228	PORTLAND OR	97208
34	R4421CB05900	505 SE DAVIS ST	BISCHOFF DONNA M TRUST	BISCHOFF DONNA M TRUST	505 SE DAVIS ST APT 2	MCMINNVILLE OR	97128
35	R4421CB08900	535 SE COWLS ST	WINE COUNTRY PROPERTIES LLC	WINE COUNTRY PROPERTIES LLC	PO BOX 1707	MCMINNVILLE OR	97128
36	R4421CB09200	523 SE BAKER ST	RKJ PROPERTIES LLC	RKJ PROPERTIES LLC	14275 SW PEAVINE RD	MCMINNVILLE OR	97128
37	R4420DD00690	n/a	OREGON STATE	PROPERTY SUPERVISOR	412 TRANSPORTATION	SALEM OR	97310
38	R4421CB09100	547 SE COWLS ST	KUMP KEVIN	KUMP KEVIN	660 THE VILLAGE APT 107	REDONDO BEACH CA	90277
39	R4421CC03001	813 SE DAVIS ST	STOKES DEVIN B	STOKES DEVIN B	813 SE DAVIS ST	MCMINNVILLE OR	97128
40	R4421CB10300	520 SE COWLS ST	HAMILTON LOYAL J &	HAMILTON LOYAL J &	PO BOX 523	MCMINNVILLE OR	97128
41	R4420DD00101	n/a	LINFIELD COLLEGE	LINFIELD COLLEGE	900 SW BAKER ST	MCMINNVILLE OR	97128
42	R4421CC03100	927 SE DAVIS ST	FRICKE ERIC C & PEGGY L	FRICKE ERIC C & PEGGY L	PO BOX 1240	MCMINNVILLE OR	97128
43	R4421CB08700	421 SE COWLS ST	WHYTE WISWALL TRUST	WHYTE WISWALL TRUST	421 SE COWLS ST	MCMINNVILLE OR	97128
44	R4421CB13101	n/a	MCMINNVILLE CITY	MCMINNVILLE CITY OF	230 NE 2ND ST	MCMINNVILLE OR	97128
45	R4421CB09600	440 SE BAKER ST	RKJ PROPERTIES LLC	RKJ PROPERTIES LLC	14275 SW PEAVINE RD	MCMINNVILLE OR	97128
46	R4421CC02800	745 SE DAVIS ST	SMITH ROLAND L	SMITH ROLAND L	PO BOX 1081	WRIGHTWOOD CA	92397
47	R4421CC03500	369 SE COLLEGE AVE	369 COLLEGE AVE INC	369 COLLEGE AVE INC	PO BOX 746	HILLSBORO OR	97123
48	R4421CB06100	424 SE COWLS ST	SPALDING TERESA A	SPALDING TERESA A	1625 NW MICHELBOOK LN	MCMINNVILLE OR	97128
49	R4421CC00902	728 SE DAVIS ST	BAREFOOT DAVIS II LLC	BAREFOOT DAVIS II LLC	PO BOX 3993	TUALATIN OR	97062
50	R4421CB06000	545 SE DAVIS ST	OAK CREEK RENTALS LLC	OAK CREEK RENTALS LLC	3204 NE GRANDHAVEN DR	MCMINNVILLE OR	97128
Applicant			KATHY SCHLOTFELDT	MV ADVANCEMENTS	319 NE 5TH ST	MCMINNVILLE OR	97128