



City of McMinnville
Planning Department
231 NE Fifth Street
McMinnville, OR 97128
(503) 434-7311

www.mcminnvilleoregon.gov

Planning Commission
McMinnville Civic Hall, 200 NE 2nd Street
July 19, 2018

5:30 PM Work Session

6:30 PM Regular Meeting

Welcome! All persons addressing the Planning Commission will please use the table at the front of the Council Chambers. All testimony is electronically recorded. Public participation is encouraged. Public Hearings will be conducted per the outline on the board in the front of the room. The Chair of the Planning Commission will outline the procedures for each public hearing.

If you wish to address Planning Commission on any item not on the agenda, you may respond as the Planning Commission Chair calls for "Citizen Comments."

Commission Members	Agenda Items
Roger Hall, Chair	5:30 PM - WORK SESSION – COUNCIL CHAMBERS
Zack Geary, Vice-Chair	1. Call to Order
Erin Butler	2. Discussion Items
Martin Chroust-Masin	<ul style="list-style-type: none">Office Residential Zone Discussion
Susan Dirks	3. Adjournment
Gary Langenwalter	
Roger Lizut	
Lori Schanche	
Erica Thomas	

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.

*Please note that these documents are also on the City's website, www.mcminnvilleoregon.gov. You may also request a copy from the Planning Department.



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Commission Members	Agenda Items
Roger Hall, Chair Zack Geary, Vice-Chair Erin Butler Martin Chroust-Masin Susan Dirks Gary Langenwalter Roger Lizut Lori Schanche Erica Thomas	<p>6:30 PM – REGULAR MEETING – COUNCIL CHAMBERS</p> <ol style="list-style-type: none"> 1. Call to Order 2. Citizen Comments 3. Approval of Minutes: 4. Public Hearing: <ol style="list-style-type: none"> <u>A. Comprehensive Plan Map Amendment & Zone Change (CPA 1-18 & ZC 1-18)</u> (Exhibit 1) <p>Request: Approval to amend the Comprehensive Plan Map designation of a property from Industrial to Residential, and to rezone the property from M-1 (Light Industrial) to R-4 (Multiple-Family Residential) to allow for development of residential uses that are permitted in the R-4 (Multiple-Family Residential) zone.</p> <p>Location: The subject site is zoned M-1 (Light Industrial) and is located at 1601 NE McDaniel Lane and is more specifically described as Tax Lot 7100, Section 16DB, T.4 S., R.4 W., W.M.</p> <p>Applicant: Daniel Danicic</p>

5. Discussion Items

- Long Range Planning Project Updates

6. Old/New Business

7. Commissioner/Committee Member Comments

8. Staff Comments

9. Adjournment

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EXHIBIT 1 - STAFF REPORT

DATE: July 19, 2018
TO: Planning Commissioners
FROM: Chuck Darnell, Senior Planner
SUBJECT: CPA 1-18 / ZC 1-18 – 1601 NE McDaniel Lane

Report in Brief:

This is a public hearing to consider applications for a Comprehensive Plan Map amendment and a zone change for a property. The property is currently designated as Industrial on the Comprehensive Plan Map and zoned M-1 (Light Industrial). The requests are to amend the Comprehensive Plan Map designation to Residential, and to rezone the property to R-4 (Multiple-Family Residential) to allow for development of residential uses that are permitted in the R-4 (Multiple-Family Residential) zone. The subject site is located at 1601 NE McDaniel Lane, and is more specifically described as Tax Lot 7100, Section 16DB, T. 4 S., R. 4 W., W.M.

Background:

The subject site is currently used industrially as a concrete contractor's shop and storage yard. The site is developed with one building on the southern portion of the site, and the remaining northern portion of the site is open gravel area used as parking and equipment and material storage. The site is bounded on the east by NE McDaniel Lane and on the south by the Southern Pacific Railroad corridor. To the east across NE McDaniel Lane is a vacant industrially zoned property, and to the south across the railroad corridor is another industrial property that is in the process of being redeveloped into a marijuana processing and production facility. The property to the north is zoned R-4 (Multiple-Family Residential) and the existing use is a single story apartment complex. The property to the west is zoned R-2 (Single Family Residential), with existing single family homes immediately adjacent to the subject site in the Montrose Subdivision.

The subject site is identified below:

Attachments:

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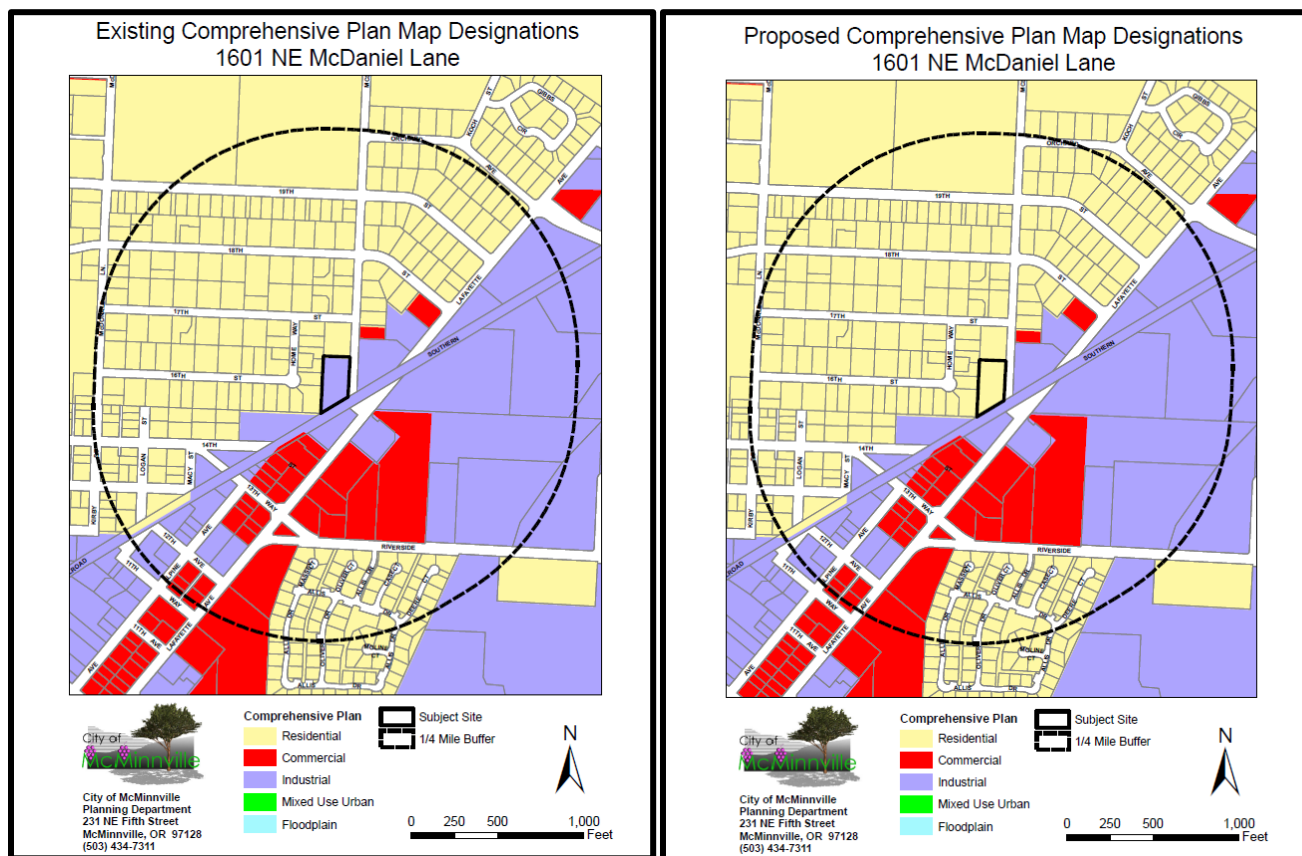
Attachment B: Decision, Conditions of Approval, Findings of Fact and Conclusionary Findings for the Approval of a Zone Change from M-1 (Light Industrial) to R-4 (Multiple-Family Residential) at 1601 NE McDaniel Lane

Site Reference Map

Attachments:

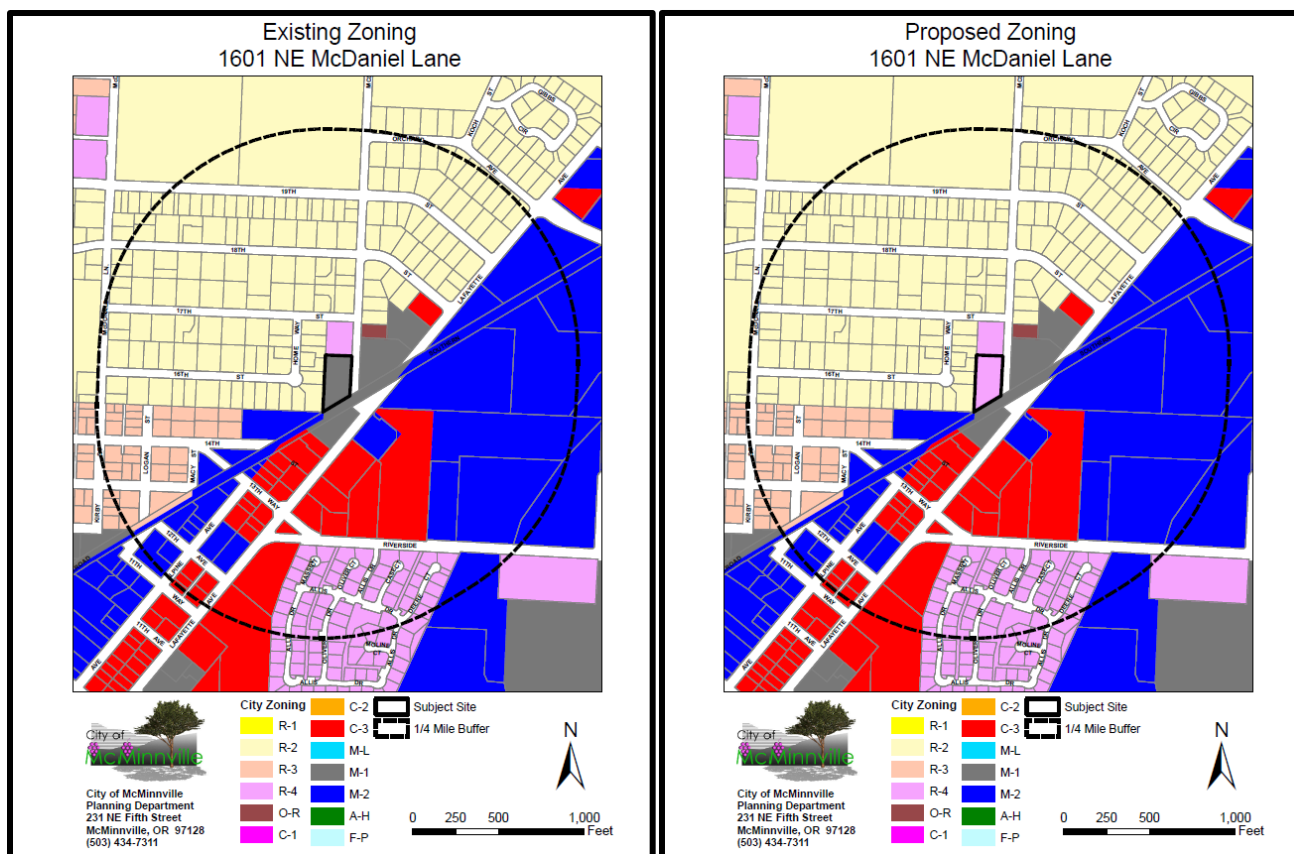
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Reference maps showing the existing and proposed Comprehensive Plan Map and zoning designations of the subject site and the surrounding properties are provided below:



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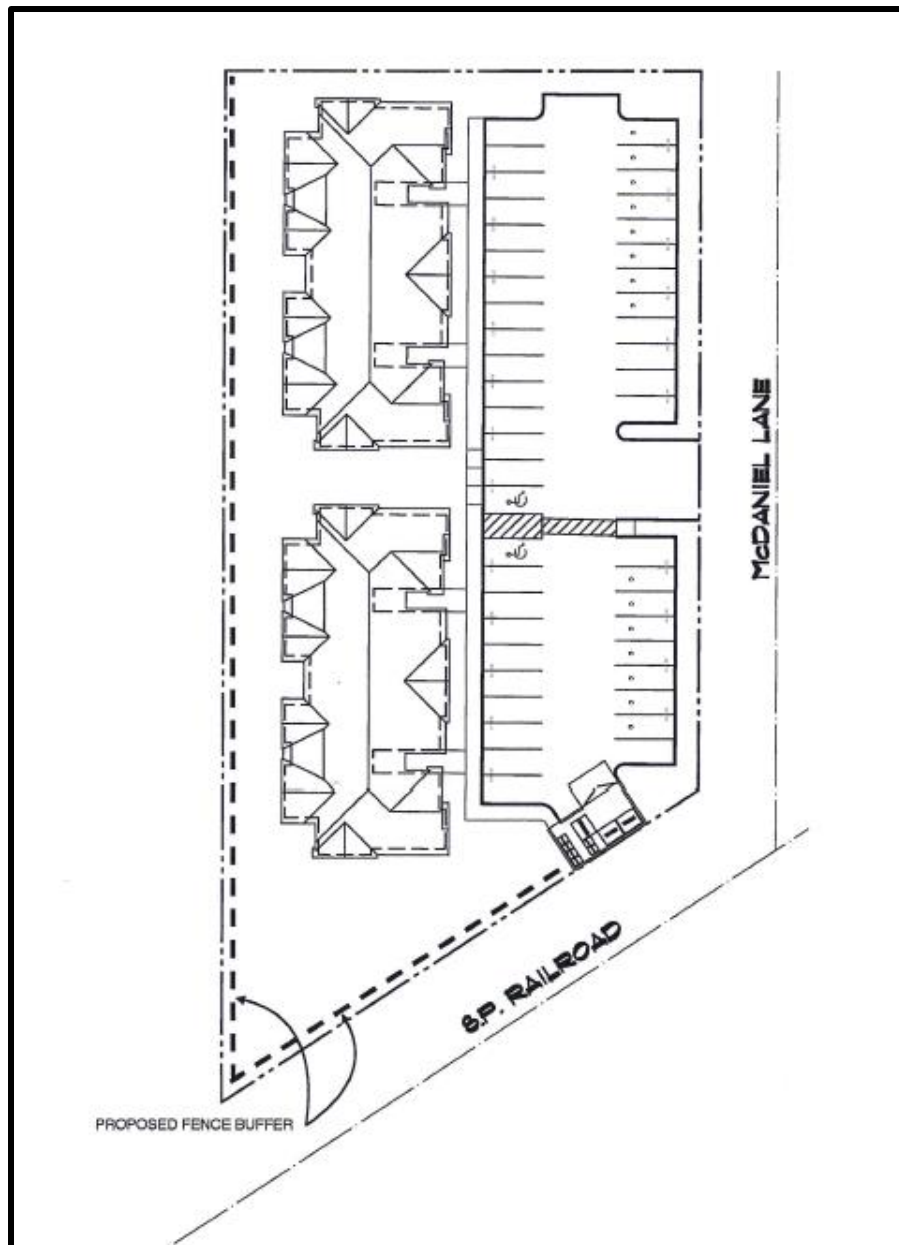
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The applicant has submitted a conceptual development plan for the site, which they have specifically requested to not be binding on the site in any way, to depict the potential multiple-family residential uses they anticipate to construct on the site. The concept plan shows the development of 24 dwelling units in a two separate two-story buildings. The concept plan, which again is not proposed to be binding on the site, is identified below:

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Discussion:

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 and zone change requests utilizing the criteria in Section 17.74.020 of the McMinnville Zoning Ordinance.

There are two concurrent requests being made by the applicant. The first is a Comprehensive Plan Map amendment to amend the designation of the property from Industrial to Residential. The second is to change the zoning of the property from M-1 (Light Industrial) to R-4 (Multiple-Family Residential). Both requests are subject to the same review criteria in Section 17.74.020 of the McMinnville Municipal Code. However, each request will be reviewed as a separate request and application.

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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 Industrial to Residential. The

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 V (Housing and Residential Development). 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 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 Industrial to Residential.

The most recently acknowledged Economic Opportunities Analysis for the City of McMinnville, which was finalized in November 2013, identified a surplus of industrial land within the McMinnville Urban Growth Boundary. The surplus was identified at an amount of 235.9 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				
	Commercial	Industrial	Total	Comments
Vacant Land Demand				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
Totals	166.8	153.2	319.9	Employment land demand
Available Land Supply				Fully & partially vacant sites
2013 BLI Update	130.9	389.1	520.0	Revised per BLI update 7/13
Surplus/(Deficit)	(35.8)	235.9	200.1	As of 2033 forecast year
Notes:	All acreage figures are rounded to nearest 1/10 th of an acre.			
Source:	E. D. Hovee & Company, LLC.			

Additionally, the applicant refers to the most recently acknowledged Residential Buildable Lands Inventory, which was prepared in 2001, that identified a need for additional land for housing uses. 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. More specifically, the analysis identified a need of 162 acres of R-4 (higher density) zoned land. The planning horizon in the 2001 McMinnville Buildable Land Needs Analysis and Growth Management Plan was 2020, and since the time of that analysis, approximately 56.2 acres of land have been rezoned to R-4 (Multiple-Family Residential).

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The applicant has argued that the Comprehensive Plan Map amendment is justified, given that the slight reduction in industrial land will not impact the surplus of industrial land identified in the 2013 Economic Opportunities Analysis and the additional residential land will result in a reduction in the deficit of residential land identified in the 2001 McMinnville Buildable Land Needs Analysis and Growth Management Plan. 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) would be satisfied by the proposed Comprehensive Plan Map amendment.

There are additional Comprehensive Plan goals and policies that relate to the designation of high density residential zones, but those are more applicable to the zone change request to R-4 (Multiple-Family Residential) and will be addressed in the analysis of that request below.

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 surrounding area is widely varying. Both residential and industrial land uses are located adjacent to the subject site. Commercial land uses are also present within one quarter mile of the subject site. The properties that share direct boundaries and are immediately adjacent to the subject site, to the north and west, are all designated as Residential on the Comprehensive Plan Map. Other adjacent properties that are designated as Industrial are separated from the subject site by either public right-of-way (McDaniel Lane) or the Southern Pacific Railroad corridor.

The subject site is located on the fringe of an area that is predominately guided for commercial and industrial land uses on the Comprehensive Plan Map. The commercial and industrial uses in this area are generally bounded on the north and west by the Southern Pacific Railroad corridor. Properties located immediately north of and adjacent to the railroad corridor, as the subject site is, vary in terms of their land use designation. North of the railroad corridor between Hembree Street and 18th Street there are twelve properties that are designated as Industrial on the Comprehensive Plan Map. There are also groups of properties on the north side of the railroad corridor that are designated as Residential. These exist in the vicinity of both the southern terminus of Hembree Street and Logan Street. Therefore, the proposed designation of the subject site as Residential is not inconsistent with the development pattern in the surrounding area where residential uses are located immediately adjacent to the railroad corridor.

Given the surrounding land uses and development pattern, the proposed amendment of the Comprehensive Plan Map designation from Industrial to Residential is orderly and timely. The residential land use will be more compatible with the other immediately adjacent residential lands than an industrial land use. The use of the subject site as a residential use will also provide additional buffering and separation between existing residential land uses to the north and west from the higher concentration of industrial and commercial land uses to the south across the Southern Pacific Railroad corridor.

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 residential development density at the subject site. The adopted Wastewater Conveyance System Master Plan anticipated an industrial flow

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contribution of 12 dwelling unit equivalents (EDU's) from the subject site. Based on the size of the site at 43,557 square feet and assuming that the highest density residential zone (R-4) was approved, the maximum allowable density would be 29 multifamily dwelling units (based on the lot size requirement of 1,500 square feet per dwelling unit). However, the applicant is anticipating the development of 24 dwelling units, given other site improvements that would be required for a multiple family development project. The Engineering Department has stated that the 12 additional dwelling units, for a total of 24 units, would not significantly impact the City's wastewater system.

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 24 dwelling units on site. The traffic analysis showed that no increase in delay would occur at three of the four intersections included in the analysis. The only increase in delay occurred at the intersection of McDaniel and Lafayette, and was only an increase of 0.1 seconds per vehicle during the AM peak hour and an increase of 0.3 seconds per vehicle during the PM peak hour. The minimal increase in delay at that intersection and the trips introduced to the surrounding street system by the proposed development did not have any impact on the overall level of service of any intersection within the study area. The new access to the site on McDaniel was also shown to operate at a level of service of "B" in both the 2018 AM and PM peak hours.

The Engineering Department has reviewed the traffic impact analysis, and does not have any concerns with the analysis or the findings. As noted in more detail above, the maximum allowable density of the subject site would be 29 multifamily dwelling units. The traffic impact analysis did not account for this maximum allowable density, as it assumed only the 24 dwelling units that the applicant anticipates constructing on the site. This could limit the development potential of the site, and will be addressed in more detail in the analysis of the zone change request below.

Zone Change Request (ZC 1-18)

As discussed above, the applicant is requesting an amendment of the Comprehensive Plan Map designation of the property from Industrial to Residential. Should that Comprehensive Plan Map amendment be recommended for approval, the applicant is also requesting that the property be rezoned from M-1 (Light Industrial) to R-4 (Multiple-Family Residential) to allow for the development of residential uses permitted in the R-4 zone.

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.

General Comprehensive Plan Goals & Policies

The Comprehensive Plan goals and policies most applicable to the zone change request are found in Chapter V (Housing and Residential Development). Goal V 1 is to "promote development of affordable, quality housing for all city residents" and Goal V 2 is to "promote a residential development pattern that is land intensive and energy-efficient that provides for an urban level of public and private services". Policies to support these goals include providing opportunities for the development of a variety of housing types and densities (Policy 58.00), encouraging a compact form of urban development by directing residential growth to areas where services are available (Policy 68.00), and designating specific lands in the urban growth boundary as residential to meet future projected housing needs (Policy 71.00). These

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broader goals and policies can be satisfied by the arguments that the most recently acknowledged Economic Opportunities Analysis and Buildable Land Needs Analysis identify a surplus of industrial land and a deficit of residential land for housing uses. The industrial land surplus was identified at an amount of 235.9 acres, as shown in Figure 26 from the Economic Opportunities Analysis. The residential land deficit was identified at over 1,000 acres in Table B-11 of Appendix B, with a specific deficit of 162 acres of R-4 (higher density) zoned land. The planning horizon in the 2001 McMinnville Buildable Land Needs Analysis and Growth Management Plan was 2020, and since the time of that analysis, approximately 56.2 acres of land have been rezoned to R-4 (Multiple-Family Residential). The zone change, along with the accompanying Comprehensive Plan Map amendment, would result in a reduction of the residential land deficit to 104.8 acres without significantly impacting the industrial land surplus.

While the request satisfies multiple Comprehensive Plan goals and policies by providing for additional R-4 zoned land that is identified as a needed land type, there are more specific policies to apply to the zone change request to determine whether the specific subject site is appropriate for higher density development. Those policies provide specific factors to be considered in the designation of areas for medium and high-density residential development (Policy 71.09 and 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).

Locational Comprehensive Plan Policies

Comprehensive Plan Policy 71.09 provides the following factors for the consideration of medium density residential development, as follows:

1. Areas that are not committed to low density development;
2. Areas that have direct access from collector or arterial streets;
3. Areas that are not subject to development limitations such as topography, flooding, or poor drainage;
4. Areas where the existing facilities have the capacity for additional development;
5. Areas within one-quarter mile of existing or planned public transportation; and,
6. Areas that can be buffered from low density residential areas in order to maximize the privacy of established low density residential areas.

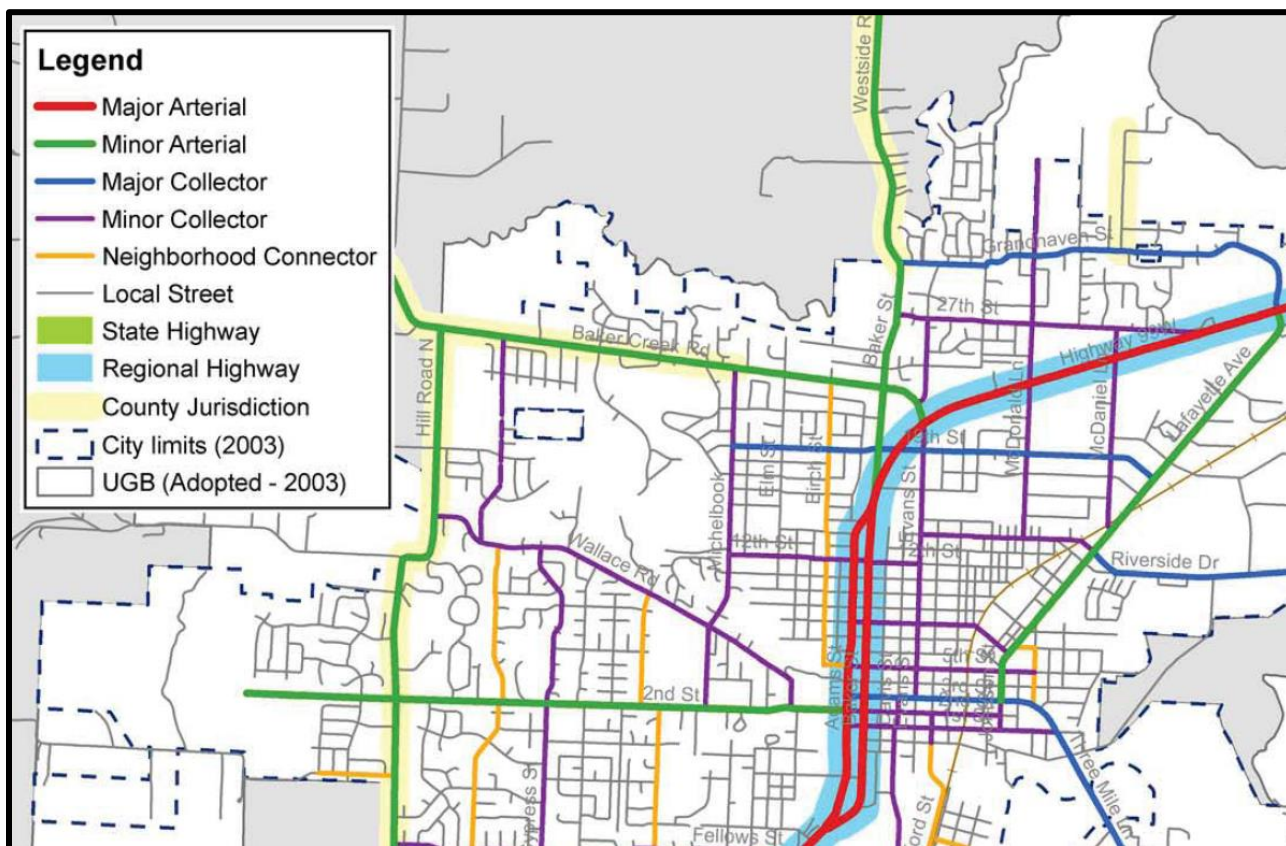
The subject site meets many of the factors described in Policy 71.09. The site is not committed to low density development, as it is currently designated and zoned for industrial use. There are not any major development limitations with the subject site, and the Engineering Department has not identified any issues with providing services and infrastructure to the subject site to support higher density residential development.

