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MEMORANDUM

DATE: April 17, 2019
TO: McMinnville Planning Commission
FROM: Jamie Fleckenstein, Associate Planner
SUBJECT: Proposed Amendments to PDA 3-18 / PDA 4-18 / S 3-18 Decision Documents

A public hearing for Land Use Decision Docket Numbers PDA 3-18, PDA 4-18, and S 3-18 is scheduled for Thursday, April 18, 2019. The following are proposed amendments to the Decision Documents for Docket Numbers PDA 3-18, PDA 4-18, and S 3-18.

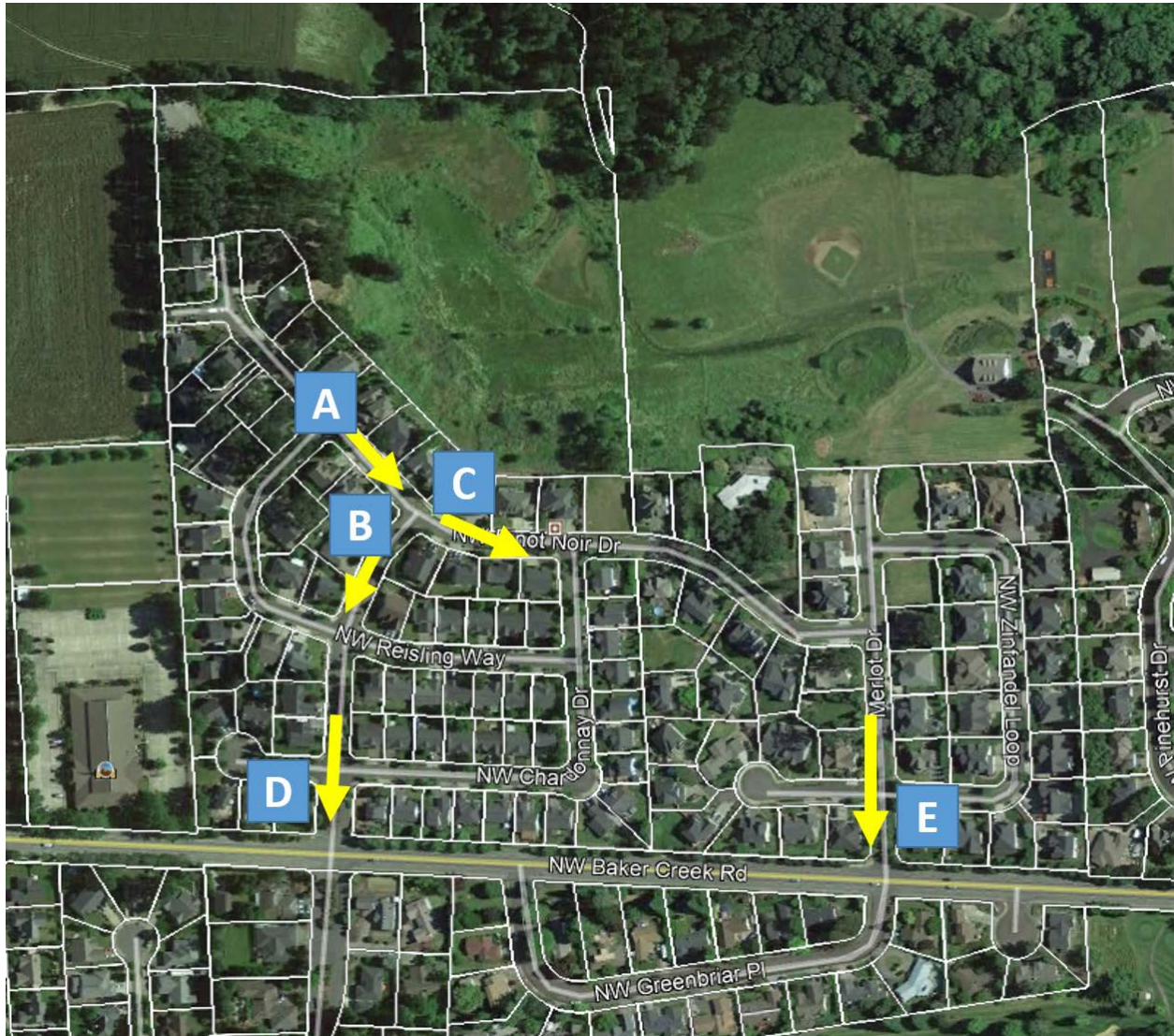
Docket PDA 3-18:

1. The "Date Deemed Complete" on Page 1 of the Decision Document should read "January 24, 2019", as noted correctly in Section V(3)-Findings of Fact-Procedural Findings.

