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April 17, 2019

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

Re: PDA 3-18/PDA 4-18/S 3-18 (Planned Development Amendments and Subdivision)
Applicant — Premier Development

To the Members of the Planning Commission:

My comments address the following areas of concern with regards to the existing criteria adopted by the city of McMinnville for planned developments and the impact the development proposed by Premier. (S 3-18)

Premier's proposed development does not meet the procedural criteria in regards to street use. Per section 17.51.030-

"...streets are adequate to support the anticipated traffic, and the development will not overload the streets outside the planned area"

"The noise and air pollutants caused by the development do not have an adverse effect upon surrounding areas, public utilities, or the City as a whole."

Further, per section 132.32.00-

Ordinance 4922 states:

The safe, rapid movement of fire, medical, and police vehicles shall be an integral part of the design; and operation of the the McMinnville transportation system.

My concern is specifically the section of Pinot Noir that is just 21 feet wide. This section is approximately ½ block long and is directly adjacent to the proposed development. Premier's proposal does not once mention this narrow area of roadway. It is implied that Pinot Noir is 26 feet wide, when in fact, at the current terminus point, it is 21 feet wide.

A typical private vehicle is approximately 7 feet wide. Fire engines and other emergency vehicles are approximately 12 feet wide. Therefore, it is easy to imagine that if a private vehicle is legally parked on the street, an emergency vehicle would not be able to access the proposed lots.

As the width of Pinot Noir is just 21 feet, it is imperative to acknowledge the adverse impact the buildout of 108 lots will have on public safety and livability.

Ordinance 4922 states:

Transportation facilities in the McMinnville planning area shall be, to the degree possible, designed and constructed to mitigate noise, energy consumption, and neighborhood disruption, and to encourage the use of public transit, bikeways, sidewalks, and walkways.

The Transportation Impact Study, dated March 2019, states on page 1 of the Introduction,

“Until that roadway extension (*referring to Shaddon*) is constructed, the development will be served by the existing roadway network, including NW Pinot Noir Drive.” Page 6 further states that, “The proposed development includes 108 single family homes as well as dedicated public space (park). Initially, the development will be accessed via NW Pinot Noir Drive only.”

On page 11 of the study, under the heading of Neighborhood Livability Evaluation, Table 7 indicates that the Projected Average Daily Traffic volume (ADT) on NW Pinot Noir during the interim build will be 1,200 vehicles per day.

This is the very maximum number of trips per day the City has adopted as their design capacity on local neighborhood streets. As noted previously, the street width of Pinot Noir adjacent to the proposed development is just 21 feet. **Twelve hundred vehicles per day on a street that is 21 feet wide.**

The Project Impact Summary (page 12) misleadingly states, "The development is expected to generate ... 1,020 daily trips." While this is technically correct, the summary neglects to state that this number is the projected number of trips of the new development only. It fails to add in the existing traffic of the current neighborhood. The total number of Average Daily Trips is actually 1,200.

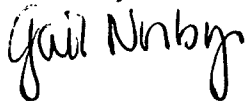
The proposed development, with the anticipated vehicular traffic of 1,200 trips per day, will most certainly overload the 21 foot wide street adjacent to the build out.

Without question, the volume of traffic on a narrow neighborhood street, and the resulting "noise and air pollutants will have an adverse effect upon the surrounding areas, public utilities and the City as a whole." The bottle-neck that will be created on Pinot Noir is unsafe, disruptive and aversive to the surrounding neighborhood and City.

McMinnville's safety and livability standard for the both the existing Oak Ridge Meadows subdivision and Premier's proposed development is at risk if this proposal is approved. Therefore, the Commission should reject Premier's application.

Sincerely,

Gail Norby

A handwritten signature in black ink that reads "Gail Norby". The signature is written in a cursive, flowing style.