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The site is accessed from McDaniel Lane, which is classified as a minor collector street in the City of McMinnville Transportation System Plan. The street functional classification system can be seen below:



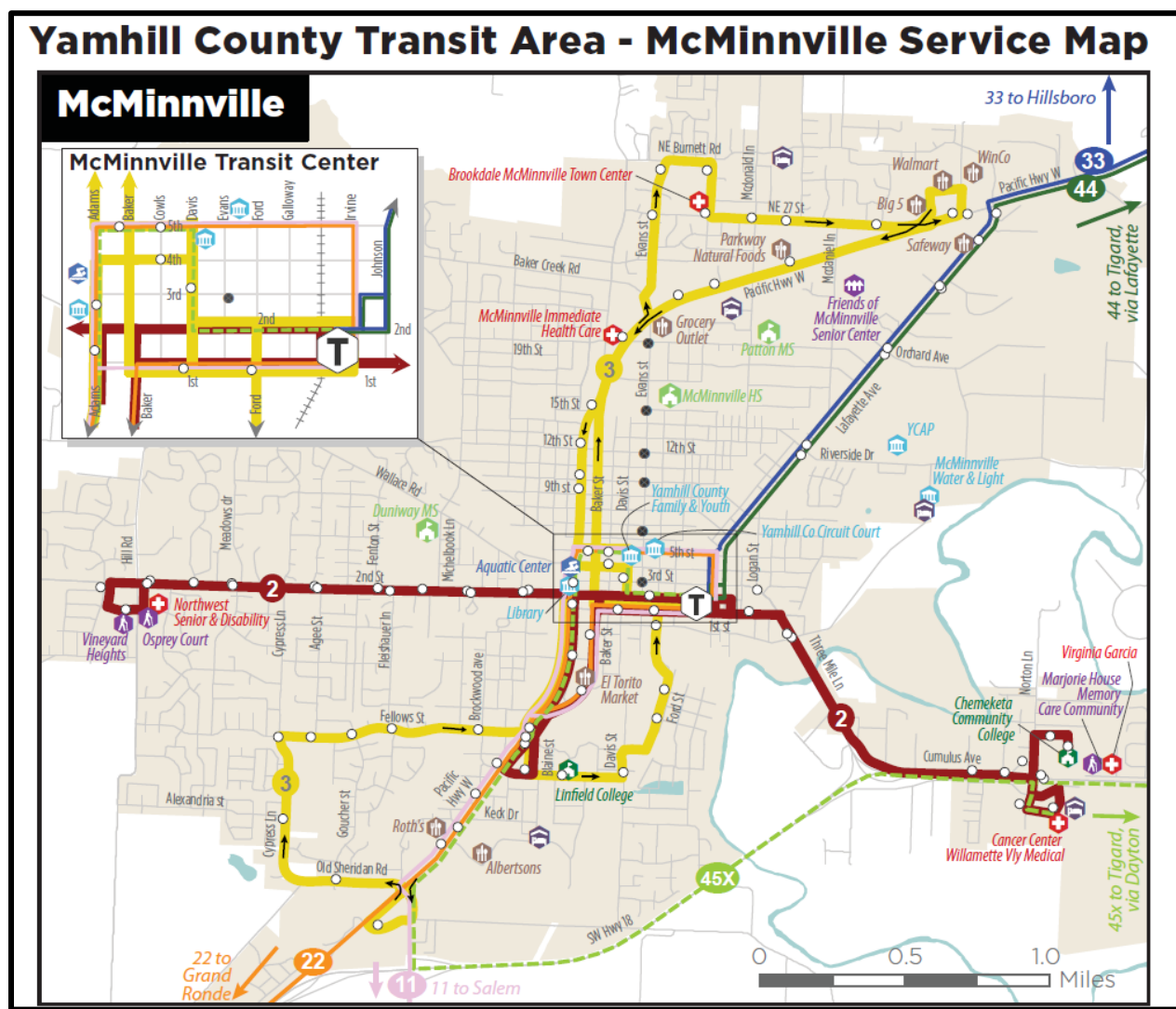
The site is also located in close proximity to existing public transportation. Routes 33 and 44 run on Lafayette Avenue, with identified stops on the route schedules at both Riverside Drive and Orchard Avenue. The intersection of Lafayette Avenue and Riverside Drive is located well within one-quarter mile of the subject site, and the intersection of Lafayette Avenue and Orchard Avenue is just slightly over one-quarter mile of the subject site. While Routes 33 and 44 are both commuter-type routes that run from McMinnville to Hillsboro and Tigard, the routes do run in both directions throughout the day. This would allow a transit rider to board the westbound bus and connect to other local, hourly-service routes at the McMinnville Transit Center. Routes 33 and 44 do not provide consistent hourly service throughout the day, but have more frequent service in the morning and evening hours and periodic service (between one and two and a half hours) mid-day.

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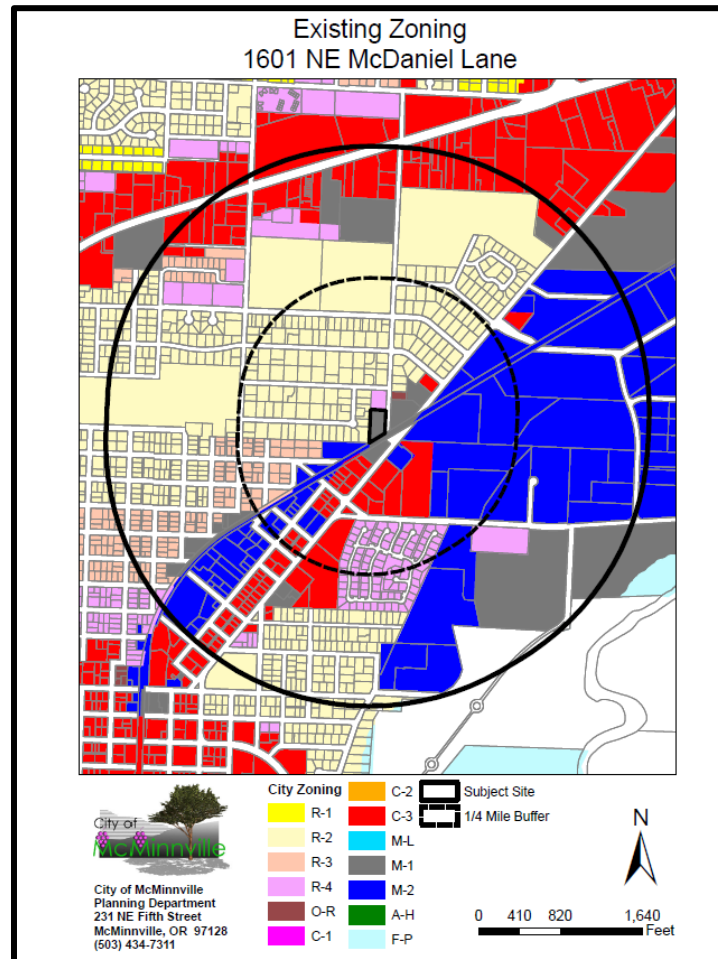
A view of the McMinnville transit map, which identifies Routes 33 and 44 on Lafayette Avenue, is provided below:



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A map showing buffers of the subject site at both one-quarter and one-half miles is also provided below. The intersection of Riverside Drive is within the one-quarter mile buffer of the subject site.



The final factor to be considered in the designation of an area for medium density residential use is that the site can be buffered from low density residential areas in order to maximize the privacy of established low density residential areas. The areas immediately adjacent to the subject site to the west are established low density, single family residential areas. Based on the orientation of the subject site and its access onto McDaniel Lane, the front yard of the site would be along the east property line. This would result in the west property line being treated as the rear yard. The rear yard setback in the R-4 zone is 20 feet. While this will provide space between the adjacent single family uses and the multiple-family residential uses that would be allowed on the site, there still could be adverse impacts of multiple-family development on the adjacent single family uses. One of those impacts could be additional vehicular traffic, noise, and headlight glare, as drive aisles and parking spaces do not require any specific setback in the R-4 zone.

To mitigate this, and to meet the Comprehensive Plan policy that requires buffering from low density residential areas, staff is suggesting a condition of approval be included to require a dedicated 10 foot landscaped area along the entire west property line. The landscaped area should include sight-obscuring fencing along the property line and dense evergreen trees and shrubs within the 10 foot landscaped area to provide adequate buffering between the adjacent single family uses and the multiple-family development site.

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In addition, a condition of approval is being recommended to increase required setbacks if the maximum building height normally allowed in lower density residential zones is exceeded to better buffer the multiple-family development site from the adjacent low density residential areas. Currently the R-4 (Multiple Family Residential) zone states all yards shall be increased over the requirements of the R-4 section by one (1) foot for each two (2) feet of building height over 35 (thirty-five) feet (Section 17.21.040). Since the subject site is adjacent to existing single family residential development, it is recommended that the language for increasing the yard setbacks relative to building height over 35 (thirty-five) feet be increased to one (1) foot for each one (1) foot of building height over 35 (thirty-five) feet (which is the maximum building height in the adjacent R-2 zone).

Comprehensive Plan Policy 71.13 continues with additional 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 R-4 (Multiple-Family Residential):

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.

As discussed in more detail above, the subject site is not committed to low or medium density development, does not have development limitations, and has no issues with the provision of utilities and services to serve higher density residential development. The condition of approval noted above related to the landscaped buffer area along the entire west property line would provide for the buffering from low density residential areas required of high density residential development areas.

The site does not have direct access to a major collector or arterial street. As shown in the Transportation System Plan street functional classification system map above, McDaniel Lane is classified only as a minor collector. However, the applicant has argued that the site is in close proximity to Lafayette Avenue, which is designated as a minor arterial on the street functional classification system map. The applicant has also submitted a traffic impact analysis that shows that the zone change and subsequent construction of a multiple-family development on the subject site would not have any significant or adverse impacts on the surrounding street system. Comprehensive Plan Policy 91.00 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 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.

Also as discussed in more detail above, existing transit service is located in close proximity to the site. Routes along Lafayette Avenue include stops within one-quarter mile of the subject site. However, the high density factors require that the area designated for high density development be located within a one-half mile corridor centered on transit routes. The site is clearly within a one-half mile corridor of the existing transit routes on Lafayette Avenue, but with this expanded allowance, the site is also within a one-half mile corridor of the existing, higher frequency transit route on Highway 99W (Route 3 which runs hourly).

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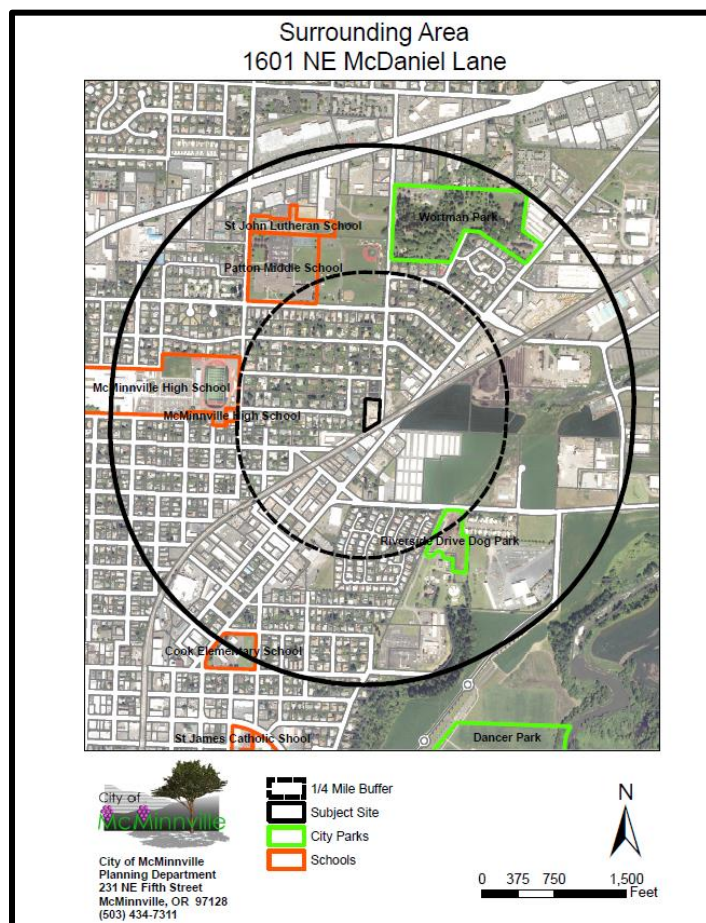
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The subject site is located within one-quarter mile of commercially zoned property. The McMinnville Municipal Code does not have any definition of neighborhood or general commercial shopping centers, so the commercial designation of property needs to be used in analyzing this Comprehensive Plan policy and high density locational factor. The commercially zoned property within one-quarter mile of the subject site is zoned to allow general retail, service, and shopping type uses.

The subject site is not located adjacent to private or public open space. There is only one public park within one-quarter mile of the subject site, but that is the Riverside Drive Dog Park and is designed specifically for a subset of the population that would be seeking recreational space for their pets. The next closest public open space would be Wortman Park, which is located slightly over one-quarter mile from the subject site. There is some school property within one-quarter mile of the site, but this is private property and is not necessarily readily available for use by the general public. The factor for high density residential development calls for open space to be adjacent to the site, not within a certain distance. While there are some opportunities for access to open space within one-half mile of the subject site, there is not any usable open space adjacent to the site. Therefore, staff is recommending a condition of approval to require that, if the site is developed with multiple-family residential uses, an area equivalent to 10 percent of the gross size of the site shall be reserved for usable open space for residents of the multiple-family development site. The condition of approval should clarify that the usable open space area will be in addition to the required landscape areas along the west and south property lines. The condition of approval should also state that the usable open space area shall be a contiguous area, shall be located outside of the front yard setback area, and may be counted towards the minimum 25 percent of the site area that must be landscaped.

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



Attachments:

Attachment A: Decision, Findings of Fact and Conclusionary Findings for the Approval of a Comprehensive Plan Map Amendment from an Industrial Designation to a Residential Designation at 1601 NE McDaniel Lane;

Attachment B: Decision, Conditions of Approval, Findings of Fact and Conclusionary Findings for the Approval of a Zone Change from M-1 (Light Industrial) to R-4 (Multiple-Family Residential) at 1601 NE McDaniel Lane

Multiple-Family Development Comprehensive Plan Policies

The Comprehensive Plan includes specific policies that must be achieved with the development of multiple-family uses on any particular site. Some of these are similar to the locational factors in Policies 71.09 and 71.13, including the street access to the site, and the site's proximity to transit routes and general commercial shopping centers. One 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 within one-quarter mile of schools, areas that could be developed with general commercial shopping uses, and public transportation. There is also one park (Riverside Drive Dog Park) within one-quarter mile of the site, and one larger park (Wortman Park) just over one-quarter mile from the site.

One additional multiple-family development policy that is applicable to the subject site is Policy 92.01, which states that "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". The subject site is located immediately adjacent to an active railroad corridor, which bounds the subject site on the south. As railroad lines are listed as a specific "incompatible use" in the Comprehensive Plan policy, the use of the subject site for higher density housing must include design factors that buffer the development from the "incompatible" railroad corridor. Therefore, staff is suggesting a condition of approval be included to require a dedicated 20 foot landscaped area along the entire south property line. The landscaped area should include sight-obscuring fencing along the property line and dense evergreen trees and shrubs within the 20 foot landscaped area to provide adequate buffering between the multiple-family residential uses and the adjacent railroad corridor.

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 surrounding area is widely varying. Both residential and industrial uses and zones are located adjacent to the subject site. Commercially zoned lands are also present within one-quarter mile of the subject site. The properties that share direct boundaries and are immediately adjacent to the subject site, to the north and west, are all zoned residential. The properties immediately to the west are a lower density residential (R-2 – Single Family Residential), and the property immediately to the north is higher density residential (R-4 – Multiple-Family Residential). Other adjacent properties that are zone M-1 (Light Industrial) are separated from the subject site by either public right-of-way (McDaniel Lane) or the Southern Pacific Railroad corridor.

The subject site is located on the fringe of an area that is predominately guided for commercial and industrial land uses on the Comprehensive Plan Map and zoned as a mixture of industrial and commercial. The commercial and industrial uses in this area are generally bounded on the north and west by the Southern Pacific Railroad corridor. Just to the southwest of the subject site is also the northern boundary of the Northeast Gateway Planned Development Overlay District, which is a mixed use district that allows for a variety of housing, commercial, and light industrial uses. Properties located immediately north of and adjacent to the railroad corridor, as the subject site is, vary in terms of their zoning classifications. North of the railroad corridor between Hembree Street and 18th Street there are twelve properties that are zoned either M-1 (Light Industrial) or M-2 (General Industrial). There are also groups of properties on the north side of the railroad corridor that are zoned residentially. Most of these residential areas are lower density zones (R-2 – Single Family Residential), and these exist in the vicinity

Attachments:

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of both the southern terminus of Hembree Street and Logan Street. However, immediately adjacent to the subject site to the north is an existing higher density zoned (R-4 – Multiple-Family Residential) property. Given the variety of zoning classifications in the areas along the railroad corridor and the presence of R-4 (Multiple-Family Residential) zoned land immediately adjacent to the subject site, the proposed zone change to R-4 (Multiple-Family Residential) is not inconsistent with the development pattern in the surrounding area.

The proposed residential land use will also be more compatible with the other immediately adjacent residential lands than an industrial land use. The use of the subject site as a residential use will also provide additional buffering and separation between existing residential land uses to the north and west from the higher concentration of industrial and commercial land uses to the south across the Southern Pacific Railroad corridor. However, the proposed zone change would result in a higher density residential use than most of the adjacent residential properties to the west of the subject site. The conditions of approval suggested by staff above would mitigate any potential impact to surrounding land uses and result in a development more compatible with the surrounding area. The conditions of approval would also result in a multiple-family development site that is more functional for the eventual residents of site. As a summary, those conditions of approval include dense landscaped buffers along the west and south portions of the site, an increase in yard setbacks if building heights exceed the height allowed in the lower density residential zones, and the provision of usable open space within the site.

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 residential development density at the subject site. The adopted Wastewater Conveyance System Master Plan anticipated an industrial flow contribution of 12 dwelling unit equivalents (EDU's) from the subject site. Based on the size of the site at 43,557 square feet and assuming that the highest density residential zone (R-4) was approved, the maximum allowable density would be 29 multifamily dwelling units (based on the lot size requirement of 1,500 square feet per dwelling unit). However, the applicant is anticipating the development of 24 dwelling units, given other site improvements that would be required for a multiple family development project. The Engineering Department has stated that the 12 additional dwelling units, for a total of 24 units, would not significantly impact the City's wastewater system.

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 24 dwelling units on site. The traffic analysis showed that no increase in delay would occur at three of the four intersections included in the analysis. The only increase in delay occurred at the intersection of McDaniel and Lafayette, and was only an increase of 0.1 seconds per vehicle during the AM peak hour and an increase of 0.3 seconds per vehicle during the PM peak hour. The minimal increase in delay at that intersection and the trips introduced to the surrounding street system by the proposed development did not have any impact on the overall level of service of any intersection within the study area. The new access to the site on McDaniel was also shown to operate at a level of service of "B" in both the 2018 AM and PM peak hours.

The Engineering Department has reviewed the traffic impact analysis, and does not have any concerns with the analysis or the findings. Specific tables showing the projected intersection functionality, both currently and after the incorporation of the trips that could result from the proposed zone change, are provided below:

Attachments:

Attachment A: Decision, Findings of Fact and Conclusionary Findings for the Approval of a Comprehensive Plan Map Amendment from an Industrial Designation to a Residential Designation at 1601 NE McDaniel Lane;
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ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	SB Thru	0.274	9.0	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	EB Thru	0.026	11.5	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.018	10.6	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.005	15.1	C

Existing AM Peak Hour Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	SB Thru	0.275	9.0	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	EB Thru	0.026	11.5	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.018	10.6	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.005	15.2	C
5	McDaniel at Site Access	Two-way stop	HCM 6th Edition	EB Left	0.006	10.6	B

2018 AM Peak Hour Summary with McDaniel St Apts

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	NB Thru	0.240	8.9	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	WB Thru	0.025	11.8	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.016	10.9	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.007	22.2	C

Existing PM Peak Hour Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	NB Thru	0.243	8.9	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	WB Thru	0.025	11.8	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.016	10.9	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.008	22.5	C
5	McDaniel at Site Access	Two-way stop	HCM 6th Edition	EB Left	0.003	10.7	B

2018 PM Peak Hour Summary with McDaniel St Apts

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The traffic impact analysis was also accompanied by a Transportation Planning Rule memo (dated June 22, 2018) that provided an analysis and comparison of uses allowed in both the existing industrial zone and the proposed multiple-family residential zone. Using some assumptions as to the developable area of the site for different types of industrial uses, the analysis determined that the proposed development of the site with 24 apartment units would result in less trips than another use (small office building) that would be permitted under the site's current zoning.

One issue with the traffic impact analysis was that it did not account for the maximum allowable density of the subject site if the proposed zone change was approved. As noted in more detail above, the maximum allowable density of the subject site would be 29 multifamily dwelling units. The traffic impact analysis did not account for this maximum allowable density, as it assumed only the 24 dwelling units that the applicant anticipates constructing on the site. Because the traffic impact analysis does not provide an analysis of the impacts of the maximum level of development of the subject site if the zone change to R-4 (Multiple-Family Residential) was approved, staff is suggesting a condition of approval be included to incorporate a trip cap on the future proposed multiple-family development. This trip cap would be based on the figures provided in the Transportation Planning Rule memo (dated June 22, 2018) that accompanied the traffic impact analysis report. That memo cited the Institute of Traffic Engineers (ITE) Trip Generation Manual and the number of trips that would be generated by each individual apartment unit. The average daily trips for an apartment unit is 7.32 trips per apartment (ITE 220). As the traffic impact analysis and the accompanying Transportation Planning Rule memo assumed the development of only 24 dwelling units on the subject site, the analysis assumed 176 average daily trips (24 times 7.32 trips) generated by the development of the subject site. Therefore, the condition of approval will limit the development of the site to a residential density that generates no more than 176 average daily trips as referenced in the Transportation Planning Rule memo (dated June 22, 2018), unless a subsequent traffic impact analysis is submitted by the applicant and found to be acceptable to the City.

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 document provided which includes 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 and approval with conditions of the Zone Change to the City Council. Specifically, the Planning Department suggests that the following conditions of approval be included on the approval of the zone change request:

Attachments:

Attachment A: Decision, Findings of Fact and Conclusionary Findings for the Approval of a Comprehensive Plan Map Amendment from an Industrial Designation to a Residential Designation at 1601 NE McDaniel Lane;

Attachment B: Decision, Conditions of Approval, Findings of Fact and Conclusionary Findings for the Approval of a Zone Change from M-1 (Light Industrial) to R-4 (Multiple-Family Residential) at 1601 NE McDaniel Lane

1. That the rezoning be contingent on the Comprehensive Plan Map amendment request (CPA 1-18) being approved by the McMinnville City Council.
2. That a dedicated 10 foot landscaped area be provided along the entire west property line. The landscaped area shall include sight-obscuring fencing along the property line and dense evergreen trees and shrubs within the 10 foot landscaped area to provide adequate buffering between the adjacent single family uses and the multiple-family site. The exact species and type of fencing shall be approved by the Landscape Review Committee during the review of the landscape plan for any future development of the site.
3. That a dedicated 20 foot landscaped area be provided along the entire south property line. The landscaped area shall include sight-obscuring fencing along the property line and dense evergreen trees and shrubs within the 20 foot landscaped area to provide adequate buffering between the multiple-family residential uses and the adjacent railroad corridor. The exact species and type of fencing shall be approved by the Landscape Review Committee during the review of the landscape plan for any future development of the site.
4. Yard setbacks shall be increased one foot for each foot of building height over thirty-five feet.
5. If the site is developed as multi-family residential, an additional area equivalent to 10 percent of the gross area of the site (or 4,355 square feet) shall be reserved for usable open space for residents of the multiple-family development site. The usable open space area shall be in addition to the required landscape areas along the west and south property lines. The usable open space area shall also be a contiguous area, shall be located outside of the front yard setback area, and may be counted towards the minimum 25 percent of the site area that must be landscaped.
6. That, based on the analysis provided in the submitted Traffic Impact Analysis (TIA) (June 25, 2018) and the Transportation Planning Rule memo (June 22, 2018) prepared for the applicant by Associated Transportation Engineering & Planning, Inc., the residential density allowed on this subject site shall be limited to a use that generates a maximum total of 176 trips per day (ADT) as referenced in the Transportation Planning Rule memo (June 22, 2018) unless a subsequent TIA is submitted by the applicant and the conclusions of which are found to be acceptable to the City.

The Planning Department recommends that the Planning Commission make the following motions recommending approval of CPA 1-18/ZC 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 1-18.

AND

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 ZC 1-18, SUBJECT TO THE CONDITIONS OF APPROVAL PROVIDED IN THE DECISION DOCUMENT.

CD:sjs

Attachments:

Attachment A: Decision, Findings of Fact and Conclusionary Findings for the Approval of a Comprehensive Plan Map Amendment from an Industrial Designation to a Residential Designation at 1601 NE McDaniel Lane;

Attachment B: Decision, Conditions of Approval, Findings of Fact and Conclusionary Findings for the Approval of a Zone Change from M-1 (Light Industrial) to R-4 (Multiple-Family Residential) at 1601 NE McDaniel Lane



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

503-434-7311
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DECISION, FINDINGS OF FACT AND CONCLUSIONARY FINDINGS FOR THE APPROVAL OF A COMPREHENSIVE PLAN MAP AMENDMENT FROM AN INDUSTRIAL DESIGNATION TO A RESIDENTIAL DESIGNATION AT 1601 NE MCDANIEL LANE

DOCKET: CPA 1-18 (Comprehensive Plan Map Amendment)

REQUEST: Approval to amend the Comprehensive Plan Map designation of a property from Industrial to Residential to allow for the development of residential uses on the subject site.

LOCATION: The subject site is located at 1601 NE McDaniel Lane, and more specifically described as Tax Lot 7100, Section 16DB, T. 4 S., R. 4 W., W.M., respectively.

ZONING: The subject site's current zoning is M-1 (Light Industrial).

APPLICANT: Daniel Danicic

STAFF: Chuck Darnell, Senior Planner

DATE DEEMED COMPLETE: June 5, 2018

HEARINGS BODY: McMinnville Planning Commission

DATE & TIME: July 19, 2018. Civic Hall, 200 NE 2nd Street, McMinnville, Oregon.

HEARINGS BODY: McMinnville City Council

DATE & TIME: August 14, 2018. Civic Hall, 200 NE 2nd Street, McMinnville, Oregon.