Dockets PDA 4-18 and S 3-18:

1. The "Date Deemed Complete" on Page 1 of the Decision Document should read "January 24, 2019", as noted correctly in Section V(3)-Findings of Fact-Procedural Findings.
2. The Finding for Policies 99.00 and 118.00(3) should be amended to read:

FINDING: SATISFIED WITH CONDITION #15 (PDA 4-18) and #12 (S 3-18). Staff concurs with the applicant's findings, and adds that the proposed street access for the proposed development is adequate based on the Traffic Impact Analysis provided. The Traffic Impact Analysis (TIA) provides analysis, and includes a project impact summary with conclusions on page 12, which demonstrate this criterion is satisfied with conditions. With a condition to limit the total number of dwelling units to 108 before the opening of Shadden Drive, this criterion is satisfied. The intersection diagram and tables below show the traffic volumes at the different intersections. The findings from the TIA are summarized below.



Average Daily Weekday Traffic - Before Opening Shadden Connection

Location	ADT (inbound and outbound)			PM Peak Estimate		
	Existing	New	Combined	Existing	New	Combined (in/out)
A (Existing + 100% of new)	180	1,020	1,200	18	107	125 (76/44)
B (70% of exist., and 70% of new)	126	714	840	13	75	88 (55/33)
C (30% exist., and 30% of new)	54	306	360	5	32	37 (23/14)
D	440	714	1,154	44	75	119 (75/44)
E	320	306	626	32	32	64 (40/24)
F (Shadden)	0	0	0	0	0	0

Average Daily Weekday Traffic - After Opening Shadden Connection

Location	ADT (inbound and outbound)			PM Peak Estimate		
	Existing	New	Combined	Existing	New	Combined (in/out)
A (existing, and 20% of new)	180	204	384	18	21	38 (24/14)
B (70% of exist., and 14% of new)	126	143	269	13	14	27 (17/10)
C (30% of exist., and 6% of new)	54	61	115	5	6	12 (8/4)
D	440	143	583	44	14	58 (37/21)
E	320	61	381	32	6	38 (24/14)
F (Shadden - 80% of new)	0	816	816	0	81	81 (51/30)

Chapter 3 of the Traffic Impact Analysis evaluates traffic impacts using the following measures.

- Volume to Capacity Ratio (v/C ratio)
- Level of Service (LOS)
- Neighborhood Livability Evaluation

The analysis evaluates traffic impacts before and after the opening of Shadden Drive.

Volume to Capacity Ratio (V/C Ratio) and Level of Service (LOS)

- For v/c ratio, the City's operating standard is a v/c ratio of <0.9.
- For LOS, the City does not have an operating standard. The LOS categories A through F are described in Chapter 2 of the TIA. LOS A through C indicate conditions where traffic moves without significant delay over periods of peak hour travel demand.
- Table 5 addresses v/c ratio and LOS before the opening of Shadden Drive. The v/c ratios are substantially below the 0.9 v/c ratio for the two study intersections for both am and pm peak hour. Neither exceeds a v/c ratio of 0.31. The LOS is "C" for the two study intersections for both am and pm peak hour.
- Table 6 addresses v/c ratio and LOS after the opening of Shadden Drive. The v/c ratios are substantially below the 0.9 v/c ratio for the two study intersections for both am and pm peak hour. Neither exceeds a v/c ratio of 0.17. The LOS at NW Oak Ridge Dr/NW Baker Creek Rd is "C" for both am and pm peak hour. The LOS at Merlot Drive/NW Baker Creek Rd is "C" for the am peak hour and "B" for the PM peak hour.

Neighborhood Livability Evaluation

The evaluation was based on the City's design capacity of 1,200 vehicles per day for local residential streets. During the interim condition, there would be one location that would experience 1,200 ADT during the interim condition upon full build-out of the subdivision prior to the opening of Shadden Drive. The 1,200 trips are distributed to two streets immediately south of that intersection.