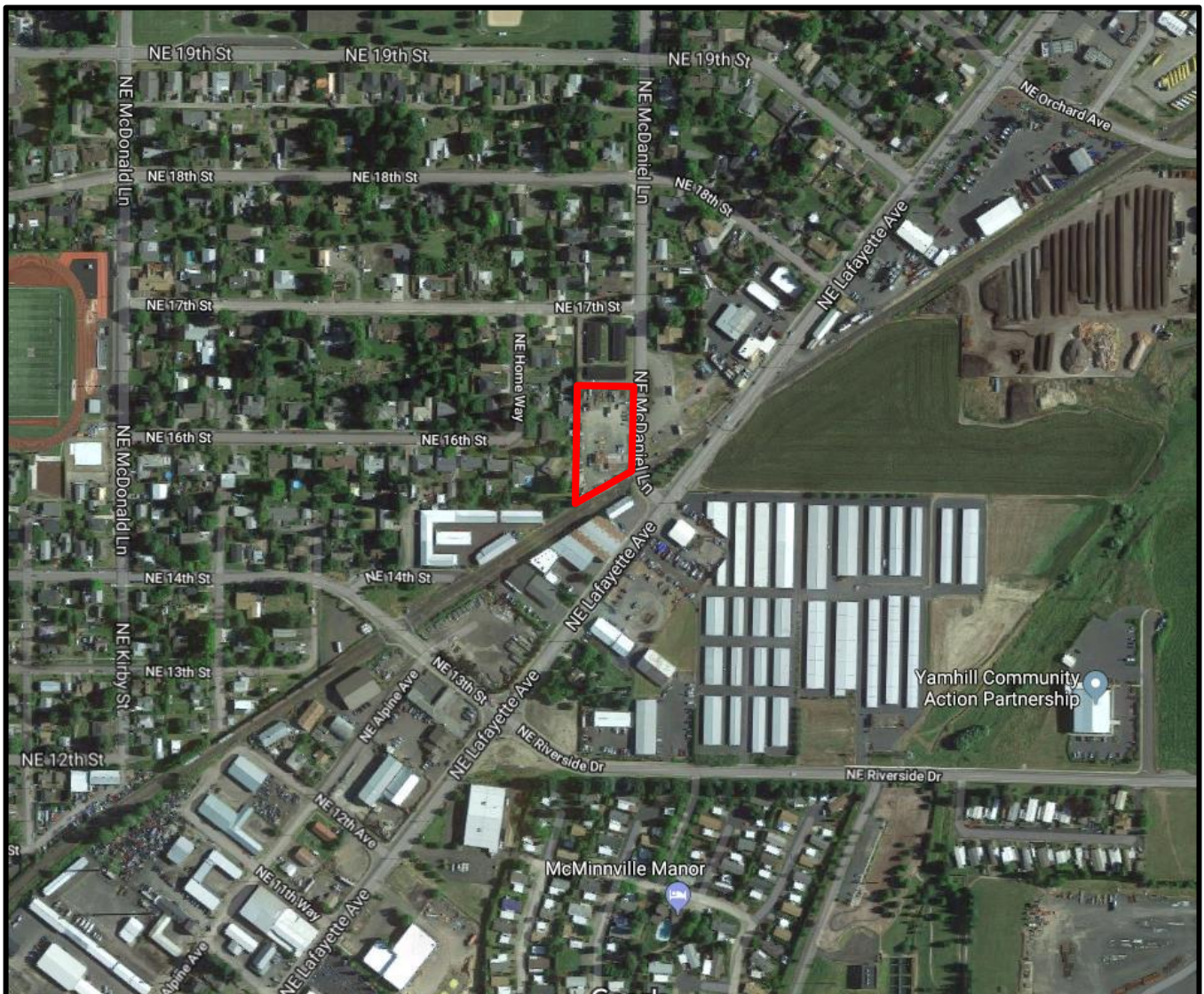
COMMENTS: This matter was referred to the following public agencies for comment: McMinnville Fire Department, Police Department, Engineering Department, Building Department, Parks Department, City Manager, and City Attorney; McMinnville Water and Light; McMinnville School District No. 40; Yamhill County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

APPLICATION SUMMARY:

The application is a request to amend the Comprehensive Plan Map designation of the property at 1601 NE McDaniel Lane from Industrial to Residential to allow for the development of residential uses on the subject property.

The subject site is currently used industrially as a concrete contractor's shop and storage yard. The site is developed with one building on the southern portion of the site, and the remaining northern portion of the site is open gravel area used as parking and equipment and material storage. The site is bounded on the east by NE McDaniel Lane and on the south by the Southern Pacific Railroad corridor. To the east across NE McDaniel Lane is a vacant industrially zoned property, and to the south across the railroad corridor is another industrial property that is in the process of being redeveloped into a marijuana processing and production facility. The property to the north is zoned R-4 (Multiple-Family Residential) and the existing use is a single story apartment complex. The property to the west is zoned R-2 (Single Family Residential), with existing single family homes immediately adjacent to the subject site in the Montrose Subdivision.

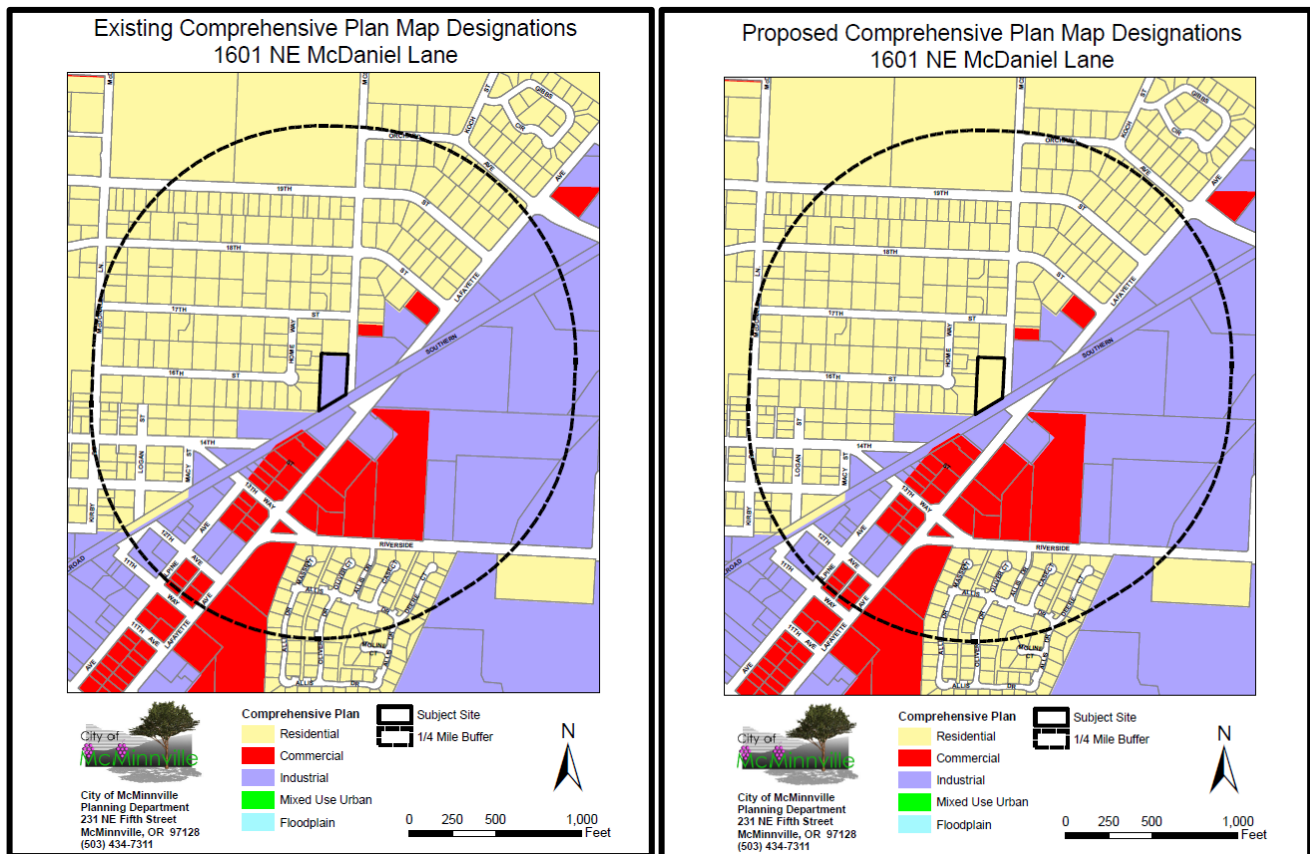
The subject site is identified below:



Attachments:

Attachment 1 – Application and Attachments

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



ATTACHMENTS:

1. CPA 1-18 Application and Attachments (on file with the Planning Department)

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

We have reviewed proposed CPA 1-18 / ZC 1-18, and note the following:

- The submitted information from the applicant's traffic engineer indicate that the proposed zone change will not significantly impact the transportation system; and
- The adopted Wastewater Conveyance System Master Plan anticipated an industrial flow contribution of 12 dwelling unit equivalents (EDU's) from this site. The 12 additional units (24 units total) under the proposed zone change will not significantly impact the City's wastewater system.

Attachments:

Attachment 1 – Application and Attachments

Additional Testimony

Notice of this request was mailed to property owners located within 300 feet of the subject site. As of the date of the Planning Commission public hearing on July 19, 2018, no public testimony had been received by the Planning Department.

FINDINGS OF FACT

1. Daniel Danicic requested an amendment to the Comprehensive Plan Map designation of a property from Industrial to Residential to allow for the development of residential uses on the subject site. The subject site is located at 1601 NE McDaniel Lane and is more specifically described as Tax Lot 7100, Section 16DB, T. 4 S., R. 4 W., W.M.
2. The site is currently designated as Industrial on the McMinnville Comprehensive Plan Map, 1980. The site is currently zoned M-1 (Light Industrial) 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– Public Hearings) of the McMinnville Zoning Ordinance. No public testimony was provided to the Planning Department.
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 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.

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.

Attachments:

Attachment 1 – Application and Attachments

Finding: Goal V 1 and Policies 58.00 and 59.00 are met by this proposal in that the amendment of the Comprehensive Plan Map designation of the subject site will allow for more opportunity for a variety of housing types, and for more opportunities for multiple-family housing development.

The most recently acknowledged Economic Opportunities Analysis for the City of McMinnville, which was finalized in November 2013, identified a surplus of industrial land within the McMinnville Urban Growth Boundary. The surplus was identified at an amount of 235.9 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				
	Commercial	Industrial	Total	Comments
Vacant Land Demand				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
Totals	166.8	153.2	319.9	Employment land demand
Available Land Supply				Fully & partially vacant sites
2013 BLI Update	130.9	389.1	520.0	Revised per BLI update 7/13
Surplus/(Deficit)	(35.8)	235.9	200.1	As of 2033 forecast year
Notes: All acreage figures are rounded to nearest 1/10 th of an acre.				
Source: E. D. Hovee & Company, LLC.				

Additionally, the applicant refers to the most recently acknowledged Residential Buildable Lands Inventory, which was prepared in 2001, that identified a need for additional land for housing uses. 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. More specifically, the analysis identified a need of 162 acres of R-4 (higher density) zoned land. The planning horizon in the 2001 McMinnville Buildable Land Needs Analysis and Growth Management Plan was 2020, and since the time of that analysis, approximately 56.2 acres of land have been rezoned to R-4 (Multiple-Family Residential).

The applicant has argued that the Comprehensive Plan Map amendment is justified, given that the slight reduction in industrial land will not impact the surplus of industrial land identified in the 2013 Economic Opportunities Analysis and the additional residential land will result in a reduction in the deficit of residential land identified in the 2001 McMinnville Buildable Land Needs Analysis and Growth Management Plan. 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) would be satisfied by the proposed Comprehensive Plan Map amendment.

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.*

Attachments:

Attachment 1 – Application and Attachments

Policy 71.00 The City of McMinnville shall designate specific lands inside the urban growth boundary as residential to meet future projected housing needs. Lands so designated may be developed for a variety of housing types. All residential zoning classifications shall be allowed in areas designated as residential on the Comprehensive Plan Map.

Policy 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.

Finding: Goal V 2 and Policies 68.00, 71.00, and 71.05 are met by this proposal in that the amendment of the Comprehensive Plan Map designation of the subject site to residential will allow for residential 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 Comprehensive Plan Map amendment is justified, given that the slight reduction in industrial land will not impact the surplus of industrial land identified in the 2013 Economic Opportunities Analysis and the additional residential land will result in a reduction in the deficit of residential land identified in the 2001 McMinnville Buildable Land Needs Analysis and Growth Management Plan.

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).*
- 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 as 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: [...]

2. *Major, Minor collectors.*
 - a. *Designs should minimize impacts on existing neighborhoods.*
 - b. *Sufficient street rights-of-way should be obtained prior to development of adjacent lands.*
 - c. *On-street parking should be limited wherever necessary.*
 - d. *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 in that the subject site is currently adjacent to the McDaniel Lane public right-of-way and street. McDaniel Lane is identified in the Transportation System Plan as a minor collector street, so there are no issues with limiting access onto an arterial street. The applicant provided a traffic impact analysis that analyzed the change in trips and the impacts of a denser form of residential development that could be allowed under an eventual residential 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 by this proposal in that off-street parking will be required based on the type of residential development proposed and allowed under the eventual residential 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 by this proposal in that, 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:

- 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 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.

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 in that emergency services departments have reviewed this request and no concerns were raised.

GOAL VII 3: TO PROVIDE PARKS AND RECREATION FACILITIES, OPEN SPACES, AND SCENIC AREAS FOR THE USE AND ENJOIMENT 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 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.

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 in that McMinnville Water and Light and Northwest Natural Gas were provided opportunity to review and comment regarding this proposal and no concerns were raised. A building permit pre-application meeting was held, and McMinnville Water and Light did not have any concerns with providing adequate services to this site to support the residential development density that could be allowed by the future residential zoning of the subject site.

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 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 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 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 in that 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 surrounding area is widely varying. Both residential and industrial land uses are located adjacent to the subject site. Commercial land uses are also present within one quarter mile of the subject site. The properties that share direct boundaries and are immediately adjacent to the subject site, to the north and west, are all designated as Residential on the

Attachments:

Attachment 1 – Application and Attachments

Comprehensive Plan Map. Other adjacent properties that are designated as Industrial are separated from the subject site by either public right-of-way (McDaniel Lane) or the Southern Pacific Railroad corridor.

The subject site is located on the fringe of an area that is predominately guided for commercial and industrial land uses on the Comprehensive Plan Map. The commercial and industrial uses in this area are generally bounded on the north and west by the Southern Pacific Railroad corridor. Properties located immediately north of and adjacent to the railroad corridor, as the subject site is, vary in terms of their land use designation. North of the railroad corridor between Hembree Street and 18th Street there are twelve properties that are designated as Industrial on the Comprehensive Plan Map. There are also groups of properties on the north side of the railroad corridor that are designated as Residential. These exist in the vicinity of both the southern terminus of Hembree Street and Logan Street. Therefore, the proposed designation of the subject site as Residential is not inconsistent with the development pattern in the surrounding area where residential uses are located immediately adjacent to the railroad corridor.

Given the surrounding land uses and development pattern, the proposed amendment of the Comprehensive Plan Map designation from Industrial to Residential is orderly and timely. The residential land use will be more compatible with the other immediately adjacent residential lands than an industrial land use. The use of the subject site as a residential use will also provide additional buffering and separation between existing residential land uses to the north and west from the higher concentration of industrial and commercial land uses to the south across the Southern Pacific Railroad corridor.

The subject 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 residential development density at the subject site. The adopted Wastewater Conveyance System Master Plan anticipated an industrial flow contribution of 12 dwelling unit equivalents (EDU's) from the subject site. Based on the size of the site at 43,557 square feet and assuming that the highest density residential zone (R-4) was approved, the maximum allowable density would be 29 multifamily dwelling units (based on the lot size requirement of 1,500 square feet per dwelling unit). However, the applicant is anticipating the development of 24 dwelling units, given other site improvements that would be required for a multiple family development project. The Engineering Department has stated that the 12 additional dwelling units, for a total of 24 units, would not significantly impact the City's wastewater 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 24 dwelling units on site. The traffic analysis showed that no increase in delay would occur at three of the four intersections included in the analysis. The only increase in delay occurred at the intersection of McDaniel and Lafayette, and was only an increase of 0.1 seconds per vehicle during the AM peak hour and an increase of 0.3 seconds per vehicle during the PM peak hour. The minimal increase in delay at that intersection and the trips introduced to the surrounding street system by the proposed development did not have any impact on the overall level of service of any intersection within the study area. The new access to the site on McDaniel was also shown to operate at a level of service of "B" in both the 2018 AM and PM peak hours.

Specific tables showing the projected intersection functionality, both currently and after the incorporation of the trips that could result from the proposed comprehensive plan map amendment and subsequent zone change, are provided below:

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	SB Thru	0.274	9.0	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	EB Thru	0.026	11.5	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.018	10.6	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.005	15.1	C

Existing AM Peak Hour Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	SB Thru	0.275	9.0	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	EB Thru	0.026	11.5	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.018	10.6	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.005	15.2	C
5	McDaniel at Site Access	Two-way stop	HCM 6th Edition	EB Left	0.006	10.6	B

2018 AM Peak Hour Summary with McDaniel St Apts

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	NB Thru	0.240	8.9	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	WB Thru	0.025	11.8	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.016	10.9	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.007	22.2	C

Existing PM Peak Hour Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	NB Thru	0.243	8.9	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	WB Thru	0.025	11.8	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.016	10.9	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.008	22.5	C
5	McDaniel at Site Access	Two-way stop	HCM 6th Edition	EB Left	0.003	10.7	B

2018 PM Peak Hour Summary with McDaniel St Apts

Attachments:

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The traffic impact analysis was also accompanied by a Transportation Planning Rule memo (dated June 22, 2018) that provided an analysis and comparison of uses allowed in both the existing industrial zone and the proposed multiple-family residential zone. Using some assumptions as to the developable area of the site for different types of industrial uses, the analysis determined that the proposed development of the site with 24 apartment units would result in less trips than another use (small office building) that would be permitted under the site's current zoning.

One issue with the traffic impact analysis was that it did not account for the maximum allowable density of the subject site if the highest density zoning district was approved for the subject site. Based on the size of the site at 43,557 square feet and assuming that the highest density residential zone (R-4) was approved, the maximum allowable density would be 29 multifamily dwelling units (based on the lot size requirement of 1,500 square feet per dwelling unit). The traffic impact analysis did not account for this maximum allowable density, as it assumed only the 24 dwelling units that the applicant anticipates constructing on the site. Because the traffic impact analysis does not provide an analysis of the impacts of the maximum level of development of the subject site if the zone change to R-4 (Multiple-Family Residential) was approved, any subsequent zone change will include a condition of approval that places a trip cap on the eventual development of the site allowing only the level of development that would generate the trips analyzed in the traffic impact analysis.

CD:sjs



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

503-434-7311

www.mcminnvilleoregon.gov

DECISION, CONDITIONS OF APPROVAL, FINDINGS OF FACT AND CONCLUSIONARY FINDINGS FOR THE APPROVAL OF A ZONE CHANGE FROM M-1 (LIGHT INDUSTRIAL) TO R-4 (MULTIPLE-FAMILY RESIDENTIAL) AT 1601 NE MCDANIEL LANE

DOCKET: ZC 1-18 (Zone Change)

REQUEST: Approval to change the zoning classification of a property from M-1 (Light Industrial) to R-4 (Multiple-Family Residential) to allow for the development of residential uses permitted in the R-4 zone on the subject site.

LOCATION: The subject site is located at 1601 NE McDaniel Lane, and more specifically described as Tax Lot 7100, Section 16DB, T. 4 S., R. 4 W., W.M., respectively.

ZONING: The subject site's current zoning is M-1 (Light Industrial).

APPLICANT: Daniel Danicic

STAFF: Chuck Darnell, Senior Planner

DATE DEEMED COMPLETE: June 5, 2018

HEARINGS BODY: McMinnville Planning Commission

DATE & TIME: July 19, 2018. Civic Hall, 200 NE 2nd Street, McMinnville, Oregon.

HEARINGS BODY: McMinnville City Council

DATE & TIME: August 14, 2018. Civic Hall, 200 NE 2nd Street, McMinnville, Oregon.

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.

Based on the findings and conclusions, the Planning Commission recommends **APPROVAL** of the Comprehensive Plan Map amendment (ZC 1-18) to the McMinnville City Council, **subject to the conditions of approval provided in this document.**

DECISION: APPROVAL WITH CONDITIONS

Date: _____

Date: _____

Date: _____

APPLICATION SUMMARY:

The application is a request to change the zoning classification of the property at 1601 NE McDaniel Lane from M-1 (Light Industrial) to R-4 (Multiple-Family Residential) to allow for the development of residential uses permitted in the R-4 zone on the subject site.

The subject site is currently used industrially as a concrete contractor's shop and storage yard. The site is developed with one building on the southern portion of the site, and the remaining northern portion of the site is open gravel area used as parking and equipment and material storage. The site is bounded on the east by NE McDaniel Lane and on the south by the Southern Pacific Railroad corridor. To the east across NE McDaniel Lane is a vacant industrially zoned property, and to the south across the railroad corridor is another industrial property that is in the process of being redeveloped into a marijuana processing and production facility. The property to the north is zoned R-4 (Multiple-Family Residential) and the existing use is a single story apartment complex. The property to the west is zoned R-2 (Single Family Residential), with existing single family homes immediately adjacent to the subject site in the Montrose Subdivision.

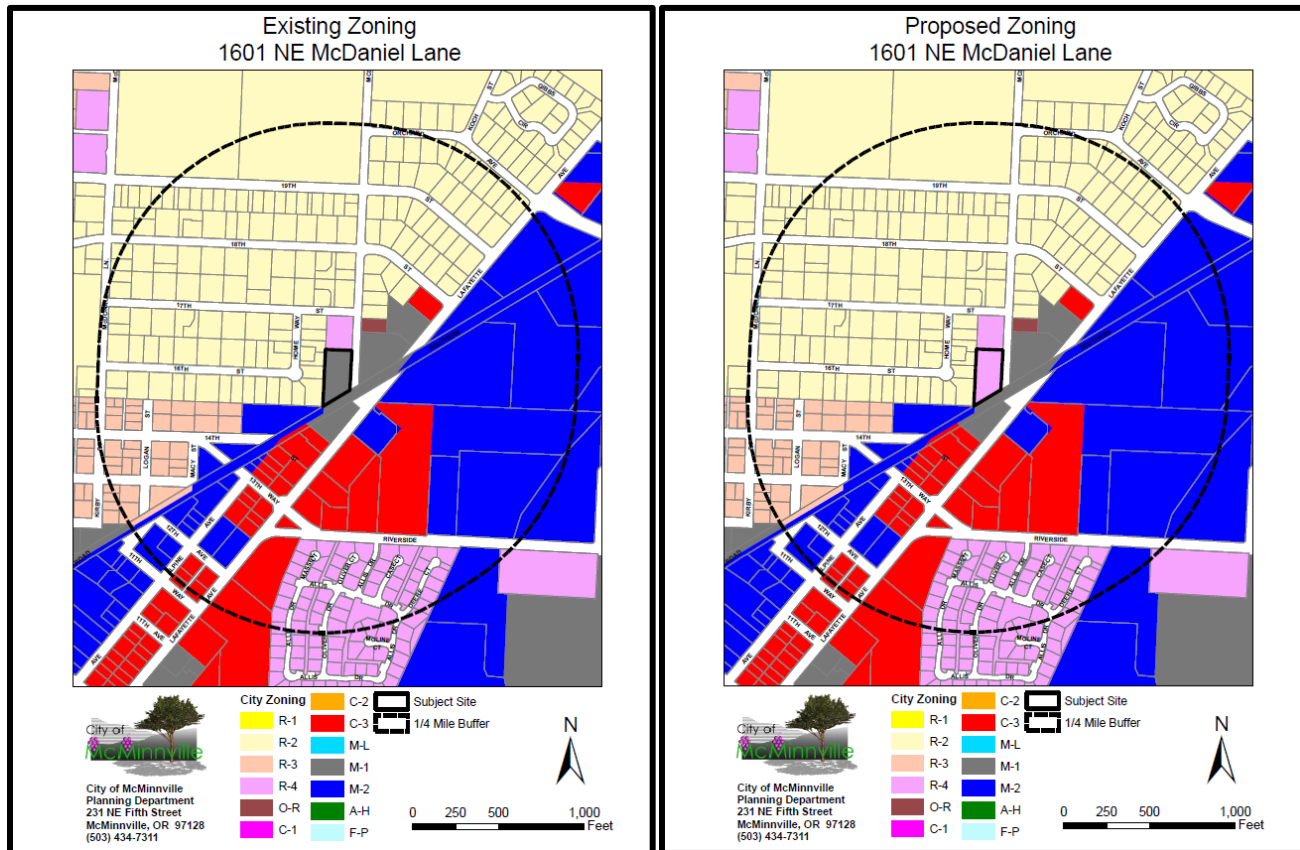
The subject site is identified below:



Attachments:

Attachment 1 – Application and Attachments

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



CONDITIONS OF APPROVAL:

The following conditions of approval shall be required:

ZC 1-18 is approved subject to the following conditions:

1. That the rezoning be contingent on the Comprehensive Plan Map amendment request (CPA 1-18) being approved by the McMinnville City Council.
2. That a dedicated 10 foot landscaped area be provided along the entire west property line. The landscaped area shall include sight-obscuring fencing along the property line and dense evergreen trees and shrubs within the 10 foot landscaped area to provide adequate buffering between the adjacent single family uses and the multiple-family site. The exact species and type of fencing shall be approved by the Landscape Review Committee during the review of the landscape plan for any future development of the site.
3. That a dedicated 20 foot landscaped area be provided along the entire south property line. The landscaped area shall include sight-obscuring fencing along the property line and dense evergreen trees and shrubs within the 20 foot landscaped area to provide adequate buffering between the multiple-family residential uses and the adjacent railroad corridor. The exact species and type of fencing shall be approved by the Landscape Review Committee during the review of the landscape plan for any future development of the site.

Attachments:

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4. Yard setbacks shall be increased one foot for each foot of building height over thirty-five feet.
5. If the site is developed as multi-family residential, an additional area equivalent to 10 percent of the gross area of the site (or 4,355 square feet) shall be reserved for usable open space for residents of the multiple-family development site. The usable open space area shall be in addition to the required landscape areas along the west and south property lines. The usable open space area shall also be a contiguous area, shall be located outside of the front yard setback area, and may be counted towards the minimum 25 percent of the site area that must be landscaped.
6. That, based on the analysis provided in the submitted Traffic Impact Analysis (TIA) (June 25, 2018) and the Transportation Planning Rule memo (June 22, 2018) prepared for the applicant by Associated Transportation Engineering & Planning, Inc., the residential density allowed on this subject site shall be limited to a use that generates a maximum total of 176 trips per day (ADT) as referenced in the Transportation Planning Rule memo (June 22, 2018) unless a subsequent TIA is submitted by the applicant and the conclusions of which are found to be acceptable to the City.

ATTACHMENTS:

1. ZC 1-18 Application and Attachments (on file with the Planning Department)

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

We have reviewed proposed CPA 1-18 / ZC 1-18, and note the following:

- The submitted information from the applicant's traffic engineer indicate that the proposed zone change will not significantly impact the transportation system; and
- The adopted Wastewater Conveyance System Master Plan anticipated an industrial flow contribution of 12 dwelling unit equivalents (EDU's) from this site. The 12 additional units (24 units total) under the proposed zone change will not significantly impact the City's wastewater system.

Additional Testimony

Notice of this request was mailed to property owners located within 300 feet of the subject site. As of the date of the Planning Commission public hearing on July 19, 2018, no public testimony had been received by the Planning Department.

FINDINGS OF FACT

1. Daniel Danicic requested a change in the zoning classification of a property from M-1 (Light Industrial) to R-4 (Multiple-Family Residential) to allow for the development of residential uses permitted in the R-4 zone on the subject site. The subject site is located at 1601 NE McDaniel Lane and is more specifically described as Tax Lot 7100, Section 16DB, T. 4 S., R. 4 W., W.M.

2. The site is currently designated as Industrial on the McMinnville Comprehensive Plan Map, 1980. The site is currently zoned M-1 (Light Industrial) 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– Public Hearings) of the McMinnville Zoning Ordinance. No public testimony was provided to the Planning Department.
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 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.

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.

Finding: Goal V 1 and Policies 58.00 and 59.00 are met by this proposal in that the amendment of the Comprehensive Plan Map designation of the subject site will allow for more opportunity for a variety of housing types, and for more opportunities for multiple-family housing development.

The most recently acknowledged Economic Opportunities Analysis for the City of McMinnville, which was finalized in November 2013, identified a surplus of industrial land within the McMinnville Urban Growth Boundary. The surplus was identified at an amount of 235.9 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		Total	Comments
	Commercial	Industrial		
Vacant Land Demand				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
Totals	166.8	153.2	319.9	Employment land demand
Available Land Supply				Fully & partially vacant sites
2013 BLI Update	130.9	389.1	520.0	Revised per BLI update 7/13
Surplus/(Deficit)	(35.8)	235.9	200.1	As of 2033 forecast year

Notes: All acreage figures are rounded to nearest 1/10th of an acre.

Source: E. D. Hovee & Company, LLC.

Additionally, the applicant refers to the most recently acknowledged Residential Buildable Lands Inventory, which was prepared in 2001, that identified a need for additional land for housing uses. 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. More specifically, the analysis identified a need of 162 acres of R-4 (higher density) zoned land. The planning horizon in the 2001 McMinnville Buildable Land Needs Analysis and Growth Management Plan was 2020, and since the time of that analysis, approximately 56.2 acres of land have been rezoned to R-4 (Multiple-Family Residential). The zone change, along with the accompanying Comprehensive Plan Map amendment, would result in a reduction of the residential land deficit to 104.8 acres without significantly impacting the industrial land surplus.

The applicant has argued that the Comprehensive Plan Map amendment is justified, given that the slight reduction in industrial land will not impact the surplus of industrial land identified in the 2013 Economic Opportunities Analysis and the additional residential land will result in a reduction in the deficit of residential land identified in the 2001 McMinnville Buildable Land Needs Analysis and Growth Management Plan. 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) would be satisfied by the proposed Comprehensive Plan Map amendment.

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 71.00 The City of McMinnville shall designate specific lands inside the urban growth boundary as residential to meet future projected housing needs. Lands so designated may be developed for a variety of housing types. All residential zoning classifications shall be allowed in areas designated as residential on the Comprehensive Plan Map.

Policy 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.

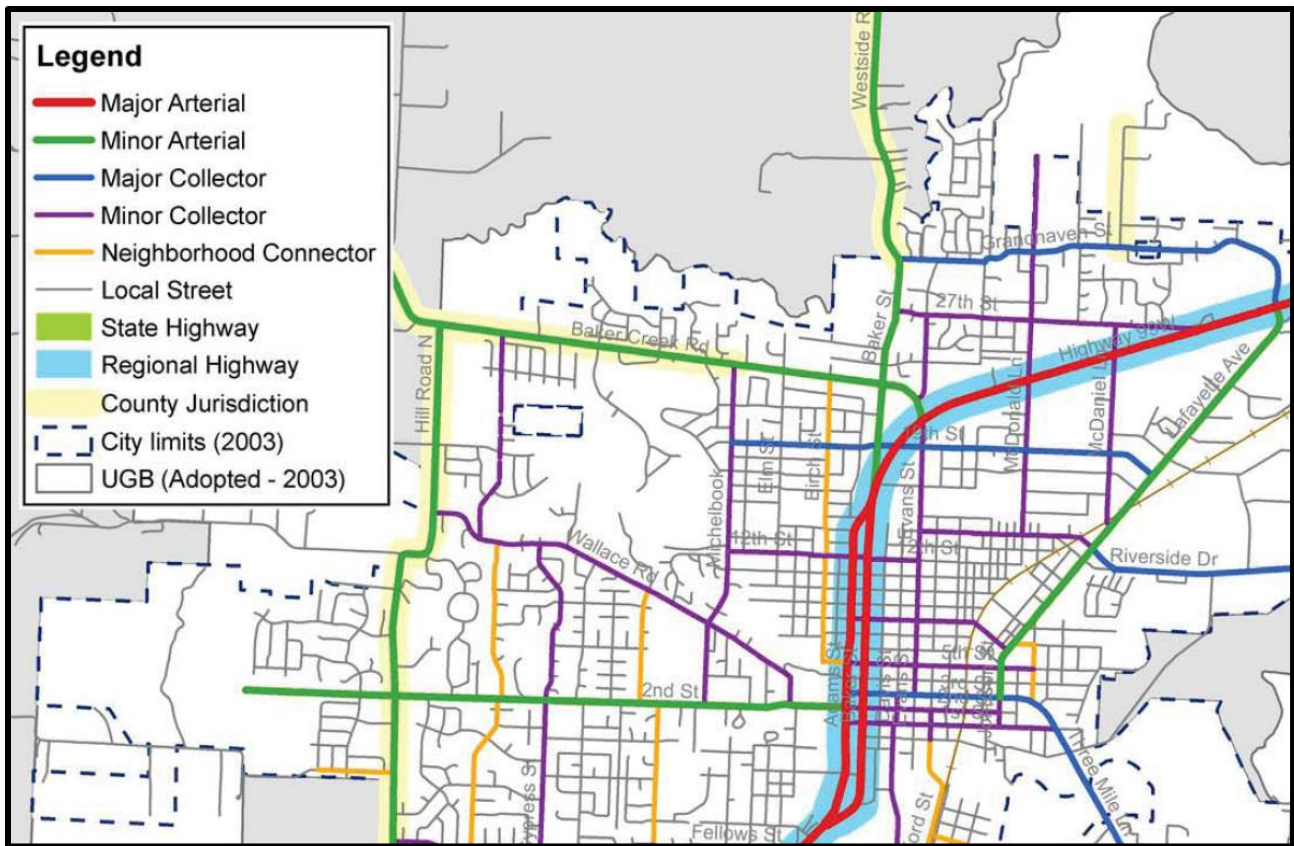
Finding: Goal V 2 and Policies 68.00, 71.00, and 71.05 are met by this proposal in that the amendment of the Comprehensive Plan Map designation of the subject site to residential will allow for residential development in an area of the city that is already developed and has urban level services available to serve the site. As noted in the finding for Goal V 1 and Policies 58.00 and 59.00 above, the proposed Comprehensive Plan Map amendment is justified, given that the slight reduction in industrial land will not impact the surplus of industrial land identified in the 2013 Economic Opportunities Analysis and the additional residential land will result in a reduction in the deficit of residential land identified in the 2001 McMinnville Buildable Land Needs Analysis and Growth Management Plan.

Policy 71.09 Medium and High-Density Residential (R-3 and R-4) – The majority of residential lands in McMinnville are planned to develop at medium density range (4 – 8 units per net acre). Medium density residential development uses include small lot single-family detached uses, single family attached units, duplexes and triplexes, and townhouses. High density residential development (8 – 30 dwelling units per net acre) uses typically include townhouses, condominiums, and apartments. 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.

- 1. Areas that are not committed to low density development;*
- 2. Areas that have direct access from collector or arterial streets;*
- 3. Areas that are not subject to development limitations such as topography, flooding, or poor drainage;*
- 4. Areas where the existing facilities have the capacity for additional development;*
- 5. Areas within one-quarter mile of existing or planned public transportation; and,*
- 6. Areas that can be buffered from low density residential areas in order to maximize the privacy of established low density residential areas.*

Finding: Policy 71.09 is satisfied by this proposal. The site is not committed to low density development, as it is currently designated and zoned for industrial use. 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.

The site is accessed from McDaniel Lane, which is classified as a minor collector street in the City of McMinnville Transportation System Plan. The street functional classification system can be seen below:

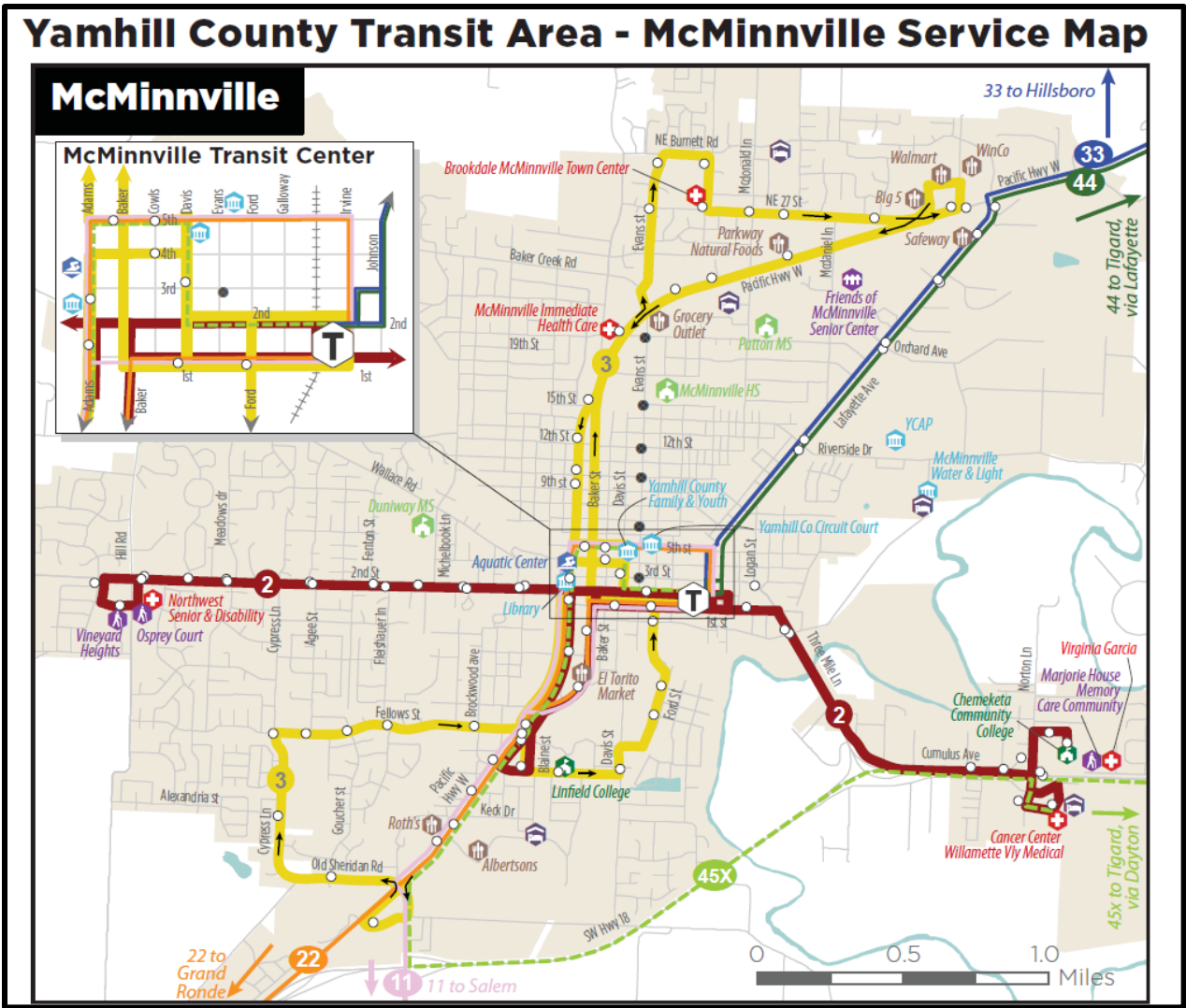


The site is also located in close proximity to existing public transportation. Routes 33 and 44 run on Lafayette Avenue, with identified stops on the route schedules at both Riverside Drive and Orchard Avenue. The intersection of Lafayette Avenue and Riverside Drive is located well within one-quarter mile of the subject site, and the intersection of Lafayette Avenue and Orchard Avenue is just slightly over one-quarter mile of the subject site. While Routes 33 and 44 are both commuter-type routes that run from McMinnville to Hillsboro and Tigard, the routes do run in both directions throughout the day. This would allow a transit rider to board the westbound bus and connect to other local, hourly-service routes at the McMinnville Transit Center. Routes 33 and 44 do not provide consistent hourly service throughout the day, but have more frequent service in the morning and evening hours and periodic service (between one and two and a half hours) mid-day.

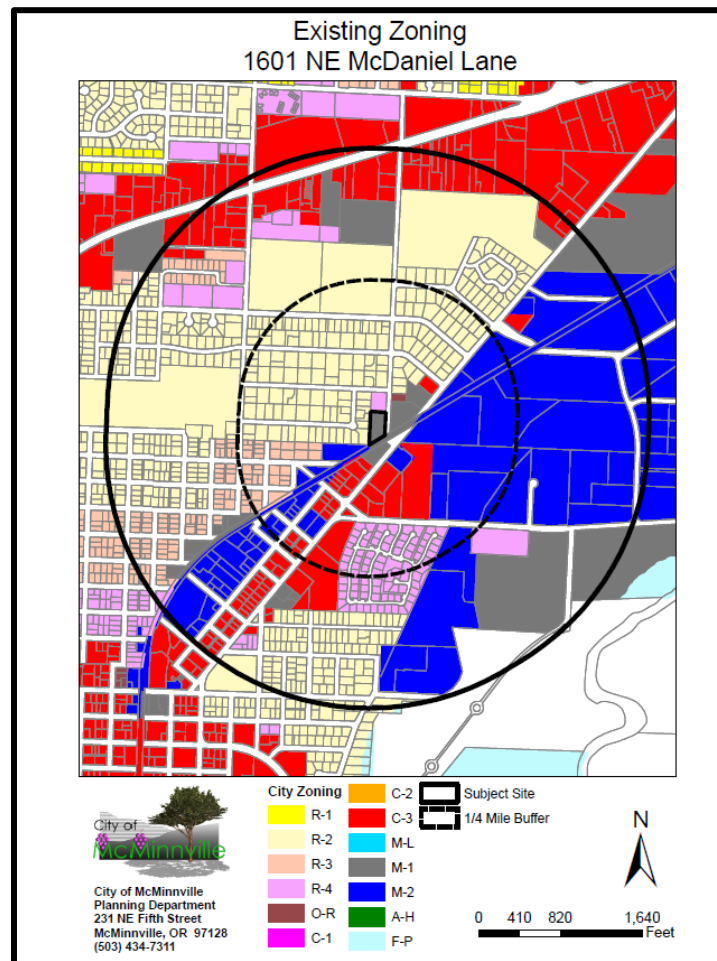
A view of the McMinnville transit map, which identifies Routes 33 and 44 on Lafayette Avenue, is provided below:

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A map showing buffers of the subject site at both one-quarter and one-half miles is also provided below. The intersection of Riverside Drive is within the one-quarter mile buffer of the subject site.



The final factor to be considered in the designation of an area for medium density residential use is that the site can be buffered from low density residential areas in order to maximize the privacy of established low density residential areas. The areas immediately adjacent to the subject site to the west are established low density, single family residential areas. Based on the orientation of the subject site and its access onto McDaniel Lane, the front yard of the site would be along the east property line. This would result in the west property line being treated as the rear yard. The rear yard setback in the R-4 zone is 20 feet. While this will provide space between the adjacent single family uses and the multiple-family residential uses that would be allowed on the site, there still could be adverse impacts of multiple-family development on the adjacent single family uses. One of those impacts could be additional vehicular traffic, noise, and headlight glare, as drive aisles and parking spaces do not require any specific setback in the R-4 zone.

To mitigate this, and to meet the Comprehensive Plan policy that requires buffering from low density residential areas, a condition of approval is included to require a dedicated 10 foot landscaped area along the entire west property line. The landscaped area shall include sight-obscuring fencing along the property line and dense evergreen trees and shrubs within the 10 foot landscaped area to provide adequate buffering between the adjacent single family uses and the multiple-family development site. The exact species and type of fencing shall be approved by the Landscape Review Committee during the review of the landscape plan for any future development of the site.

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In addition, a condition of approval is included to increase required setbacks if the maximum building height normally allowed in lower density residential zones is exceeded to better buffer the multiple-family development site from the adjacent low density residential areas. Currently the R-4 (Multiple Family Residential) zone states all yards shall be increased over the requirements of the R-4 section by one (1) foot for each two (2) feet of building height over 35 (thirty-five) feet (Section 17.21.040). Since the subject site is adjacent to existing single family residential development, it is recommended that the language for increasing the yard setbacks relative to building height over 35 (thirty-five) feet be increased to one (1) foot for each one (1) foot of building height over 35 (thirty-five) feet (which is the maximum building height in the adjacent R-2 zone).

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 in that, as discussed in more detail in the finding for Policy 71.09 above, the subject site is not committed to low or medium density development, does not have development limitations, and has no issues with the provision of utilities and services to serve higher density residential development. The condition of approval noted above related to the landscaped buffer area along the entire west property line would provide for the buffering from low density residential areas required of high density residential development areas.

The site does not have direct access to a major collector or arterial street. As shown in the Transportation System Plan street functional classification system map above, McDaniel Lane is classified only as a minor collector. However, the applicant has argued that the site is in close proximity to Lafayette Avenue, which is designated as a minor arterial on the street functional classification system map. The applicant has also submitted a traffic impact analysis that shows that the zone change and subsequent construction of a multiple-family development on the subject site would not have any significant or adverse impacts on the surrounding street system. Comprehensive Plan Policy 91.00 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 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 is found that the site has appropriate access for higher density development.

Also as discussed in more detail above, existing transit service is located in close proximity to the site. Routes along Lafayette Avenue include stops within one-quarter mile of the subject site. However, the high density factors require that the area designated for high density development be located within a one-half mile corridor centered on transit routes. The site is clearly within a one-half mile corridor of the existing transit routes on Lafayette Avenue, but with this expanded allowance, the site

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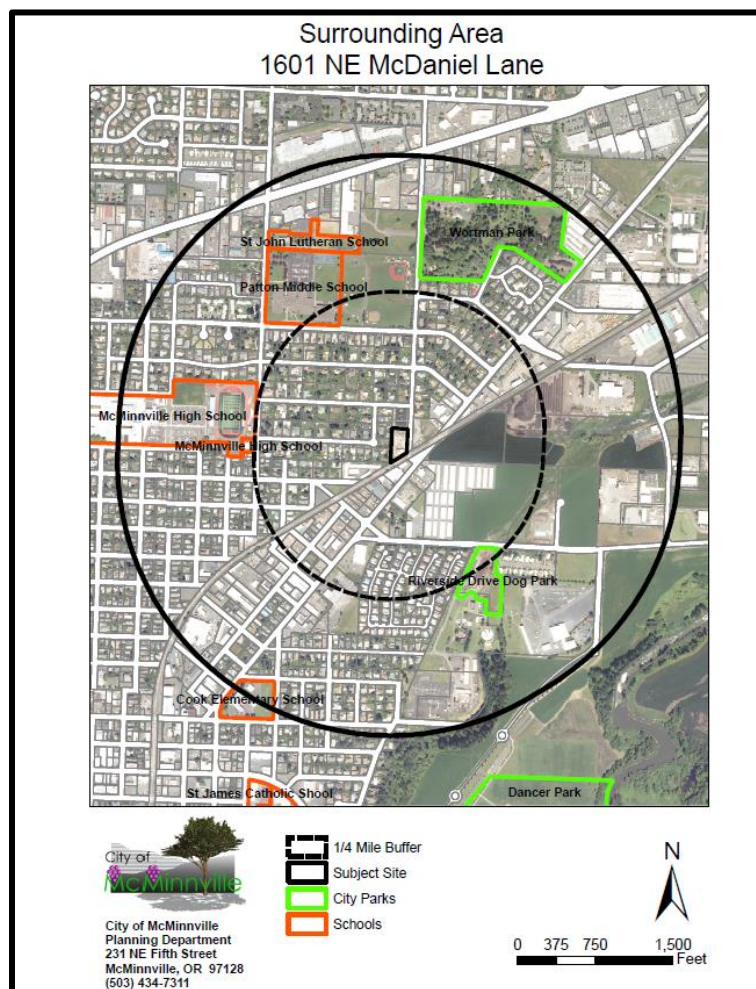
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is also within a one-half mile corridor of the existing, higher frequency transit route on Highway 99W (Route 3 which runs hourly).

The subject site is located within one-quarter mile of commercially zoned property. The McMinnville Municipal Code does not have any definition of neighborhood or general commercial shopping centers, so the commercial designation of property is used in analyzing this Comprehensive Plan policy and high density locational factor. The commercially zoned property within one-quarter mile of the subject site is zoned to allow general retail, service, and shopping type uses.

The subject site is not located adjacent to private or public open space. There is only one public park within one-quarter mile of the subject site, but that is the Riverside Drive Dog Park and is designed specifically for a subset of the population that would be seeking recreational space for their pets. The next closest public open space would be Wortman Park, which is located slightly over one-quarter mile from the subject site. There is some school property within one-quarter mile of the site, but this is private property and is not necessarily readily available for use by the general public. The factor for high density residential development calls for open space to be adjacent to the site, not within a certain distance. While there are some opportunities for access to open space within one-half mile of the subject site, there is not any usable open space adjacent to the site. Therefore, a condition of approval is included to require that, if the site is developed with multiple-family residential uses, an area equivalent to 10 percent of the gross size of the site shall be reserved for usable open space for residents of the multiple-family development site.

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



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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.

Finding: Policy 84.00 and Policy 86.00 is satisfied by this proposal in that the proposed zone change will allow for multiple-family housing in an area of the city that is not predominately high density residential housing. This disperses the density of the city throughout the community, but still does not result in an inundation of high density housing in the area of the subject site. The only other high density residential area in proximity to the subject site is located immediately to the north. The other areas in proximity to the subject site are zoned for lower density residential uses, and the potential impacts of the proposed zone change and allowance for higher density residential uses on the subject site will be mitigated through the conditions of approval described in more detail above.

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

Finding: Policy 89.00 is met by this proposal in that 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, 92.00, 92.01 and 92.02 are satisfied by this proposal in that the subject site is within one-quarter mile of areas zoned for commercial uses, is within one-half mile of existing public transit routes, and is accessed off of a roadway with sufficient traffic carrying capacities to accommodate the proposed development. The applicant has submitted a traffic impact analysis that shows that the zone change and subsequent construction of a multiple-family development on the

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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. Findings for these additional locational requirements are also provided in the findings for Policy 71.09 and 71.13 above.

The subject site is located immediately adjacent to an active railroad corridor, which bounds the subject site on the south. As railroad lines are listed as a specific “incompatible use” in the Comprehensive Plan policy, the use of the subject site for higher density housing must include design factors that buffer the development from the “incompatible” railroad corridor. Therefore, a condition of approval is included to require a dedicated 20 foot landscaped area along the entire south property line. The landscaped area shall include sight-obscuring fencing along the property line and dense evergreen trees and shrubs within the 20 foot landscaped area to provide adequate buffering between the multiple-family residential uses and the adjacent railroad corridor. The exact species and type of fencing shall be approved by the Landscape Review Committee during the review of the landscape plan for any future development of the site.

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).*
- 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 as 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]

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2. *Major, Minor collectors.*
 - a. *Designs should minimize impacts on existing neighborhoods.*
 - b. *Sufficient street rights-of-way should be obtained prior to development of adjacent lands.*
 - c. *On-street parking should be limited wherever necessary.*
 - d. *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 in that the subject site is currently adjacent to the McDaniel Lane public right-of-way and street. McDaniel Lane is identified in the Transportation System Plan as a minor collector street, so there are no issues with limiting access onto an arterial street. The applicant provided a traffic impact analysis that analyzed the change in trips and the impacts of a denser form of residential development that could be allowed under an eventual residential 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 by this proposal in that off-street parking will be required based on the type of residential development proposed and allowed under the eventual residential 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 by this proposal in that, 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.*

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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.

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 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.

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 in that emergency services departments have reviewed this request and no concerns were raised.

GOAL VII 3: TO PROVIDE PARKS AND RECREATION FACILITIES, OPEN SPACES, AND SCENIC AREAS FOR THE USE AND ENJOIMENT 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 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.

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: Goal VIII 1 and Policies 173.00 and 177.00 are satisfied in that McMinnville Water and Light and Northwest Natural Gas were provided opportunity to review and comment regarding this proposal and no concerns were raised. A building permit pre-application meeting was held, and McMinnville Water and Light did not have any concerns with providing adequate services to this site to support the residential development density that could be allowed by the future residential zoning of the subject site.

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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 in that the applicant is proposing to amend the current zoning designations of this site to R-4 to allow for a multiple family housing product, thereby achieving a more compact form of urban development and energy conservation than would have otherwise been achieved.

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 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 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:

17.21.010 Permitted uses. In an R-4 zone, the following uses and their accessory uses are permitted:

- A. Single-family dwelling;
- B. Two-family dwelling;
- C. Multiple-family dwelling; [...]

Finding: Section 17.21.010 is satisfied by the proposal in that the applicant has stated that they intend to construct multiple-family dwellings on the subject site in apartment buildings. The applicant had submitted a conceptual site plan that identified the development of 24 dwelling units in two separate apartment buildings, but that conceptual plan was requested to not be binding on the site. That intended use would be permitted in the R-4 zone.

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 in that 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 surrounding area is widely varying. Both residential and industrial uses and zones are located adjacent to the subject site. Commercially zoned lands are also present within one-quarter mile of the subject site. The properties that share direct boundaries and are immediately adjacent to the subject site, to the north and west, are all zoned residential. The properties immediately to the west are a lower density residential (R-2 – Single Family Residential), and the property immediately to the north is higher density residential (R-4 – Multiple-Family Residential). Other adjacent properties that are zone M-1 (Light Industrial) are separated from the subject site by either public right-of-way (McDaniel Lane) or the Southern Pacific Railroad corridor.

The subject site is located on the fringe of an area that is predominately guided for commercial and industrial land uses on the Comprehensive Plan Map and zoned as a mixture of industrial and commercial. The commercial and industrial uses in this area are generally bounded on the north and west by the Southern Pacific Railroad corridor. Just to the southwest of the subject site is also the northern boundary of the Northeast Gateway Planned Development Overlay District, which is a mixed use district that allows for a variety of housing, commercial, and light industrial uses. Properties located immediately north of and adjacent to the railroad corridor, as the subject site is, vary in terms of their zoning classifications. North of the railroad corridor between Hembree Street and 18th Street there are twelve properties that are zoned either M-1 (Light Industrial) or M-2 (General Industrial). There are also groups of properties on the north side of the railroad corridor that are zoned residentially. Most of these residential areas are lower density zones (R-2 – Single Family Residential), and these exist in the vicinity of both the southern terminus of Hembree Street and Logan Street. However, immediately adjacent to the subject site to the north is an existing higher density zoned (R-4 – Multiple-Family Residential) property. Given the variety of zoning classifications in the areas along the railroad corridor and the presence of R-4 (Multiple-Family Residential) zoned land immediately adjacent to the subject site, the proposed zone change to R-4 (Multiple-Family Residential) is not inconsistent with the development pattern in the surrounding area.

The proposed residential land use will also be more compatible with the other immediately adjacent residential lands than an industrial land use. The use of the subject site as a residential use will also provide additional buffering and separation between existing residential land uses to the north and west from the higher concentration of industrial and commercial land uses to the south across the Southern Pacific Railroad corridor. However, the proposed zone change would result in a higher density residential use than most of the adjacent residential properties to the west of the subject site. The conditions of approval suggested by staff above would mitigate any potential impact to surrounding land uses and result in a development more compatible with the surrounding area. The conditions of approval would also result in a multiple-family development site that is more functional for the eventual residents of site. As a summary, those conditions of approval include dense landscaped buffers along the west and south portions of the site, an increase in yard setbacks if building heights exceed the height allowed in the lower density residential zones, and the provision of usable open space within the site.

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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 residential development density at the subject site. The adopted Wastewater Conveyance System Master Plan anticipated an industrial flow contribution of 12 dwelling unit equivalents (EDU's) from the subject site. Based on the size of the site at 43,557 square feet and assuming that the highest density residential zone (R-4) was approved, the maximum allowable density would be 29 multifamily dwelling units (based on the lot size requirement of 1,500 square feet per dwelling unit). However, the applicant is anticipating the development of 24 dwelling units, given other site improvements that would be required for a multiple family development project. The Engineering Department has stated that the 12 additional dwelling units, for a total of 24 units, would not significantly impact the City's wastewater 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 24 dwelling units on site. The traffic analysis showed that no increase in delay would occur at three of the four intersections included in the analysis. The only increase in delay occurred at the intersection of McDaniel and Lafayette, and was only an increase of 0.1 seconds per vehicle during the AM peak hour and an increase of 0.3 seconds per vehicle during the PM peak hour. The minimal increase in delay at that intersection and the trips introduced to the surrounding street system by the proposed development did not have any impact on the overall level of service of any intersection within the study area. The new access to the site on McDaniel was also shown to operate at a level of service of "B" in both the 2018 AM and PM peak hours.

The Engineering Department has reviewed the traffic impact analysis, and does not have any concerns with the analysis or the findings. Specific tables showing the projected intersection functionality, both currently and after the incorporation of the trips that could result from the proposed zone change, are provided below:

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	SB Thru	0.274	9.0	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	EB Thru	0.026	11.5	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.018	10.6	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.005	15.1	C

Existing AM Peak Hour Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	SB Thru	0.275	9.0	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	EB Thru	0.026	11.5	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.018	10.6	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.005	15.2	C
5	McDaniel at Site Access	Two-way stop	HCM 6th Edition	EB Left	0.006	10.6	B

2018 AM Peak Hour Summary with McDaniel St Apts

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	NB Thru	0.240	8.9	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	WB Thru	0.025	11.8	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.016	10.9	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.007	22.2	C

Existing PM Peak Hour Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	NB Thru	0.243	8.9	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	WB Thru	0.025	11.8	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.016	10.9	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.008	22.5	C
5	McDaniel at Site Access	Two-way stop	HCM 6th Edition	EB Left	0.003	10.7	B

2018 PM Peak Hour Summary with McDaniel St Apts

The traffic impact analysis was also accompanied by a Transportation Planning Rule memo (dated June 22, 2018) that provided an analysis and comparison of uses allowed in both the existing industrial zone and the proposed multiple-family residential zone. Using some assumptions as to the developable area of the site for different types of industrial uses, the analysis determined that the proposed development of the site with 24 apartment units would result in less trips than another use (small office building) that would be permitted under the site's current zoning.

One issue with the traffic impact analysis was that it did not account for the maximum allowable density of the subject site if the proposed zone change was approved. As noted in more detail above, the maximum allowable density of the subject site would be 29 multifamily dwelling units. The traffic impact analysis did not account for this maximum allowable density, as it assumed only the 24 dwelling units that the applicant anticipates constructing on the site. Because the traffic impact analysis does not provide an analysis of the impacts of the maximum level of development of the

Attachments:

Attachment 1 – Application and Attachments

subject site if the zone change to R-4 (Multiple-Family Residential) was approved, a condition of approval is included to incorporate a trip cap on the future proposed multiple-family development. This trip cap would be based on the figures provided in the Transportation Planning Rule memo (dated June 22, 2018) that accompanied the traffic impact analysis report. That memo cited the Institute of Traffic Engineers (ITE) Trip Generation Manual and the number of trips that would be generated by each individual apartment unit. The average daily trips for an apartment unit is 7.32 trips per apartment (ITE 220). As the traffic impact analysis and the accompanying Transportation Planning Rule memo assumed the development of only 24 dwelling units on the subject site, the analysis assumed 176 average daily trips (24 times 7.32 trips) generated by the development of the subject site. Therefore, the condition of approval will limit the development of the site to a residential density that generates no more than 176 average daily trips as referenced in the Transportation Planning Rule memo (dated June 22, 2018), unless a subsequent traffic impact analysis is submitted by the applicant and found to be acceptable to the City.

CD:sjs

**Planning Department**

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

Office Use Only:

File No. CPA 1-18
 Date Received 5-15-18
 Fee 707.50
 Receipt No. 18M0096
 Received by SA

Comprehensive Plan Map Amendment/ Zone Change Application

Applicant Information

Applicant is: ☐ Property Owner ☐ Contract Buyer ☐ Option Holder ☐ Agent ☒ Other Owner Representative

Applicant Name Daniel Danicic Phone 503-476-7102

Contact Name _____ Phone _____
 (If different than above)

Address 3411 HAYES ST #122

City, State, Zip NEWBERG, OR 97132

Contact Email djdanicic@gmail.com

Property Owner Information

Property Owner Name Charles E. Parr II Phone 503-474-3137
 (If different than above)

Contact Name _____ Phone _____

Address 1601 NE McDaniel Ln

City, State, Zip McMinnville, OR 97128

Contact Email finishingtouchinc1@frontier.com

Site Location and Description

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

Property Address 1601 NE McDaniel Ln

Assessor Map No. R4 416 - DB - 07100 Total Site Area 45,669 SF

Subdivision _____ Block _____ Lot _____

Comprehensive Plan Designation Industrial Zoning Designation M-1

This request is for a:

☒ **Comprehensive Plan Amendment**

☐ **Zone Change**

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

SEE ATTACHED NARRATIVE

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). _____

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. _____

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. _____

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

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

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

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.


Applicant's Signature

5-4-18
Date


Property Owner's Signature

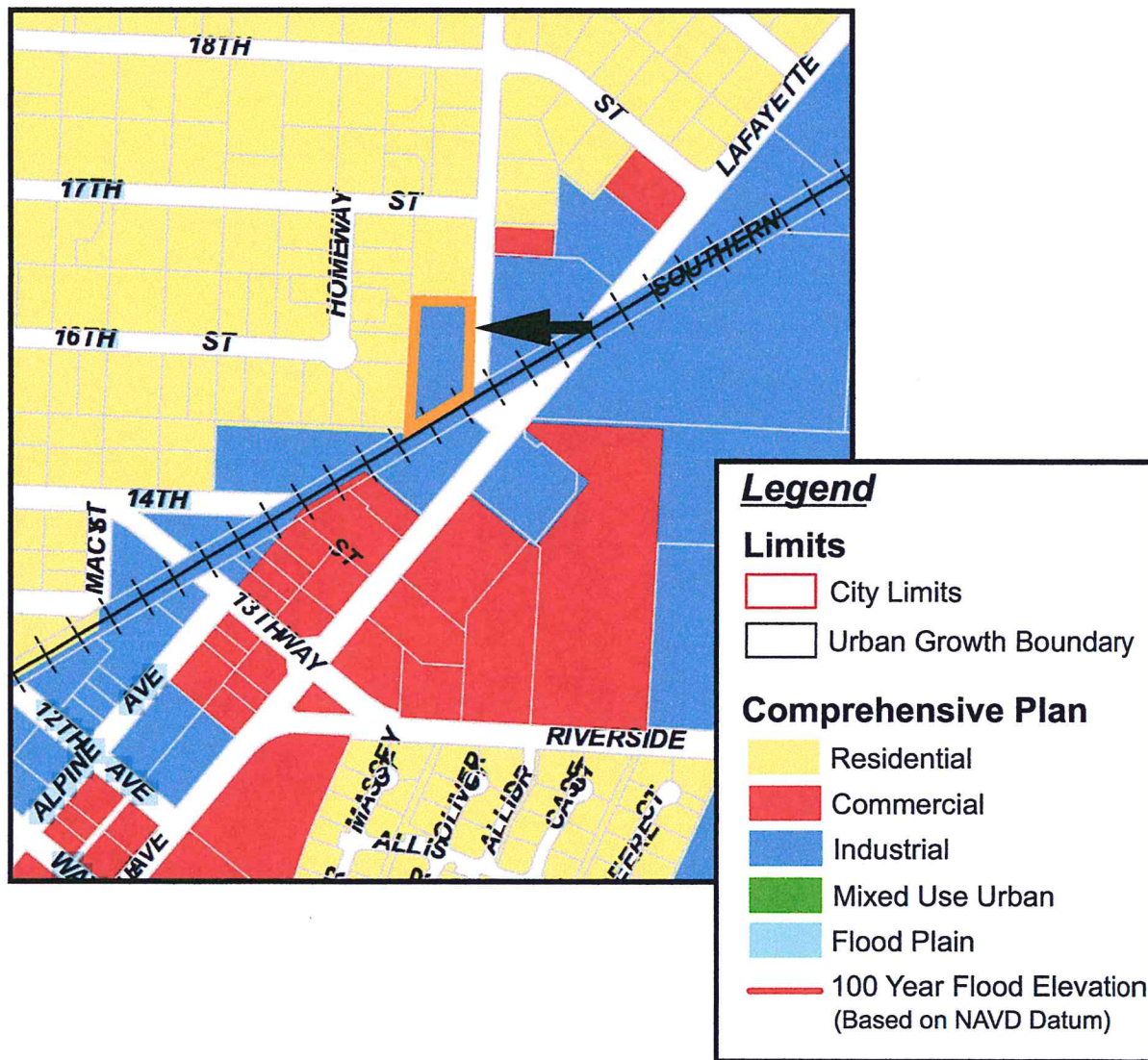
5/7/18
Date

Supporting Narrative for Comprehensive Plan Amendment Application 1601 NE McDaniel Lane, McMinnville

1. What, in detail, are you asking for? State the Reasons for the request and intended use of the property.

The applicant is seeking a Comprehensive Plan amendment from the City of McMinnville for a plan change from Industrial to Residential for the property located at 1601 NE McDaniel Lane. See comprehensive plan below.

The applicant desires this change in order to allow for the development of a multi-family apartment complex on the site.



2. Show in detail, by citing specific goals and policies, how your request confirms to applicable McMinnville Comprehensive Plan Goals and Policies (Volume 2).

The following Comprehensive Plan Goals are relevant to this requested plan amendment.

INDUSTRIAL DEVELOPMENT

GOAL IV 5: TO CONTINUE THE GROWTH AND DIVERSIFICATION OF McMINNVILLE'S INDUSTRIAL BASE THROUGH THE PROVISION OF AN ADEQUATE AMOUNT OF PROPERLY DESIGNATED LANDS.

RESPONSE: This goal is maintained as the application requests to modify 1.05 acres of land currently designated Industrial in the Comp Plan to Residential. The 2013 City of McMinnville Economic Opportunities Analysis determined that there is a surplus of 235.9 acres of Industrial zone land (Refer to Figure 23) so the reduction of 1.05 acres is not detrimental to the City economic desires.

HOUSING AND RESIDENTIAL DEVELOPMENT

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

General Housing Policies:

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

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

RESPONSE: Policies 58 and 59 are satisfied.

The 2001 McMinnville Residential Needs Analysis determined an overall need of 164 acres of R-4 - Residential through the year 2020 (Table B-11). Since 2001, approximately 56.2 acres of land have been rezoned R-4 leaving a deficit of 107.8 acres. This Comp Plan amendment will help to reduce this deficiency.

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. Policies:

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.

RESPONSE: Policy 68 is satisfied as the site is served by existing urban services.

71.09 Medium and High-Density Residential (R-3 and R-4) - The majority of residential lands in McMinnville are planned to develop at medium density range (4 – 8 dwelling units per net acre). Medium density residential development uses include small lot single-family detached uses, single family attached units, duplexes and triplexes, and townhouses. High density residential development (8 – 30 dwelling units per net acre) uses typically include townhouses, condominiums, and apartments:

- 1. Areas that are not committed to low density development;*
- 2. Areas that have direct access from collector or arterial streets;*
- 3. Areas that are not subject to development limitations such as topography, flooding, or poor drainage;*
- 4. Areas where the existing facilities have the capacity for additional development;*
- 5. Areas within one-quarter mile of existing or planned public transportation; and*
- 6. Areas that can be buffered from low density residential areas in order to maximize the privacy of established low density residential areas.*

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.*

RESPONSE: Policies 71.09 and 71.13 are satisfied. This property, zoned Industrial, is not committed to low density residential. It will have direct access to McDaniel Lane, a minor collector classification, though it is only 200 feet from NE Lafayette Ave which is a minor arterial (refer to attached Traffic Impact Analysis demonstrating there will not be any detrimental impact to adjacent streets and intersections). The site has no topographical limitations for development and has direct access to existing public facilities. It is within a quarter-mile of

public transit on NE Lafayette Ave and public open space (Wortman Park), and can be buffered from adjacent low density neighborhood through measures such as vegetative screening and/or fencing. It is within a half-mile of neighborhood and general commercial shopping at Pacific Highway and NE McDaniel Lane intersection.

Multiple-family Development Policies:

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.

89.00 Zoning standards shall require that all multiple-family housing developments provide landscaped grounds. (Ord. 4796, October 14, 2003) VOLUME II Goals and Policies Page 22

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)

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

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)

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)

RESPONSE: Policies 86.00, 89.00, 90.00, 92.01 and 92.02 are satisfied. The location of this Muti-family project does not result in a concentration of high density development. When developed the site will have the required amount of landscaping. This site will have direct access to a collector street, McDaniel Lane (refer to attached Traffic Impact Analysis demonstrating there will not be any detrimental impact to adjacent streets and intersections). Though site is located adjacent to a railroad line, it will be developed with a landscape and/or fencing buffer. The project site is within reasonable walking distance of the Middle and High schools, public open space provided at Wortman Park, the shopping area located at the intersection of McDaniel Lane and Pacific Highway as well as public transit on NE Lafayette Ave.

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).*
- 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*

RESPONSE: Policy 99.00 is satisfied. A pre-development meeting held with the City and other utilities confirmed that adequate urban services are available at the site or can be extended to provide service. McDaniel Lane currently meets city street standards. Therefore a Comp Plan amendment from Industrial to Residential can be supported by City services.

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.

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

118.00 The City of McMinnville shall encourage development of roads that include the following design factors:

- 1. Minimal adverse effects on, and advantageous utilization of, natural features of the land.*
- 2. Reduction in the amount of land necessary for streets with continuance of safety, maintenance, and convenience standards.*
- 3. Emphasis placed on existing and future needs of the area to be serviced. The function of the street and expected traffic volumes are important factors.*
- 4. Consideration given to Complete Streets, in consideration of all modes of transportation (public transit, private vehicle, bike, and foot paths). (Ord.4922, February 23, 2010)*
- 5. Connectivity of local residential streets shall be encouraged. Residential cul-de-sac streets shall be discouraged where opportunities for through streets exist*

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

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.

RESPONSE: Policies 117.00, 118.00, 119.00 and 120.00 are satisfied. No new public streets are needed for this Comp Plan change. The attached Traffic Impact Analysis demonstrates there will not be any detrimental impact to adjacent streets and intersections.

PARKING Policies:

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

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

RESPONSE: The proposed site can accommodate the required number of off-street parking spaces.

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 within the framework outlined below:

- 1. Sufficient municipal treatment plant 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.*

STORM DRAINAGE Policies:

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.

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

WATER SYSTEM Policies:

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 a 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*

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.

WATER AND SEWER--LAND DEVELOPMENT CRITERIA Policies:

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.*

RESPONSE: Policies 136.00, 139.00, 139.00, 142.00, 143.00, 144.00, 145.00, 147.00 and 152.00 are satisfied. Adequate levels of sanitary sewer, storm sewer, water either presently serve

or can be made to serve the site to support the Comp Plan amendment from Industrial to Residential.

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

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.

RESPONSE: Policies 153.00 and 155.00 are satisfied. The subject property will meet requirements for any and all emergency services.

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.

RESPONSE: Policy 188.00 is satisfied. Citizen involvement has been provided through a pre-application neighborhood meeting that was held by the applicant on April 11, 2018. Documentation of this meeting is attached to this application. The public also has access to this application and has opportunity to provide testimony and ask questions during the hearing process.

3. Is your request subject to the provisions of a planned development overlay, show, in detail, how the request confirms to the requirements of the overlay.

This site is not subject to a planned development overlay.

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

No planned development overlay is proposed.

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

This proposal to modify the Comp Plan designation from Industrial to Residential is orderly as the adjacent property to the north and west are also Residential. Industrial land to the south is buffered by the rail line. The land to the east is Industrial with a low intensity use as a gravel parking area and is separated by McDaniel Lane. It is timely as McMinnville has identified a need for additional multi-family housing.

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

Amending the Comp Plan designation from Industrial to Residential is a more compatible use directly adjacent to Residential designated lands to the north and west.

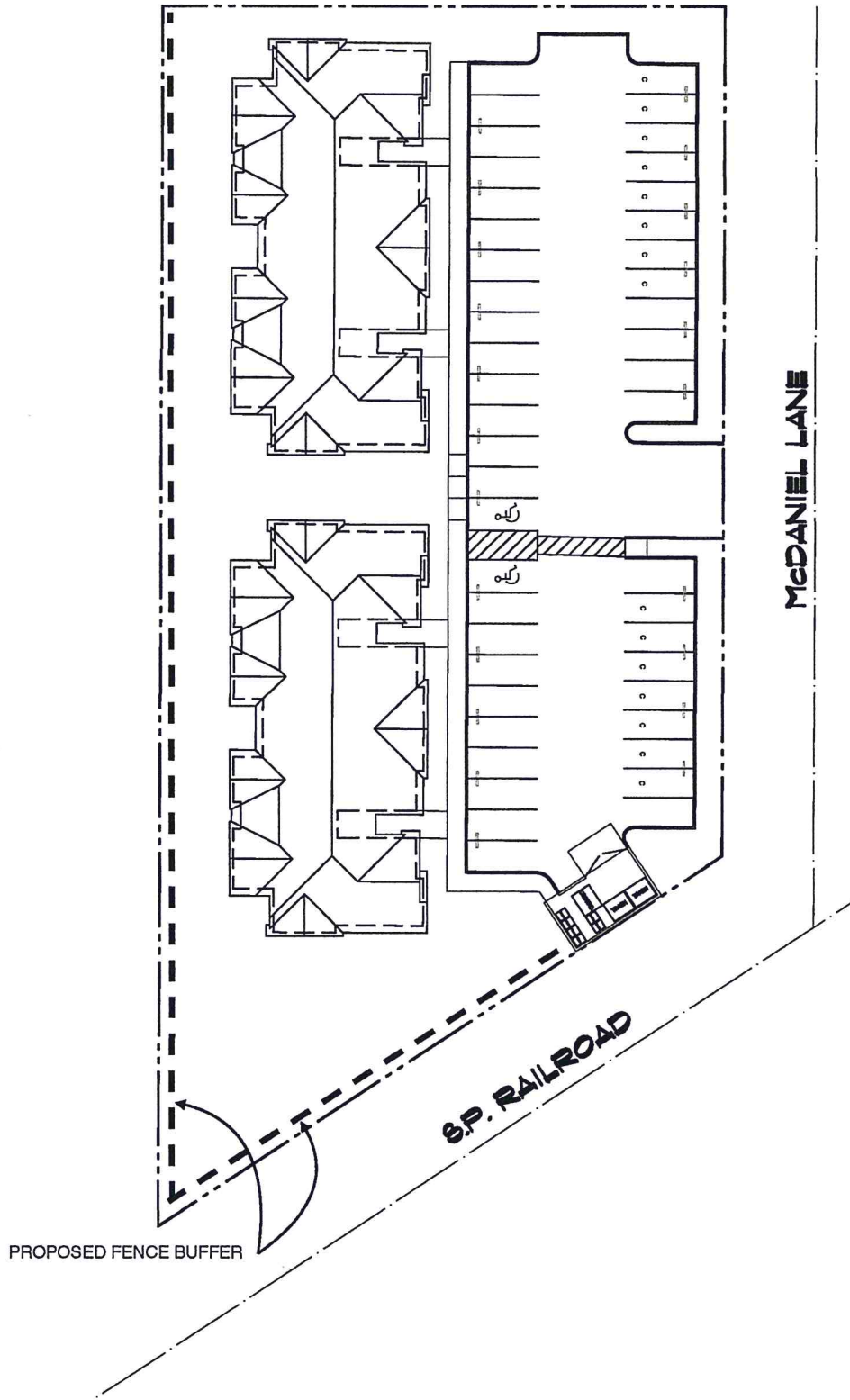
7. Describe how the site can be efficiently provided with public utilities, including water, sewer, electricity and natural gas, if needed, and that there is sufficient capacity to serve the proposed use.

At the pre-development meeting with the City, staff indicated that sanitary sewer is available at the northwest corner of the site and that storm drainage can be provided by way of an extension along NE McDaniel Lane from NE 17th Street. McMinnville Water and Light indicated that there is water capacity and electricity are available from existing facilities in or along NE McDaniel Lane. A change from Industrial to Residential can be accommodated.

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

Refer to the attached Traffic Impact Analysis prepared by A.T.E.P. Inc. dated April 5, 2018.

CONCEPT SITE PLAN



SITE PLAN

1"=30'

LOT INFORMATION

TAX LOT 1100,
SECTION 16, T. 4 S., R. 4 W.,
WILLAMETTE MERIDIAN,
CITY OF MC MINNVILLE,
YAMHILL COUNTY, OREGON

LEGAL DESCRIPTION



First American

myFirstAm® Combined Report

1601 Ne Mcdaniel Ln, McMinnville, OR 97128

Property Address:

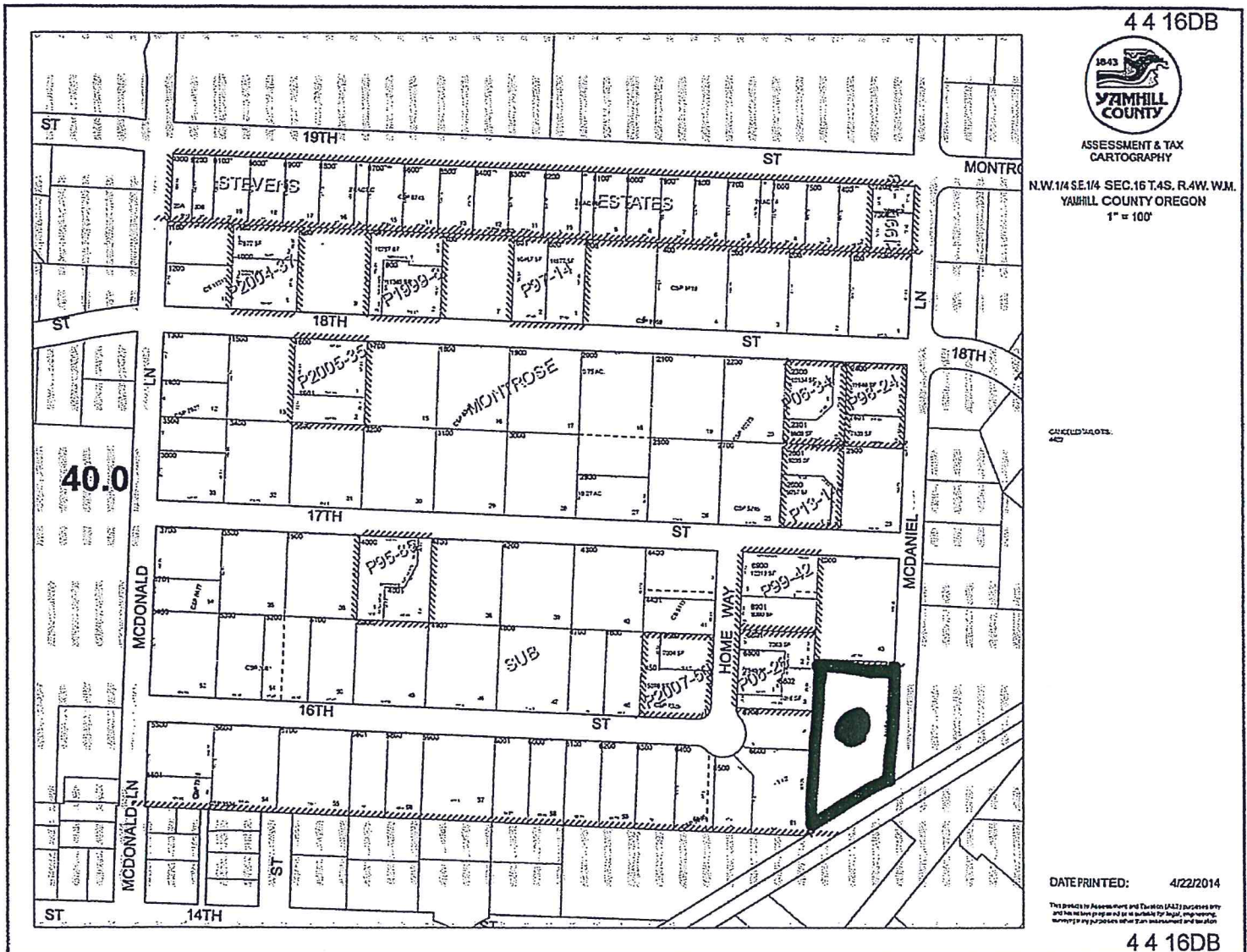
**1601 Ne Mcdaniel Ln
McMinnville, OR 97128**



First American

myFirstAm® Tax Map

1601 Ne Mcdaniel Ln, McMinnville, OR 97128



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Document Date: 20090218

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NN

TRUST DEED

STATE OF OREGON,

County of _____ } ss.

I certify that the within instrument was
received for recording on _____
at _____ o'clock _____ M and recorded in _____

OFFICIAL YAMHILL COUNTY RECORDS
REBEKAH STERN DOLL, COUNTY CLERK



\$36.00

00318075200900021290030035

200902129

3:52:16 PM 2/18/2009

DMR-DTDMR Cnt=1 Stn=3 SUSIE
\$15.00 \$10.00 \$11.00

Grantor's Name and Address

Beneficiary's Name and Address

After recording, return to (Name, Address, Zip):

~~XXXXXXXX~~ Michael Flanigan
PO Box 768 c/o Oregon Mainline Paving
McMinnville, OR 97128

THIS TRUST DEED, made on _____, between

CHARLES E. PARR II

First American Title

Oregon Mainline Paving LLC

WITNESSETH:

Grantor irrevocably grants, bargains, sells and conveys to trustee, in trust, with power of sale, the property in
Yamhill County, Oregon, described as:

See Exhibit "A" attached.

together with all and singular the tenements, hereditaments and appurtenances and all other rights thereunto belonging or in any way
now or hereafter appertaining, and the rents, issues and profits thereof, and all fixtures now or hereafter attached to or used in con-
nection with the property.

FOR THE PURPOSE OF SECURING PERFORMANCE of each agreement of grantor herein contained and payment of the sum of \$80,000Eighty thousand dollars and no/100

Dollars, with interest thereon according to the terms of a promissory note of even date herewith, payable to beneficiary or order and made by grantor, the final
payment of principal and interest, if not sooner paid, to be due and payable on June 20, 2011

The date of maturity of the debt secured by this instrument is the date, stated above, on which the final installment of the note becomes due and payable.
Should the grantor either agree to, attempt to, or actually sell, convey, or assign all (or any part) of the property, or all (or any part) of grantor's interest in it without
first obtaining the written consent or approval of the beneficiary, then, at the beneficiary's option, all obligations secured by this instrument, irrespective of the ma-
turity dates expressed therein, or herein, shall become immediately due and payable. The execution by grantor of an earnest money agreement** does not constitute a
sale, conveyance or assignment.

To protect the security of this trust deed, grantor agrees:

1. To protect, preserve and maintain the property in good condition and repair; not to remove or demolish any building or improvement thereon; and not to
commit or permit any waste of the property.

2. To complete or restore promptly and in good and habitable condition any building or improvement which may be constructed, damaged or destroyed there-
on, and pay when due all costs incurred therefor.

3. To comply with all laws, ordinances, regulations, covenants, conditions and restrictions affecting the property; if the beneficiary so requests, to join in ex-
ecuting such financing statements pursuant to the Uniform Commercial Code as the beneficiary may require, and to pay for filing the same in the proper public office
or offices, as well as the cost of all lien searches made by filing officers or searching agencies as may be deemed desirable by the beneficiary.

4. To provide and continuously maintain insurance on the buildings now or hereafter erected on the property against loss or damage by fire and other haz-
ards, as the beneficiary may from time to time require, in an amount not less than \$ max ins value written by one or more
companies acceptable to the beneficiary, with loss payable to the latter. All policies of insurance shall be delivered to the beneficiary as soon as issued. If the grantor
shall fail for any reason to procure any such insurance and to deliver the policies to the beneficiary at least fifteen days prior to the expiration of any policy of insur-
ance now or hereafter placed on the buildings, the beneficiary may procure the same at grantor's expense. The amount collected under any fire or other insurance policy
may be applied by beneficiary upon any indebtedness secured hereby and in such order as beneficiary may determine, or at option of beneficiary the entire amount
so collected, or any part thereof, may be released to grantor. Such application or release shall not cure or waive any default or notice of default hereunder or invali-
date any act done pursuant to such notice.

5. To keep the property free from construction liens and to pay all taxes, assessments and other charges that may be levied or assessed upon or against the
property before any part of such taxes, assessments and other charges becomes past due or delinquent and promptly deliver receipts therefor to beneficiary. Should
the grantor fail to make payment of any taxes, assessments, insurance premiums, liens or other charges payable by grantor, either by direct payment or by providing
beneficiary with funds with which to make such payment, beneficiary may, at its option, make payment thereof, and the amount so paid, with interest at the rate set
forth in the note secured hereby, together with the obligations described in paragraphs 6 and 7 of this trust deed, shall be added to and become a part of the debt
secured by this trust deed, without waiver of any rights arising from breach of any of the covenants hereof. For such payments, with interest as aforesaid, the prop-
erty hereinbefore described, as well as the grantor, shall be bound to the same extent that they are bound for the payment of the obligation herein described. All such
payments shall be immediately due and payable without notice, and the nonpayment thereof shall, at the option of the beneficiary, render all sums secured by this
trust deed immediately due and payable and shall constitute a breach of this trust deed.

6. To pay all costs, fees and expenses of this trust, including the cost of title search, as well as the other costs and expenses of the trustee incurred in con-
nection with or in enforcing this obligation, and trustee and attorney fees actually incurred.

7. To appear in and defend any action or proceeding purporting to affect the security rights or powers of beneficiary or trustee; and in any suit, action or pro-
ceeding in which the beneficiary or trustee may appear, including any suit for the foreclosure of this deed or any suit or action related to this instrument, including
but not limited to its validity and/or enforceability, to pay all costs and expenses, including evidence of title and the beneficiary's or trustee's attorney fees. The amount
of attorney fees mentioned in this paragraph in all cases shall be fixed by the trial court, and in the event of an appeal from any judgment or decree of the trial court,
grantor further agrees to pay such sum as the appellate court shall adjudge reasonable as the beneficiary's or trustee's attorney fees on such appeal.

It is mutually agreed that:

8. In the event that any portion or all of the property shall be taken under the right of eminent domain or condemnation, beneficiary shall have the right, if it
so elects, to require that all or any portion of the monies payable as compensation for such taking which are in excess of the amount required to pay all reasonable
costs, expenses and attorney fees necessarily paid or incurred by grantor in such proceedings, shall be paid to beneficiary and applied by it first upon any reasonable
costs and expenses and attorney fees, both in the trial and appellate courts, necessarily paid or incurred by beneficiary in such proceedings, and the balance applied
upon the indebtedness secured hereby. Grantor agrees, at its own expense, to take such actions and execute such instruments as shall be necessary in obtaining such
compensation promptly upon beneficiary's request.

NOTE: The Trust Deed Act provides that the trustee hereunder must be either an attorney who is an active member of the Oregon State Bar, a bank, trust company or savings and loan
association authorized to do business under the laws of Oregon or the United States, a title insurance company authorized to insure title to real property of this state, its subsidiaries,
affiliates, agents or branches, the United States or any agency thereof, or an escrow agent licensed under ORS 696.505 to 696.585.

*WARNING: 12 USC 1701(c) regulates and may prohibit exercise of this option.

**The publisher suggests that such an agreement address the issues of obtaining beneficiary's consent in complete detail.

FIRST AMERICAN TITLE

9. At any time, and from time to time upon written request of beneficiary, payment of its fees and presentation of this deed and the note for endorsement (in case of full reconveyances, for cancellation), without affecting the liability of any person for the payment of the indebtedness, trustee may (a) consent to the making of any map or plat of the property; (b) join in granting any easement or creating any restriction thereon; (c) join in any subordination or other agreement affecting this deed or the lien or charge thereof; or (d) reconvey, without warranty, all or any part of the property. The grantee in any reconveyance may be described as the "person or persons legally entitled thereto," and the recitals therein of any matters or facts shall be conclusive proof of the truthfulness thereof. Trustee fees for any of the services mentioned in this paragraph shall be not less than \$5.

10. Upon any default by grantor hereunder, beneficiary may, at any time without notice, either in person, by agent, or by a receiver to be appointed by a court, and without regard to the adequacy of any security for the indebtedness hereby secured, enter upon and take possession of the property or any part thereof, in its own name sue or otherwise collect the rents, issues and profits, including those past due and unpaid, and apply the same, less costs and expenses of operation and collection, including reasonable attorney fees, upon any indebtedness secured hereby, and in such order as beneficiary may determine.

11. The entering upon and taking possession of the property, the collection of such rents, issues and profits, or the proceeds of fire and other insurance policies or compensation or awards for any taking or damage of the property, and the application or release thereof as aforesaid, shall not cure or waive any default or notice of default hereunder, or invalidate any act done pursuant to such notice.

12. Upon default by grantor in payment of any indebtedness secured hereby or in grantor's performance of any agreement hereunder, time being of the essence with respect to such payment and/or performance, the beneficiary may declare all sums secured hereby immediately due and payable. In such event, the beneficiary may elect to proceed to foreclose this trust deed in equity as a mortgage or direct the trustee to foreclose this trust deed by advertisement and sale, or may direct the trustee to pursue any other right or remedy, either at law or in equity, which the beneficiary may have. In the event the beneficiary elects to foreclose by advertisement and sale, the beneficiary or the trustee shall execute and cause to be recorded a written notice of default and election to sell the property to satisfy the obligation secured hereby whereupon the trustee shall fix the time and place of sale, give notice thereof as then required by law and proceed to foreclose this trust deed in the manner provided in ORS 86.735 to 86.795.

13. After the trustee has commenced foreclosure by advertisement and sale, and at any time prior to 5 days before the date the trustee conducts the sale, the grantor or any other person so privileged by ORS 86.753 may cure the default or defaults. If the default consists of a failure to pay, when due, sums secured by the trust deed, the default may be cured by paying the entire amount due at the time of the cure other than such portion as would not then be due had no default occurred. Any other default that is capable of being cured may be cured by tendering the performance required under the obligation or trust deed. In any case, in addition to curing the default or defaults, the person effecting the cure shall pay to the beneficiary all costs and expenses actually incurred in enforcing the obligation of the trust deed, together with trustee and attorney fees not exceeding the amounts provided by law.

14. Otherwise, the sale shall be held on the date and at the time and place designated in the notice of sale or the time to which the sale may be postponed as provided by law. The trustee may sell the property either in one parcel or in separate parcels and shall sell the parcel or parcels at auction to the highest bidder for cash, payable at the time of sale. Trustee shall deliver to the purchaser its deed in form as required by law conveying the property so sold, but without any covenant or warranty, express or implied. The recitals in the deed of any matters of fact shall be conclusive proof of the truthfulness thereof. Any person, excluding the trustee, but including the grantor and beneficiary, may purchase at the sale.

15. When trustee sells pursuant to the powers provided herein, trustee shall apply the proceeds of sale to payment of: (1) the expenses of sale, including the compensation of the trustee and a reasonable charge by trustee's attorney; (2) to the obligation secured by the trust deed; (3) to all persons having recorded liens subsequent to the interest of the trustee in the trust deed as their interests may appear in the order of their priority; and (4) the surplus, if any, to the grantor, or to any successor in interest entitled to such surplus.

16. Beneficiary may, from time to time, appoint a successor or successors to any trustee named herein or to any successor trustee appointed hereunder. Upon such appointment, and without conveyance to the successor trustee, the latter shall be vested with all title, powers and duties conferred upon any trustee herein named or appointed hereunder. Each such appointment and substitution shall be made by written instrument executed by beneficiary, which, when recorded in the mortgage records of the county or counties in which the property is situated, shall be conclusive proof of proper appointment of the successor trustee.

17. Trustee accepts this trust when this deed, duly executed and acknowledged, is made a public record as provided by law. Trustee is not obligated to notify any party hereto of pending sale under any other deed of trust or of any action or proceeding in which grantor, beneficiary or trustee shall be a party unless such action or proceeding is brought by trustee.

The grantor covenants to and agrees with the beneficiary and the beneficiary's successors in interest that the grantor is lawfully seized in fee simple of the real property and has a valid, unencumbered title thereto, except as may be set forth in any addendum or exhibit attached hereto, and that the grantor will warrant and forever defend the same against all persons whomsoever.

WARNING: Unless grantor provides beneficiary with evidence of insurance coverage as required by the contract or loan agreement between them, beneficiary may purchase insurance at grantor's expense to protect beneficiary's interest. This insurance may, but need not, also protect grantor's interest. If the collateral becomes damaged, the coverage purchased by beneficiary may not pay any claim made by or against grantor. Grantor may later cancel the coverage by providing evidence that grantor has obtained property coverage elsewhere. Grantor is responsible for the cost of any insurance coverage purchased by beneficiary, which cost may be added to grantor's contract or loan balance. If it is so added, the interest rate on the underlying contract or loan will apply to it. The effective date of coverage may be the date grantor's prior coverage lapsed or the date grantor failed to provide proof of coverage. The coverage beneficiary purchases may be considerably more expensive than insurance grantor might otherwise obtain alone and may not satisfy any need for property damage coverage or any mandatory liability insurance requirements imposed by applicable law.

The grantor warrants that the proceeds of the loan represented by the above described note and this trust deed are (choose one):*

(a) primarily for grantor's personal, family or household purposes (see Important Notice below).

(b) for an organization, or (even if grantor is a natural person) are for business or commercial purposes.

This deed applies to, inures to the benefit of, and binds all parties hereto, their heirs, legatees, devisees, administrators, executors, personal representatives, successors and assigns. The term beneficiary shall mean the holder and owner, including pledgee, of the contract secured hereby, whether or not named as a beneficiary herein.

In construing this trust deed, it is understood that the grantor, trustee and/or beneficiary may each be more than one person; that if the context so requires, the singular shall be taken to mean and include the plural, and that generally all grammatical changes shall be made, assumed and implied to make the provisions hereof apply equally to corporations and to individuals.

IN WITNESS WHEREOF, the grantor has executed this instrument the day and year first written above.

*IMPORTANT NOTICE: Delete, by lining out, whichever warranty (a) or (b) is inapplicable. If warranty (a) is applicable and the beneficiary is a creditor as such word is defined in the Truth-in-Lending Act and Regulation Z, the beneficiary MUST comply with the Act and Regulation by making required disclosures. For this purpose use Stevens-Ness Form No. 1319, or the equivalent. If compliance with the Act is not required, disregard this notice.

Charles E Parr II

STATE OF OREGON, County of Yamhill

ss.

2-9-09

This instrument was acknowledged before me on

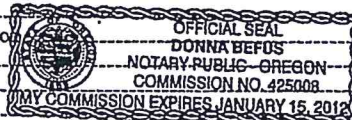
by Charles E Parr II

This instrument was acknowledged before me on

by

as

of



Notary Public for Oregon

My commission expires

REQUEST FOR FULL RECONVEYANCE (To be used only when obligations have been paid.)

TO: _____, Trustee

The undersigned is the legal owner and holder of all indebtedness secured by the foregoing trust deed. All sums secured by the trust deed have been fully paid and satisfied. You hereby are directed, on payment to you of any sums owing to you under the terms of the trust deed or pursuant to statute, to cancel all evidences of indebtedness secured by the trust deed (which are delivered to you herewith together with the trust deed) and to reconvey, without warranty, to the parties designated by the terms of the trust deed, the estate now held by you under the same. Mail the reconveyance and documents to _____

DATED _____

Do not lose or destroy this Trust Deed OR THE NOTE which it secures. Both should be delivered to the trustee for cancellation before reconveyance is made.

Beneficiary

EXHIBIT "A"

A parcel of land being part of that deed recorded April 8, 1985 in Film Volume 193, Page 1006, Deed Records of Yamhill County, Oregon, located in the Southeast 1/4 Section 16, Township 4 South, Range 4 West, Willamette Meridian, and being a portion of the Madison Malone D.L.C. No. 49, Yamhill County, Oregon, being more particularly described as follows:

Beginning at a 5/8" Iron Rod at the northeast corner of Lot 5, in Block 13, in Oak Park Addition to the City of McMinnville, Yamhill County, Oregon, as set by County Survey 10708, and recorded in Volume Y, Page 38, Survey Records of Yamhill County, Oregon said Iron Rod set on the westerly margin of Alpine Avenue; thence North $38^{\circ}01'33''$ East a distance of 109.94 feet along the westerly margin of Alpine Avenue; thence leaving the westerly margin of Alpine Avenue South $51^{\circ}58'27''$ East a distance of 30.00 feet; thence North $38^{\circ}01'33''$ East a distance of 36.69 feet; thence North $51^{\circ}58'27''$ West a distance of 30.00 feet to an Iron Rod set on the easterly margin of the Southern Pacific Railroad Right-of-way; thence South $57^{\circ}17'56''$ West along the said easterly Right-of-way, a distance of 155.33 feet to the northwest corner of Lot 5, Block 13, Oak Park Addition; thence South $51^{\circ}58'27''$ East a distance of 51.27 feet to the point of beginning and containing 4,842 square feet of land more or less.

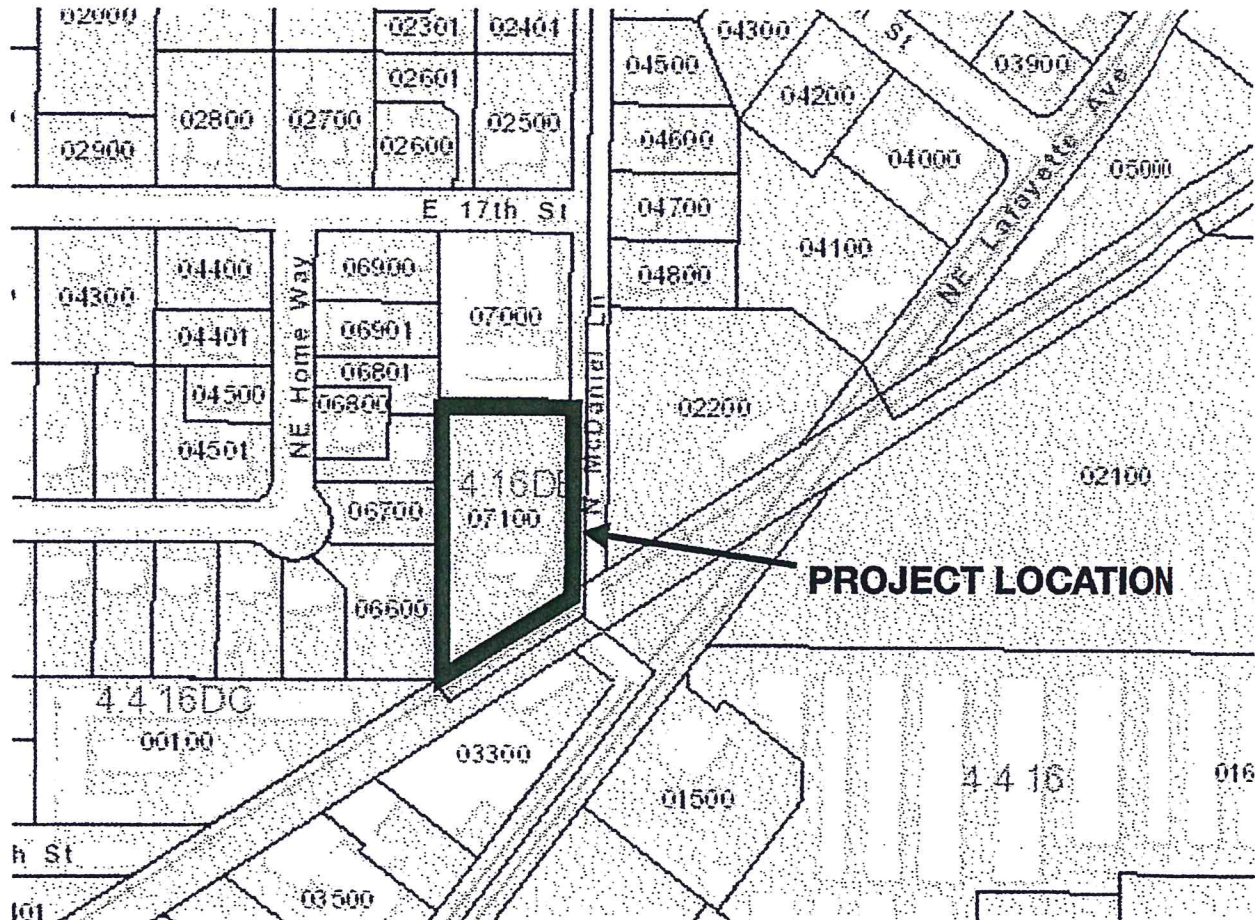
EVIDENCE OF COMPLIANCE
OF
NEIGHBORHOOD MEETING

NEIGHBORHOOD MEETING NOTICE

March 20, 2018

Dear Neighbor,

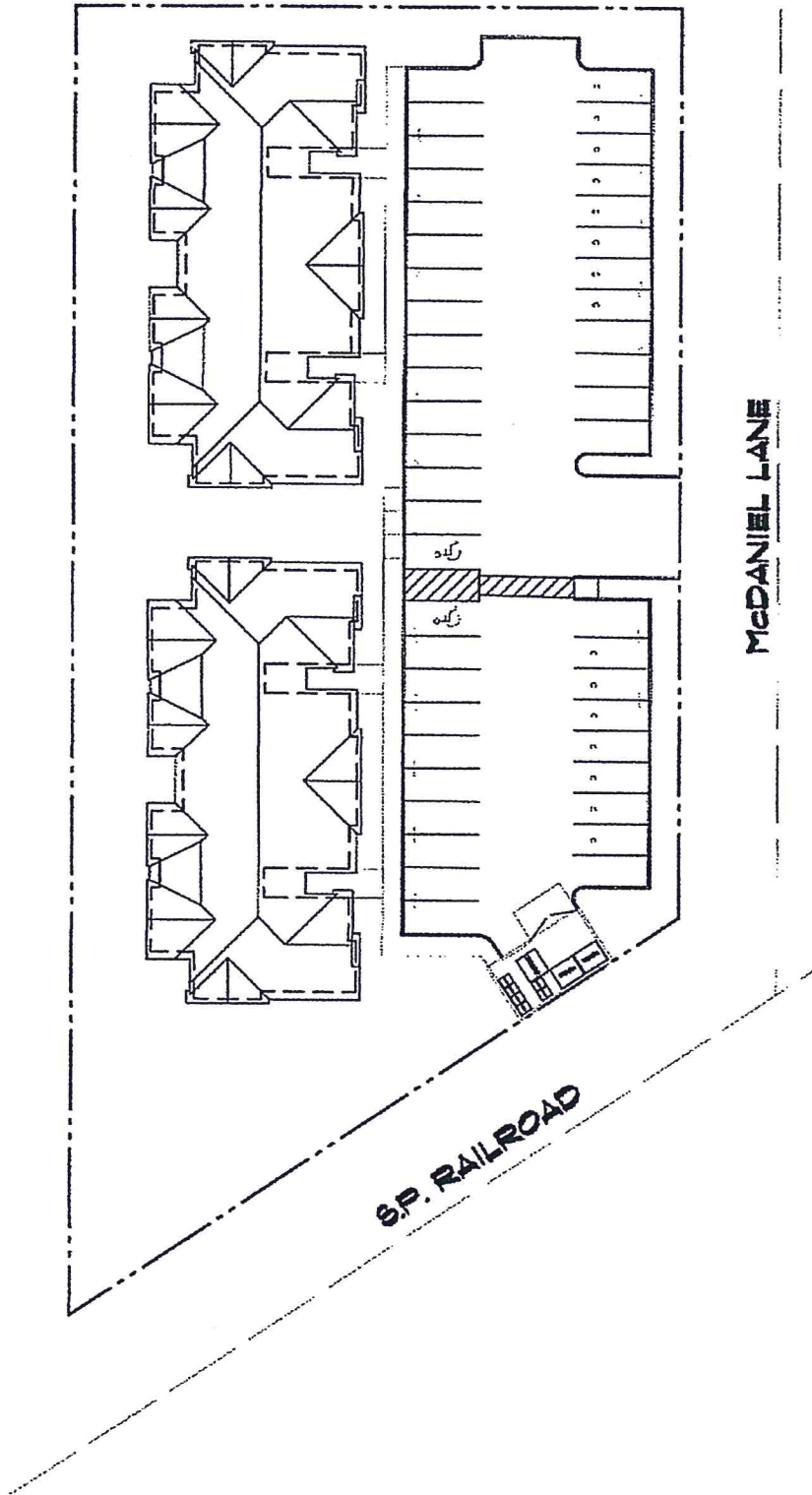
We are proposing to build an apartment complex at 1601 NE McDaniel Lane, McMinnville Oregon 97128.



We are holding an open neighborhood meeting to present this project, answer your questions and provide an opportunity for you identify any issues you believe should be addressed.

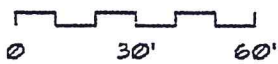
The meeting will be held in Carnegie Room of the McMinnville Public Library on April 11, 2018 at 6:30 PM. The library is located at 225 NW Adams Street.

A conceptual plan is provided on the other side of this notice.



SITE PLAN

1"=30'



PEREZ MIGUEL MARTINEZ
1520 NE 16TH ST
MCMINNVILLE OR 97128

HILTON ELDON W & JUNE C
1525 E 17TH ST
MCMINNVILLE OR 97128

HAMILTON ROBERT K
1550 NE 17TH ST
MCMINNVILLE OR 97128

CASPERS JAMES W
1475 NE 16TH ST
MCMINNVILLE OR 97128

KING ROGER R
PO BOX 12962
SALEM OR 97309

VANTAGE HOMES LLC
1761 THIRD ST #103
NORCO CA 92860

SEWARD BLAKE E
1625 NE 17TH ST
MCMINNVILLE OR 97128

BREITENBUCHER CHERYL L
1625 NE HOME WY
MCMINNVILLE OR 97128

NAVARRA DUANE P & CATHY A
1450 E 16TH ST
MCMINNVILLE OR 97128

MAFFIN MICHAEL S
1610 NE HOME WY
MCMINNVILLE OR 97128

HANSEN TYSON
1712 MCDANIEL LN
MCMINNVILLE OR 97128

BRINDLEY PROPERTY HOLDINGS LLC
1594 SW FELLOWS ST
MCMINNVILLE OR 97128

DRUSE STEPHEN E
20101 SW TENINO CT
TUALATIN OR 97062

DOTY MICHAEL E
17980 NE HILLSIDE DR
NEWBERG OR 97132

SHERMAN MARKA
PO BOX 483
MCMINNVILLE OR 97128

CLARK ROBERT C
1630 NE HOME WAY
MCMINNVILLE OR 97128

PACIFIC RENTALS AND STORAGE LLC
15055 SW 150TH CT
BEAVERTON OR 97007

KAER STEVEN
17110 CEDAR RD
LAKE OSWEGO OR 97034

WIDMER JACE D
1450 NE 17TH ST
MCMINNVILLE OR 97128

M K MORRIS LLC
1405 NE LAFAYETTE AVE SUITE E
MCMINNVILLE OR 97128

SANDOVAL RICARDO
1702 NE MCDANIEL LN
MCMINNVILLE OR 97128

WILLIAMS MAXWELL
1626 NE HOME WAY
MCMINNVILLE OR 97128

GORMLEY EDWARD J 50% &
1020 NW BAKER CREST CT
MCMINNVILLE OR 97128

SCHOKO PROPERTIES LLC
19191 SW PEAVINE RD
MCMINNVILLE OR 97128

AIKEN TIFFANNIE L
1602 NE HOME WAY
MCMINNVILLE OR 97128

FISHER JODY S
1508 NE 16TH ST
MCMINNVILLE OR 97128

DOTY MICHAEL E
17980 NE HILLSIDE DR
NEWBERG OR 97132

MILLER STEPHEN D & AUDREY 1/2 &
17211 NE 167TH AVE
BRUSH PRAIRIE WA 98606

KLAUS DEAN C & DEBRA A
450 NW 7TH ST
MCMINNVILLE OR 97128

HF PROPERTIES
720 NW MICHELBOOK CT
MCMINNVILLE OR 97128

YOUR SPACE PUBLIC STORAGE LLC
450 NW 7TH ST
MC MINNVILLE OR 97128

Photo of posted sign



Neighborhood Meeting Notes

April 11, 2018

6:30 PM held in the Carnegie Room of the McMinnville Public Library

Materials presented consisted of copies of the mailed meeting notice which included a concept site plan.

Summary of Comments from attendees:

Privacy

- Noise
- Sight lines from 2nd and 3rd floors
- Light

Suggestions

- Frosted glass
- Orient buildings so side faces residents
- Design without decks or windows at rear
- Tall vegetative buffer
- Improve the west fence line
- Have parking lot on west side to move building closer to McDaniel

Blocking sunlight into yards

Traffic

How will increased traffic affect intersections on McDaniel

Will school bus stop in front of site

Misc

Increase rodents from site construction or future trash enclosure

This will reduce my property values

Will there be an on-site manager

Will there be a park or play structure

One comment that an apartment project better than potential other industrial uses.

Revisions made to concept plan based on comments:

The applicant investigated changing the orientation of the apartment units to address the main concerns of those attending the meeting. It was determined that to comply with the front setback requirement of 20 feet along NE McDaniel Lane an effective and efficient layout could not be created for the site and accommodate either emergency services or trash collection.

NAME	ADDRESS
Jody Fisher	1508 NE 16 th St.
Roxie King	1618 NE Home Way
James	1610 NE Home Way
John	"
Tim Aiken	1602 NE Home Way
Scott Bookman	1625 NE Home Way
Doug Hurl	Minimville,
Cathy & Duane Navara	1450 NE 16 th St.

ADDRESS

1508 NE 16th St

16/8 NE Home WA

1610 NE Home way

1602 NE Homer Way
1125

1625 NE Home rd

Manville,

1450NE / 6th St



Planning Department

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

Office Use Only:

File No. 241-18
Date Received 5-15-18
Fee 1625.⁰⁰
Receipt No. 18M0096
Received by SP

Comprehensive Plan Map Amendment/ Zone Change Application

Applicant Information

Applicant is: ☐ Property Owner ☐ Contract Buyer ☐ Option Holder ☐ Agent ☒ Other Owner representative

Applicant Name Daniel Danicic Phone 503-476-7702

Contact Name _____ Phone _____
(If different than above)

Address 3411 HAYSE ST #122

City, State, Zip Newberg, OR 97132

Contact Email djdanicic@gmail.com

Property Owner Information

Property Owner Name Charles E. Parr II Phone 503-474-3137
(If different than above)

Contact Name Charles Parr Phone _____

Address 1601 NE McDaniel Lane

City, State, Zip McMinnville, OR 97128

Contact Email finishingtouchinc1@frontier.com

Site Location and Description

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

Property Address 1601 NE McDaniel Ln.

Assessor Map No. R4 416-DB - 07100 Total Site Area 45,669 SF

Subdivision _____ Block _____ Lot _____

Comprehensive Plan Designation Industrial Zoning Designation M-1

This request is for a:

☐ **Comprehensive Plan Amendment**

☒ **Zone Change**

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

SEE ATTACHED FOR RESPONSES
TO QUESTIONS

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). _____

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. _____

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. _____

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

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

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


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.


Applicant's Signature

5-4-18
Date


Property Owner's Signature

5/7/18
Date

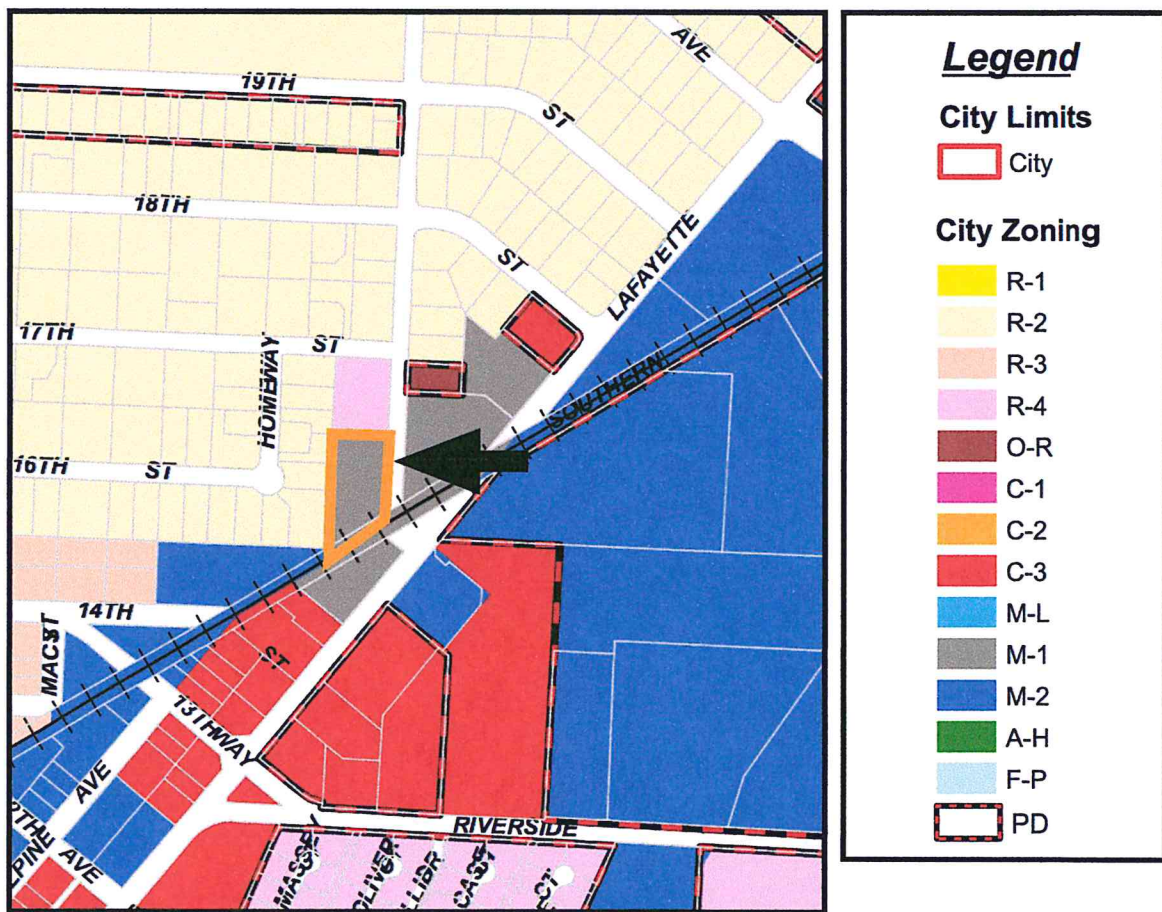
Supporting Narrative for Zone Change Application

1601 NE McDaniel Lane, McMinnville

1. What, in detail, are you asking for? State the Reasons for the request and intended use of the property.

The applicant is seeking a land use approval from the City of McMinnville for a zone change from M-1 to R-4 for the property located at 1601 NE McDaniel Lane.

The applicant desires this change in order to allow for the development of multi-family apartment complex on the site.



2. Show in detail, by citing specific goals and policies, how your request confirms to applicable McMinnville Comprehensive Plan Goals and Policies (Volume 2).

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

General Housing Policies:

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

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

RESPONSE: Policies 58 and 59 are satisfied.

The 2001 McMinnville Residential Needs Analysis determined an overall need of 164 acres of R-4 - Residential through the year 2020 (Table B-11). Since 2001, approximately 56.2 acres of land have been rezoned R-4 leaving a deficit of 107.8 acres. This zone change will help to reduce this deficiency.

The change to R-4 zoning will also allow for an apartment project which will provide lower cost housing by offering rental units.

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. Policies:

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.

RESPONSE: Policy 68 is satisfied as the site is served by existing urban services.

71.09 Medium and High-Density Residential (R-3 and R-4) - The majority of residential lands in McMinnville are planned to develop at medium density range (4 – 8 dwelling units per net acre). Medium density residential development uses include small lot single-family detached uses, single family attached units, duplexes and triplexes, and townhouses. High density residential development (8 – 30 dwelling units per net acre) uses typically include townhouses, condominiums, and apartments:

- 1. Areas that are not committed to low density development;*
- 2. Areas that have direct access from collector or arterial streets;*
- 3. Areas that are not subject to development limitations such as topography, flooding, or poor drainage;*
- 4. Areas where the existing facilities have the capacity for additional development;*
- 5. Areas within one-quarter mile of existing or planned public transportation; and*
- 6. Areas that can be buffered from low density residential areas in order to maximize the privacy of established low density residential areas.*

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.*

RESPONSE: Policies 71.09 and 71.13 are satisfied. This property, zoned M-1, is not committed to low density residential. It will have direct access to McDaniel Lane, a minor collector classification, though it is only 200 feet from NE Lafayette Ave which is a minor arterial (refer to attached Traffic Impact Analysis demonstrating there will not be any detrimental impact to adjacent streets and intersections). The site has no topographical limitations for development and has direct access to existing public facilities. It is within a quarter-mile of public transit on NE Lafayette Ave and public open space (Wortman Park), and can be buffered from adjacent low density neighborhood through measures such as vegetative screening and/or fencing. It is within a half-mile of neighborhood and general commercial shopping at Pacific Highway and NE McDaniel Lane intersection.

Multiple-family Development Policies:

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.

89.00 Zoning standards shall require that all multiple-family housing developments provide landscaped grounds. (Ord. 4796, October 14, 2003) VOLUME II Goals and Policies Page 22

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

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)

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)

RESPONSE: Policies 86.00, 89.00, 90.00, 92.01 and 92.02 are satisfied. The location of this Muti-family project does not result in a concentration of high density development. When developed the site will have the required amount of landscaping. This site will have direct access to a collector street, McDaniel Lane (refer to attached Traffic Impact Analysis demonstrating there will not be any detrimental impact to adjacent streets and intersections). Thought site is located adjacent to a railroad line, it will be developed with a landscape and/or fencing buffer. The project site is within reasonable walking distance of the Middle and High schools, public open space at Wortman Park, the shopping area located at the intersection of McDaniel Lane and Pacific Highway as well as public transit on NE Lafayette Ave.

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).*

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*

RESPONSE: Policy 99.00 is satisfied. A pre-development meeting held with the City and other utilities confirmed that adequate urban services are available at the site or can be extended to provide service. McDaniel Lane currently meets city street standards.

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.

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

118.00 The City of McMinnville shall encourage development of roads that include the following design factors:

1. *Minimal adverse effects on, and advantageous utilization of, natural features of the land.*
2. *Reduction in the amount of land necessary for streets with continuance of safety, maintenance, and convenience standards.*
3. *Emphasis placed on existing and future needs of the area to be serviced. The function of the street and expected traffic volumes are important factors.*
4. *Consideration given to Complete Streets, in consideration of all modes of transportation (public transit, private vehicle, bike, and foot paths). (Ord.4922, February 23, 2010)*
5. *Connectivity of local residential streets shall be encouraged. Residential cul-de-sac streets shall be discouraged where opportunities for through streets exist*

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

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.

RESPONSE: Policies 117.00, 118.00, 119.00 and 120.00 are satisfied. No new public streets are needed for this zone change. The attached Traffic Impact Analysis demonstrates there will not be any detrimental impact to adjacent streets and intersections.

PARKING Policies:

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

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

RESPONSE: The proposed site can accommodate the required number of off-street parking spaces.

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 within the framework outlined below:

- 1. Sufficient municipal treatment plant 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.*

STORM DRAINAGE Policies:

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.

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

WATER SYSTEM Policies:

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 a 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*

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.

WATER AND SEWER--LAND DEVELOPMENT CRITERIA Policies:

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.*

RESPONSE: Policies 136.00, 139.00, 139.00, 142.00, 143.00, 144.00, 145.00, 147.00 and 152.00 are satisfied. Adequate levels of sanitary sewer, storm sewer, water either presently serve or can be made to serve the site.

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

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.

RESPONSE: Policies 153.00 and 155.00 are satisfied. The subject property will meet requirements for any and all emergency services.

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.

RESPONSE: Policy 188.00 is satisfied. Citizen involvement is provided through a pre-application neighborhood meeting that was held by the applicant on April 11, 2018. Documentation of this meeting is attached to this application. The public also has access to this application and has opportunity to provide testimony and ask questions during the hearing process.

3. Is your request subject to the provisions of a planned development overlay, show, in detail, how the request confirms to the requirements of the overlay.

This site is not subject to a planned development overlay.

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

No planned development overlay is proposed.

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

This proposal is orderly as the property to the north is zoned R-4 and the property to west is R-2, so the proposed R-4 zone is in keeping with adjacent residential designations. It is timely as McMinnville has identified a need for additional multi-family housing.

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

Property to the north is currently zoned R-4. Approving this zone change to R-4 is consistent with the city's desire to achieve higher density.

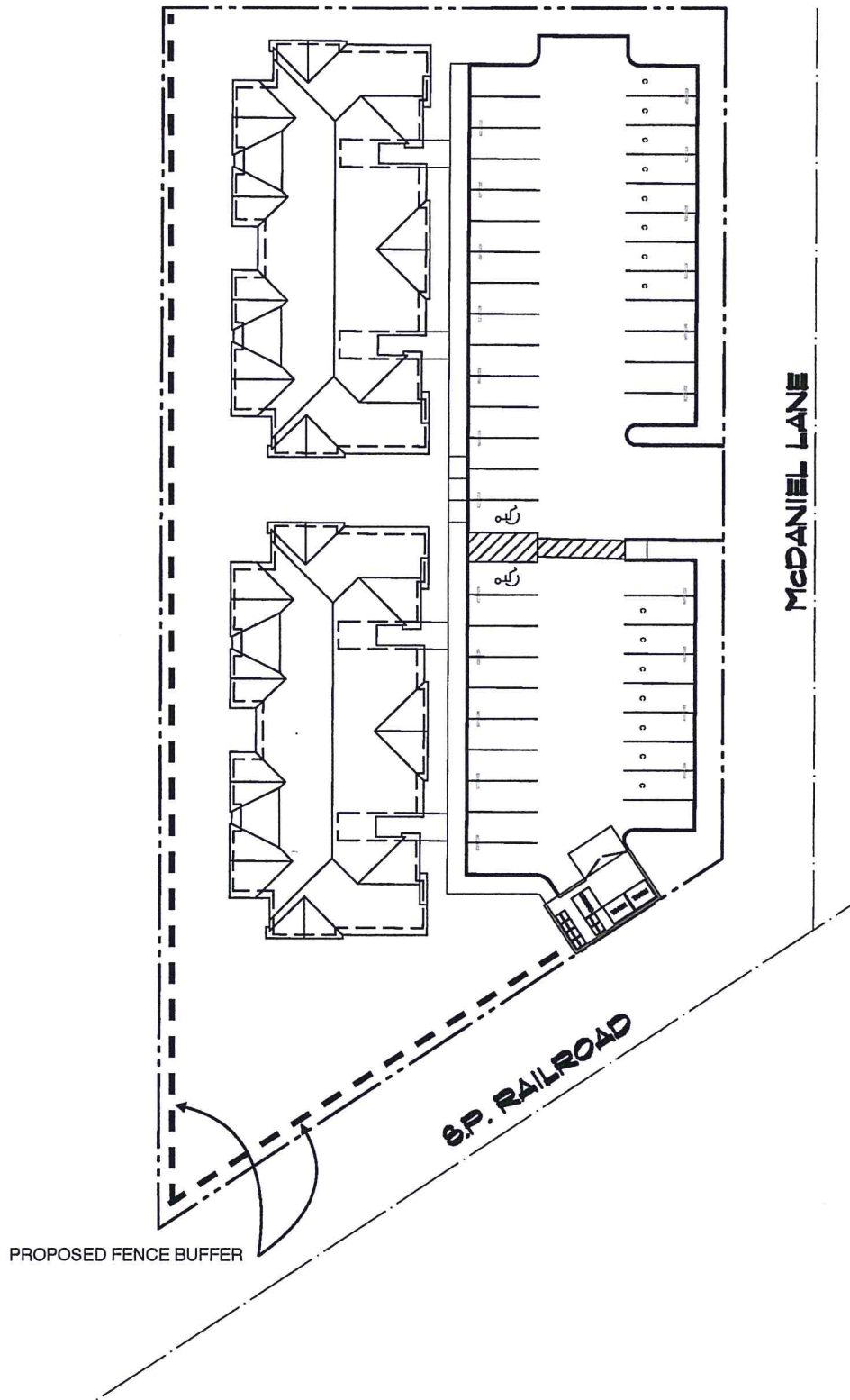
7. Describe how the site can be efficiently provided with public utilities, including water, sewer, electricity and natural gas, if needed, and that there is sufficient capacity to serve the proposed use.

At the pre-development meeting with the City, staff indicated that sanitary sewer is available at the northwest corner of the site and that storm drainage can be provided by way of an extension along NE McDaniel Lane from NE 17th Street. McMinnville Water and Light indicated that there is water capacity and electricity are available from existing facilities in or along NE McDaniel Lane.

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

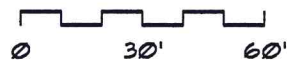
Refer to the attached Traffic Impact Analysis prepared by A.T.E.P. Inc. dated April 5, 2018.

CONCEPT SITE PLAN



SITE PLAN

1"=30'



LOT INFORMATION

TAX LOT 1100,
SECTION 16, T. 4 S., R. 4 W.,
WILLAMETTE MERIDIAN,
CITY OF MC MINNVILLE,
YAMHILL COUNTY, OREGON

LEGAL DESCRIPTION



First American

myFirstAm® Combined Report

1601 Ne Mcdaniel Ln, McMinnville, OR 97128

Property Address:

**1601 Ne Mcdaniel Ln
McMinnville, OR 97128**



First American

myFirstAm® Recorded Document

The Recorded Document images are displayed in the subsequent pages for the following request:

State: OR
County: YAMHILL

Document Number: 2129
Document Date: 20090218

Limitation of Liability for Informational Report

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NN

TRUST DEED

STATE OF OREGON,

County of _____ } ss.

I certify that the within instrument was
received for recording on _____
at _____ o'clock _____ M. and recorded in

OFFICIAL YAMHILL COUNTY RECORDS
REBEKAH STERN DOLL, COUNTY CLERK



\$36.00

00318076200900021290030035

200902129

3:52:16 PM 2/18/2009

DMR-DTDMR Cnt=1 Str=3 SUSIE
\$15.00 \$10.00 \$11.00

Grantor's Name and Address

Beneficiary's Name and Address

After recording, return to (Name, Address, Zip):

~~Charles E. Parr II~~ Michael Flanigan
PO Box 768 c/o Oregon Mainline Paving
McMinnville, OR 97128

THIS TRUST DEED, made on _____, between

CHARLES E. PARR II

First American Title

Oregon Mainline Paving LLC

WITNESSETH:

Grantor irrevocably grants, bargains, sells and conveys to trustee, in trust, with power of sale, the property in
Yamhill County, Oregon, described as:

See Exhibit "A" attached.

together with all and singular the tenements, hereditaments and appurtenances and all other rights thereunto belonging or in any way
now or hereafter appertaining, and the rents, issues and profits thereof, and all fixtures now or hereafter attached to or used in con-
nection with the property.

FOR THE PURPOSE OF SECURING PERFORMANCE of each agreement of grantor herein contained and payment of the sum of \$80,000
Eighty thousand dollars and no/100

Dollars, with interest thereon according to the terms of a promissory note of even date herewith, payable to beneficiary or order and made by grantor, the final
payment of principal and interest, if not sooner paid, to be due and payable on June 20, 2011

The date of maturity of the debt secured by this instrument is the date, stated above, on which the final installment of the note becomes due and payable.
Should the grantor either agree to, attempt to, or actually sell, convey, or assign all (or any part) of the property, or all (or any part) of grantor's interest in it without
first obtaining the written consent or approval of the beneficiary, then, at the beneficiary's option*, all obligations secured by this instrument, irrespective of the matu-
rity dates expressed therein, or herein, shall become immediately due and payable. The execution by grantor of an earnest money agreement** does not constitute a
sale, conveyance or assignment.

To protect the security of this trust deed, grantor agrees:

1. To protect, preserve and maintain the property in good condition and repair; not to remove or demolish any building or improvement thereon; and not to
commit or permit any waste of the property.

2. To complete or restore promptly and in good and habitable condition any building or improvement which may be constructed, damaged or destroyed there-
on, and pay when due all costs incurred therefor.

3. To comply with all laws, ordinances, regulations, covenants, conditions and restrictions affecting the property; if the beneficiary so requests, to join in exe-
cuting such financing statements pursuant to the Uniform Commercial Code as the beneficiary may require, and to pay for filing the same in the proper public office
or offices, as well as the cost of all lien searches made by filing officers or searching agencies as may be deemed desirable by the beneficiary.

4. To provide and continuously maintain insurance on the buildings now or hereafter erected on the property against loss or damage by fire and other haz-
ards, as the beneficiary may from time to time require, in an amount not less than \$ max ins value, written by one or more
companies acceptable to the beneficiary, with loss payable to the latter. All policies of insurance shall be delivered to the beneficiary as soon as issued. If the grantor
shall fail for any reason to procure any such insurance and to deliver the policies to the beneficiary at least fifteen days prior to the expiration of any policy of insur-
ance now or hereafter placed on the buildings, the beneficiary may procure the same at grantor's expense. The amount collected under any fire or other insurance policy
may be applied by beneficiary upon any indebtedness secured hereby and in such order as beneficiary may determine, or at option of beneficiary the entire amount
so collected, or any part thereof, may be released to grantor. Such application or release shall not cure or waive any default or notice of default hereunder or invali-
date any act done pursuant to such notice.

5. To keep the property free from construction liens and to pay all taxes, assessments and other charges that may be levied or assessed upon or against the
property before any part of such taxes, assessments and other charges becomes past due or delinquent and promptly deliver receipts therefor to beneficiary. Should
the grantor fail to make payment of any taxes, assessments, insurance premiums, liens or other charges payable by grantor, either by direct payment or by providing
beneficiary with funds with which to make such payment, beneficiary may, at its option, make payment thereof, and the amount so paid, with interest at the rate set
forth in the note secured hereby, together with the obligations described in paragraphs 6 and 7 of this trust deed, shall be added to and become a part of the debt
secured by this trust deed, without waiver of any rights arising from breach of any of the covenants hereof. For such payments, with interest as aforesaid, the property
hereinbefore described, as well as the grantor, shall be bound to the same extent that they are bound for the payment of the obligation herein described. All such
payments shall be immediately due and payable without notice, and the nonpayment thereof shall, at the option of the beneficiary, render all sums secured by this
trust deed immediately due and payable and shall constitute a breach of this trust deed.

6. To pay all costs, fees and expenses of this trust, including the cost of title search, as well as the other costs and expenses of the trustee incurred in con-
nection with or in enforcing this obligation, and trustee and attorney fees actually incurred.

7. To appear in and defend any action or proceeding purporting to affect the security rights or powers of beneficiary or trustee; and in any suit, action or pro-
ceeding in which the beneficiary or trustee may appear, including any suit for the foreclosure of this deed or any suit or action related to this instrument, including
but not limited to its validity and/or enforceability, to pay all costs and expenses, including evidence of title and the beneficiary's or trustee's attorney fees. The amount
of attorney fees mentioned in this paragraph in all cases shall be fixed by the trial court, and in the event of an appeal from any judgment or decree of the trial court,
grantor further agrees to pay such sum as the appellate court shall adjudge reasonable as the beneficiary's or trustee's attorney fees on such appeal.

It is mutually agreed that:

8. In the event that any portion or all of the property shall be taken under the right of eminent domain or condemnation, beneficiary shall have the right, if it
so elects, to require that all or any portion of the monies payable as compensation for such taking which are in excess of the amount required to pay all reasonable
costs, expenses and attorney fees necessarily paid or incurred by grantor in such proceedings, shall be paid to beneficiary and applied by it first upon any reasonable
costs and expenses and attorney fees, both in the trial and appellate courts, necessarily paid or incurred by beneficiary in such proceedings, and the balance applied
upon the indebtedness secured hereby. Grantor agrees, at its own expense, to take such actions and execute such instruments as shall be necessary in obtaining such
compensation promptly upon beneficiary's request.

NOTE: The Trust Deed Act provides that the trustee hereunder must be either an attorney who is an active member of the Oregon State Bar, a bank, trust company or savings and loan
association authorized to do business under the laws of Oregon or the United States, a title insurance company authorized to insure title to real property of this state, its subsidiaries,
affiliates, agents or branches, the United States or any agency thereof, or an escrow agent licensed under ORS 696.505 to 696.585.

*WARNING: 12 USC 1701j-3 regulates and may prohibit exercise of this option.

**The publisher suggests that such an agreement address the issues of obtaining beneficiary's consent in complete detail.

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9. At any time, and from time to time upon written request of beneficiary, payment of its fees and presentation of this deed and the note for endorsement (in case of full reconveyances, for cancellation), without affecting the liability of any person for the payment of the indebtedness, trustee may (a) consent to the making of any map or plat of the property; (b) join in granting any easement or creating any restriction thereon; (c) join in any subordination or other agreement affecting this deed or the lien or charge thereon; or (d) reconvey, without warranty, all or any part of the property. The grantee in any reconveyance may be described as the "person or persons legally entitled thereto," and the recitals therein of any matters or facts shall be conclusive proof of the truthfulness thereof. Trustee fees for any of the services mentioned in this paragraph shall be not less than \$5.

10. Upon any default by grantor hereunder, beneficiary may, at any time without notice, either in person, by agent, or by a receiver to be appointed by a court, and without regard to the adequacy of any security for the indebtedness hereby secured, enter upon and take possession of the property or any part thereof, in its own name sue or otherwise collect the rents, issues and profits, including those past due and unpaid, and apply the same, less costs and expenses of operation and collection, including reasonable attorney fees, upon any indebtedness secured hereby, and in such order as beneficiary may determine.

11. The entering upon and taking possession of the property, the collection of such rents, issues and profits, or the proceeds of fire and other insurance policies or compensation or awards for any taking or damage of the property, and the application or release thereof as aforesaid, shall not cure or waive any default or notice of default hereunder, or invalidate any act done pursuant to such notice.

12. Upon default by grantor in payment of any indebtedness secured hereby or in grantor's performance of any agreement hereunder, time being of the essence with respect to such payment and/or performance, the beneficiary may declare all sums secured hereby immediately due and payable. In such event, the beneficiary may elect to proceed to foreclose this trust deed in equity as a mortgage or direct the trustee to foreclose this trust deed by advertisement and sale, or may direct the trustee to pursue any other right or remedy, either at law or in equity, which the beneficiary may have. In the event the beneficiary elects to foreclose by advertisement and sale, the beneficiary or the trustee shall execute and cause to be recorded a written notice of default and election to sell the property to satisfy the obligation secured hereby whereupon the trustee shall fix the time and place of sale, give notice thereof as then required by law and proceed to foreclose this trust deed in the manner provided in ORS 86.735 to 86.795.

13. After the trustee has commenced foreclosure by advertisement and sale, and at any time prior to 5 days before the date the trustee conducts the sale, the grantor or any other person so privileged by ORS 86.753 may cure the default or defaults. If the default consists of a failure to pay, when due, sums secured by the trust deed, the default may be cured by paying the entire amount due at the time of the cure other than such portion as would not then be due had no default occurred. Any other default that is capable of being cured may be cured by tendering the performance required under the obligation or trust deed. In any case, in addition to curing the default or defaults, the person effecting the cure shall pay to the beneficiary all costs and expenses actually incurred in enforcing the obligation of the trust deed, together with trustee and attorney fees not exceeding the amounts provided by law.

14. Otherwise, the sale shall be held on the date and at the time and place designated in the notice of sale or the time to which the sale may be postponed as provided by law. The trustee may sell the property either in one parcel or in separate parcels and shall sell the parcel or parcels at auction to the highest bidder for cash, payable at the time of sale. Trustee shall deliver to the purchaser its deed in form as required by law conveying the property so sold, but without any covenant or warranty, express or implied. The recitals in the deed of any matters of fact shall be conclusive proof of the truthfulness thereof. Any person, excluding the trustee, but including the grantor and beneficiary, may purchase at the sale.

15. When trustee sells pursuant to the powers provided herein, trustee shall apply the proceeds of sale to payment of: (1) the expenses of sale, including the compensation of the trustee and a reasonable charge by trustee's attorney; (2) to the obligation secured by the trust deed; (3) to all persons having recorded liens subsequent to the interest of the trustee in the trust deed as their interests may appear in the order of their priority; and (4) the surplus, if any, to the grantor, or to any successor in interest entitled to such surplus.

16. Beneficiary may, from time to time, appoint a successor or successors to any trustee named herein or to any successor trustee appointed hereunder. Upon such appointment, and without conveyance to the successor trustee, the latter shall be vested with all title, powers and duties conferred upon any trustee herein named or appointed hereunder. Each such appointment and substitution shall be made by written instrument executed by beneficiary, which, when recorded in the mortgage records of the county or counties in which the property is situated, shall be conclusive proof of proper appointment of the successor trustee.

17. Trustee accepts this trust when this deed, duly executed and acknowledged, is made a public record as provided by law. Trustee is not obligated to notify any party hereto of pending sale under any other deed of trust or of any action or proceeding in which grantor, beneficiary or trustee shall be a party unless such action or proceeding is brought by trustee.

The grantor covenants to and agrees with the beneficiary and the beneficiary's successors in interest that the grantor is lawfully seized in fee simple of the real property and has a valid, unencumbered title thereto, except as may be set forth in any addendum or exhibit attached hereto, and that the grantor will warrant and forever defend the same against all persons whomsoever.

WARNING: Unless grantor provides beneficiary with evidence of insurance coverage as required by the contract or loan agreement between them, beneficiary may purchase insurance at grantor's expense to protect beneficiary's interest. This insurance may, but need not, also protect grantor's interest. If the collateral becomes damaged, the coverage purchased by beneficiary may not pay any claim made by or against grantor. Grantor may later cancel the coverage by providing evidence that grantor has obtained property coverage elsewhere. Grantor is responsible for the cost of any insurance coverage purchased by beneficiary, which cost may be added to grantor's contract or loan balance. If it is so added, the interest rate on the underlying contract or loan will apply to it. The effective date of coverage may be the date grantor's prior coverage lapsed or the date grantor failed to provide proof of coverage. The coverage beneficiary purchases may be considerably more expensive than insurance grantor might otherwise obtain alone and may not satisfy any need for property damage coverage or any mandatory liability insurance requirements imposed by applicable law.

The grantor warrants that the proceeds of the loan represented by the above described note and this trust deed are (choose one):*

(a) primarily for grantor's personal, family or household purposes (see Important Notice below).

(b) for an organization, or (even if grantor is a natural person) are for business or commercial purposes.

This deed applies to, inures to the benefit of, and binds all parties hereto, their heirs, legatees, devisees, administrators, executors, personal representatives, successors and assigns. The term beneficiary shall mean the holder and owner, including pledgee, of the contract secured hereby, whether or not named as a beneficiary herein.

In construing this trust deed, it is understood that the grantor, trustee and/or beneficiary may each be more than one person; that if the context so requires, the singular shall be taken to mean and include the plural, and that generally all grammatical changes shall be made, assumed and implied to make the provisions hereof apply equally to corporations and to individuals.

IN WITNESS WHEREOF, the grantor has executed this instrument the day and year first written above.

*IMPORTANT NOTICE: Delete, by lining out, whichever warranty (a) or (b) is inapplicable. If warranty (a) is applicable and the beneficiary is a creditor as such word is defined in the Truth-in-Lending Act and Regulation Z, the beneficiary MUST comply with the Act and Regulation by making required disclosures. For this purpose use Stevens-Ness Form No. 1319, or the equivalent. If compliance with the Act is not required, disregard this notice.

Charles E Parr II

STATE OF OREGON, County of Yamhill

ss. 2-9-09

This instrument was acknowledged before me on

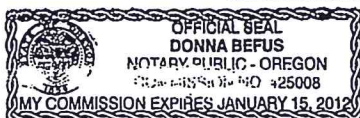
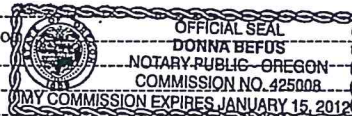
by Charles E Parr II

This instrument was acknowledged before me on

by

as

of



Notary Public for Oregon

My commission expires

REQUEST FOR FULL RECONVEYANCE (To be used only when obligations have been paid.)

TO: _____, Trustee

The undersigned is the legal owner and holder of all indebtedness secured by the foregoing trust deed. All sums secured by the trust deed have been fully paid and satisfied. You hereby are directed, on payment to you of any sums owing to you under the terms of the trust deed or pursuant to statute, to cancel all evidences of indebtedness secured by the trust deed (which are delivered to you herewith together with the trust deed) and to reconvey, without warranty, to the parties designated by the terms of the trust deed, the estate now held by you under the same. Mail the reconveyance and documents to _____

DATED _____

Do not lose or destroy this Trust Deed OR THE NOTE which it secures.

Both should be delivered to the trustee for cancellation before reconveyance is made.

Beneficiary

EXHIBIT "A"

A parcel of land being part of that deed recorded April 8, 1985 in Film Volume 193, Page 1006, Deed Records of Yamhill County, Oregon, located in the Southeast 1/4 Section 16, Township 4 South, Range 4 West, Willamette Meridian, and being a portion of the Madison Malone D.L.C. No. 49, Yamhill County, Oregon, being more particularly described as follows:

Beginning at a 5/8" Iron Rod at the northeast corner of Lot 5, in Block 13, in Oak Park Addition to the City of McMinnville, Yamhill County, Oregon, as set by County Survey 10708, and recorded in Volume Y, Page 38, Survey Records of Yamhill County, Oregon said Iron Rod set on the westerly margin of Alpine Avenue; thence North $38^{\circ}01'33''$ East a distance of 109.94 feet along the westerly margin of Alpine Avenue; thence leaving the westerly margin of Alpine Avenue South $51^{\circ}58'27''$ East a distance of 30.00 feet; thence North $38^{\circ}01'33''$ East a distance of 36.69 feet; thence North $51^{\circ}58'27''$ West a distance of 30.00 feet to an Iron Rod set on the easterly margin of the Southern Pacific Railroad Right-of-way; thence South $57^{\circ}17'56''$ West along the said easterly Right-of-way, a distance of 155.33 feet to the northwest corner of Lot 5, Block 13, Oak Park Addition; thence South $51^{\circ}58'27''$ East a distance of 51.27 feet to the point of beginning and containing 4,842 square feet of land more or less.

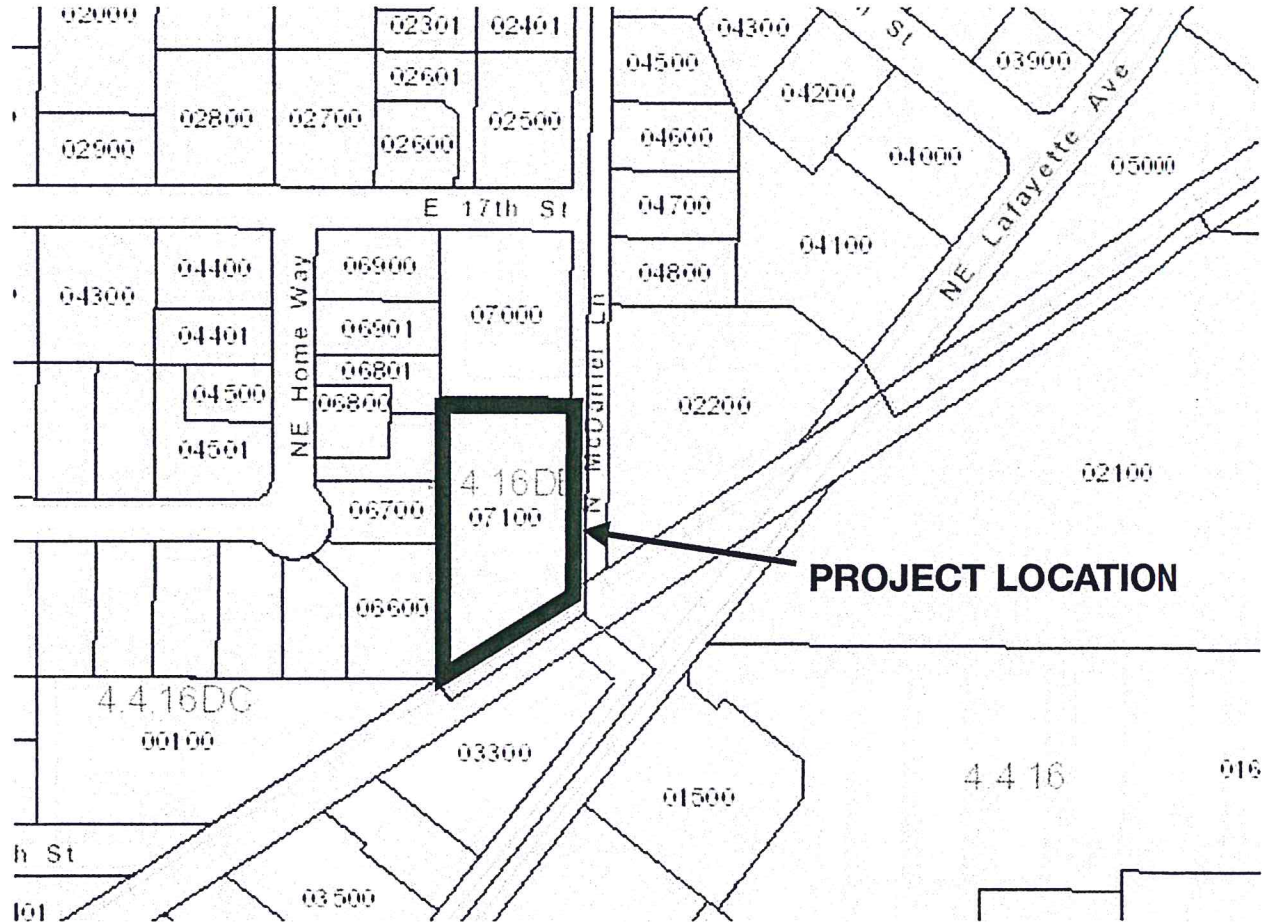
EVIDENCE OF COMPLIANCE
OF
NEIGHBORHOOD MEETING

NEIGHBORHOOD MEETING NOTICE

March 20, 2018

Dear Neighbor,

We are proposing to build an apartment complex at 1601 NE McDaniel Lane, McMinnville Oregon 97128.



We are holding an open neighborhood meeting to present this project, answer your questions and provide an opportunity for you identify any issues you believe should be addressed.

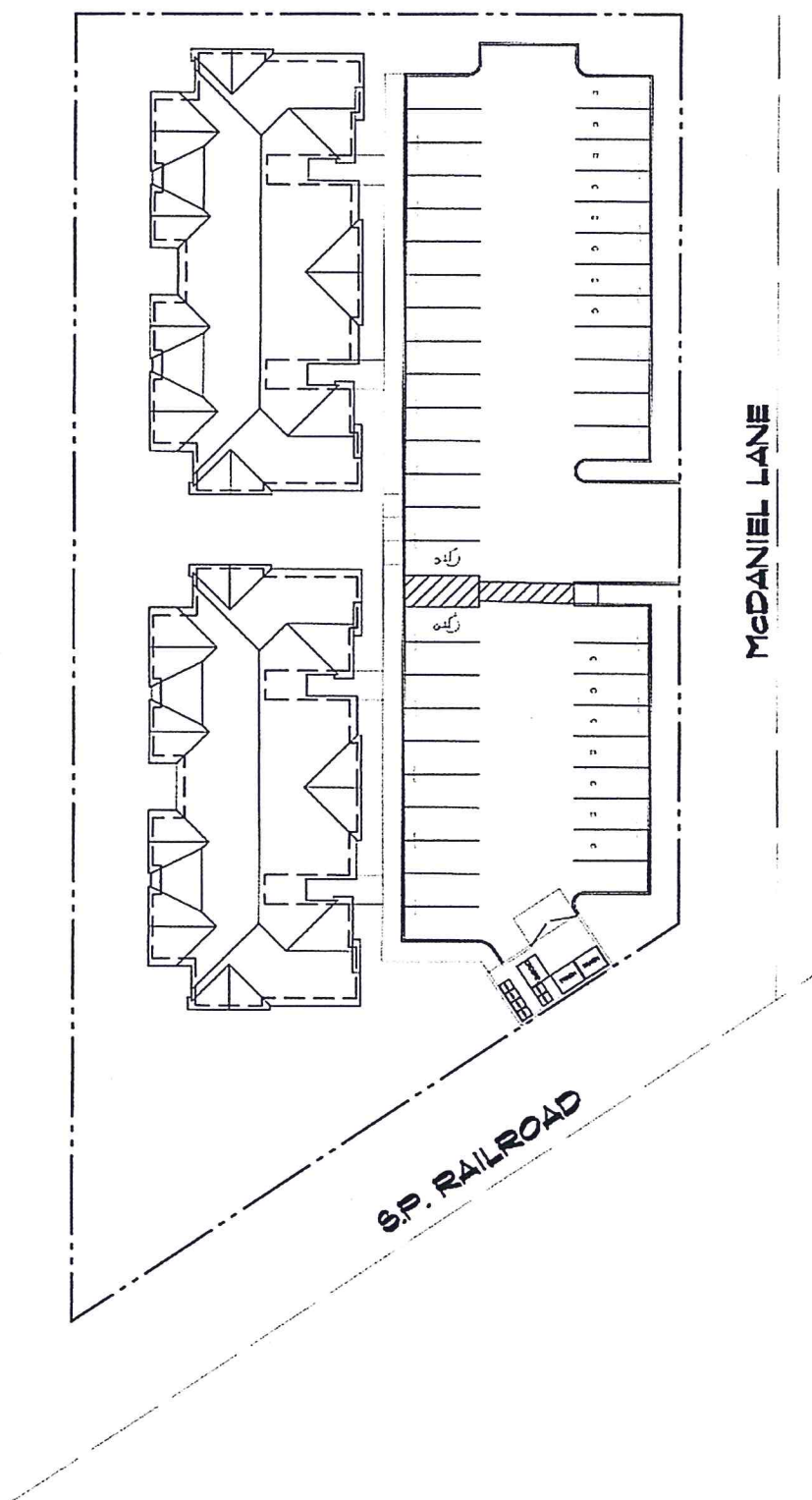
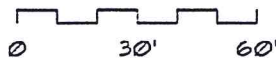
The meeting will be held in Carnegie Room of the McMinnville Public Library on April 11, 2018 at 6:30 PM. The library is located at 225 NW Adams Street.

A conceptual plan is provided on the other side of this notice.



SITE PLAN

1"=30'



PEREZ MIGUEL MARTINEZ
1520 NE 16TH ST
MCMINNVILLE OR 97128

HILTON ELDON W & JUNE C
1525 E 17TH ST
MCMINNVILLE OR 97128

HAMILTON ROBERT K
1550 NE 17TH ST
MCMINNVILLE OR 97128

CASPERS JAMES W
1475 NE 16TH ST
MCMINNVILLE OR 97128

KING ROGER R
PO BOX 12962
SALEM OR 97309

VANTAGE HOMES LLC
1761 THIRD ST #103
NORCO CA 92860

SEWARD BLAKE E
1625 NE 17TH ST
MCMINNVILLE OR 97128

BREITENBUCHER CHERYL L
1625 NE HOME WY
MCMINNVILLE OR 97128

NAVARRA DUANE P & CATHY A
1450 E 16TH ST
MCMINNVILLE OR 97128

MAFFIN MICHAEL S
1610 NE HOME WY
MCMINNVILLE OR 97128

HANSEN TYSON
1712 MCDANIEL LN
MCMINNVILLE OR 97128

BRINDLEY PROPERTY HOLDINGS LLC
1594 SW FELLOWS ST
MCMINNVILLE OR 97128

DRUSE STEPHEN E
20101 SW TENINO CT
TUALATIN OR 97062

DOTY MICHAEL E
17980 NE HILLSIDE DR
NEWBERG OR 97132

SHERMAN MARKA
PO BOX 483
MCMINNVILLE OR 97128

CLARK ROBERT C
1630 NE HOME WAY
MCMINNVILLE OR 97128

PACIFIC RENTALS AND STORAGE LLC
15055 SW 150TH CT
BEAVERTON OR 97007

KAER STEVEN
17110 CEDAR RD
LAKE OSWEGO OR 97034

WIDMER JACE D
1450 NE 17TH ST
MCMINNVILLE OR 97128

M K MORRIS LLC
1405 NE LAFAYETTE AVE SUITE E
MCMINNVILLE OR 97128

SANDOVAL RICARDO
1702 NE MCDANIEL LN
MCMINNVILLE OR 97128

WILLIAMS MAXWELL
1626 NE HOME WAY
MCMINNVILLE OR 97128

GORMLEY EDWARD J 50% &
1020 NW BAKER CREST CT
MCMINNVILLE OR 97128

SCHOKO PROPERTIES LLC
19191 SW PEAVINE RD
MCMINNVILLE OR 97128

AIKEN TIFFANNIE L
1602 NE HOME WAY
MCMINNVILLE OR 97128

FISHER JODY S
1508 NE 16TH ST
MCMINNVILLE OR 97128

DOTY MICHAEL E
17980 NE HILLSIDE DR
NEWBERG OR 97132

MILLER STEPHEN D & AUDREY 1/2 &
17211 NE 167TH AVE
BRUSH PRAIRIE WA 98606

KLAUS DEAN C & DEBRA A
450 NW 7TH ST
MCMINNVILLE OR 97128

HF PROPERTIES
720 NW MICHELBOOK CT
MCMINNVILLE OR 97128

YOUR SPACE PUBLIC STORAGE LLC
450 NW 7TH ST
MCMINNVILLE OR 97128

Photo of posted sign



SIGN IN SHEET

NAME	ADDRESS
Jody Fisher	1508 NE 16 th St.
Roxie King	1618 NE Home Way
James	1610 NE Home Way
John	"
Tim Aiken	1602 NE Home Way
Scott Bookin	1625 NE Home Way
Doug Hurl	Memphisville,
Cathy & Duane Narana	1450 NE 16 th St.

Neighborhood Meeting Notes

April 11, 2018

6:30 PM held in the Carnegie Room of the McMinnville Public Library

Materials presented consisted of copies of the mailed meeting notice which included a concept site plan.

Summary of Comments from attendees:

Privacy

- Noise
- Sight lines from 2nd and 3rd floors
- Light

Suggestions

- Frosted glass
- Orient buildings so side faces residents
- Design without decks or windows at rear
- Tall vegetative buffer
- Improve the west fence line
- Have parking lot on west side to move building closer to McDaniel

Blocking sunlight into yards

Traffic

How will increased traffic affect intersections on McDaniel

Will school bus stop in front of site

Misc

Increase rodents from site construction or future trash enclosure

This will reduce my property values

Will there be an on-site manager

Will there be a park or play structure

One comment that an apartment project better than potential other industrial uses.

Revisions made to concept plan based on comments:

The applicant investigated changing the orientation of the apartment units to address the main concerns of those attending the meeting. It was determined that to comply with the front setback requirement of 20 feet along NE McDaniel Lane an effective and efficient layout could not be created for the site and accommodate either emergency services or trash collection.

Date: June 22, 2018
 To: Mike Bisset, PE
 City of McMinnville
 From: Karl Birky, PE, PTOE
 Re: TPR Analysis for 17th @ McDaniel Apts



The intent of this letter is to address the Transportation Planning Rule (TPR) aspects of your application to change the zoning of tax lot 7100 of tax map 4S 4W Sec 16DB. The 1 Ac site is located south of 17th St, and west of Mc Daniel St. The proposed zone change will allow the site to construct 24 apartment units. When an Oregon city considers changing the zoning of a parcel, it is required to determine that no "significant effect" will occur to the transportation system as a result of the zone change.

The Transportation Planning Rule (TPR) was adopted in Oregon years ago to provide direction and order to development of streets and roads in Oregon cities. The rule limits making changes to zoning and comprehensive maps that would "significantly" impact the transportation system that has developed and is being planned for the future in cities and in the state. For instance the rule would not allow a fast food restaurant in a residential neighborhood because it would generate much more traffic than is expected in a residential neighborhood. There are instances where a zone change is desired, needed and adopted by the City with a cap (or limit) on the number of expected trips the planned use(s) can generate. Generally, cities and traffic engineers use the ITE Trip Generation Manual to determine the trip generation of a variety of uses. The ITE Trip Generation Manual estimates an apartment unit (ITE 220) generates 7.32 trips on a typical weekday.

The site is in the City of McMinnville. It is zoned M-1 and the developer is requesting the zoning be changed to R-4. The site could be used to house a medical or dental laboratory or to manufacture a variety of products. This analysis will compare the potential trip generation using the existing zoning to the potential trip generation using the requested zoning. The study will assume that 30% of the site can be covered with buildings. The remainder is for parking, landscaping and other uses. A one acre site can be developed with a 13,068 (13 ksf) sq. ft. building. The first 3 uses in the following table are uses that could be developed on the site with the existing zoning. A 13,000 sq. ft small office building would generate 210 trips/day.

ITE #	Use	Units	ADT Trip Gen Rate	PM Trip Gen Rate	Daily Trips
ITE 110	Gen Light Ind	13 ksf	4.96 trips/ksf	0.63 trips/ksf	64 ADT
ITE 710	Gen Office	13 ksf	9.74 trips/ksf	1.15 trips/ksf	127 ADT
ITE 712	Small Office Bldg	13 ksf	16.19 trips/ksf	2.45 trips/ksf	210 ADT
ITE 220	Apartments	24 Apts	7.32 trips/apt	0.56 trips/apt	176 ADT

The requested zoning limits uses to residential uses. If the site were developed with 24 apartments, they are estimated to generate 176 trips/day (ADT). It is my opinion that the zone change may be made without a significant change in the trip generation of the proposed site and there will be no significant impact on the adjacent transportation system. I can be reached at 503-364-5066 if there is additional information you might find helpful and that I can provide.

Karl Birky, PE, PTOE, ATEP, Inc.

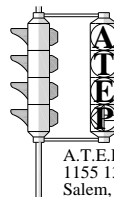
Revised
Traffic Impact Analysis
McDaniel St Apts

McMinnville, Oregon

June 22, 2018

completed with
Del Boca Vista, LLC
Newberg, Oregon

Prepared by:
Associated Transportation Engineering & Planning, Inc.
Salem, Oregon
June 25, 2018



**ASSOCIATED
TRANSPORTATION
ENGINEERING &
PLANNING INC.**

A.T.E.P., Inc.
1155 13th St. S.E.
Salem, OR. 97302

Tel.: 503-364-5066
FAX: 503-364-1260
e-mail: kbirky@atepinc.com

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Appendices

Turning Movement Counts

ODOT Crash Data

Computer Modeling Printouts

Traffic Impact Analysis

McDaniel St Apartments

McMinnville, Oregon



Introduction:

McDaniel St Apartments are in preliminary planning stages for development in McMinnville, Oregon. Located west of the McDaniel St south of 17th St, the project will include 24 apartment units. The intent of this analysis is to estimate the impact traffic from the planned apartments will have on the transportation system in the City of McMinnville and to recommend improvements to the transportation system if appropriate. This analysis is intended to provide information needed to change the zoning from Light Industrial (M-1) to Multiple Family Residential (R-4) and for approval of the construction of the planned apartments.



Figure 1 - Aerial View of Site

Residents of McDaniel St Apartments will use the City of McMinnville transportation system and add traffic to the roadways. This analysis will consider the traffic impacts at the intersections of:

- McDaniel St at 19th St
- McDaniel St at 18th St
- McDaniel St at 17th St
- McDaniel St at Lafayette Ave
- McDaniel St Apts Access

Summary of Findings:

The development of 24 units will generate an estimated 15 trips in the AM Peak hour and 18 trips in the PM Peak hour. Residents will use the streets in the City of McMinnville transportation system adding additional traffic to the system. Traffic from the planned apartments will affect performance metrics at the studied intersections. All of the studied intersections will perform within accepted performance standards in the City of McMinnville (LOS A, B, C or D) with the expected traffic from the apartments.

There is and this study will assume continued storage for 2 vehicles wanting to use two stage gap acceptance to turn left from McDaniel at Lafayette (EBLT). There were 2 vehicles making the left turn in

the AM and PM Peak hour periods. These turns are the most difficult turns to make and the City should continue monitoring the intersection during peak hours to assure left turns can be made safely, consider restriping the two stage gap acceptance refuge and/or restrict the intersection to right out only from McDaniel St.

History and Existing Conditions:

The project site is tax lot 7100 of tax map 4S 4W Sec 16DB and includes 1 acre. It is anticipated that construction will begin in 2018. The site is currently zoned Light Industrial (M-1) to. The developer is requesting the zoning be changed to Multiple Family Residential (R-4) in order that 24 apartments can be built on the parcel. This study will assume that 24 apartments are being built.

Crash data was provided by ODOT for the studied intersections for the 5 year period including 2011 through 2015. There were 3 reported injury crashes and 9 property damage crashes at the 4 studied intersections in the analyzed time period. There were no fatal crashes.

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	SB Thru	0.274	9.0	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	EB Thru	0.026	11.5	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.018	10.6	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.005	15.1	C

Existing AM Peak Hour Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	NB Thru	0.240	8.9	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	WB Thru	0.025	11.8	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.016	10.9	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.007	22.2	C

Existing PM Peak Hour Summary

Figure 2 - Existing Traffic Conditions

The studied intersection are functioning at less than 28% of capacity ($v/c < 0.280$) and LOS C or better.

Crash Data provided by ODOT Crash Data Unit does not show an unusually high number of crashes at the studied intersections. There do not appear to be significant changes needed at the intersections for safety reasons.

Intersection	Fatal Crashes	Injury Only	Property Damage Only	Total
• McDaniel St at 19th St	0	0	3	3
• McDaniel St at 18th St	0	1	2	3
• McDaniel St at 17th St	0	0	0	0
• McDaniel St at Lafayette Ave	0	2	4	6
Total	0	3	9	12

Figure 3 – 2011 to 2105 ODOT Crash Data

Traffic Conditions when the McDaniel St Apts are occupied:

This analysis will assume that 30% of the traffic from the apartments will travel to and from the north on McDaniel St and 70% will travel to and from the south on McDaniel St. This study will also assume that other traffic will grow at 1.13% each year through 2038. It assumes EBLT's use 2 stage gap acceptance at the McDaniel at Lafayette

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	SB Thru	0.275	9.0	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	EB Thru	0.026	11.5	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.018	10.6	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.005	15.2	C
5	McDaniel at Site Access	Two-way stop	HCM 6th Edition	EB Left	0.006	10.6	B

2018 AM Peak Hour Summary with McDaniel St Apts

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	NB Thru	0.243	8.9	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	WB Thru	0.025	11.8	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.016	10.9	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.008	22.5	C
5	McDaniel at Site Access	Two-way stop	HCM 6th Edition	EB Left	0.003	10.7	B

2018 PM Peak Hour Summary with McDaniel St Apts

Figure 4 – 2018 Traffic Conditions with McDaniel St Apts

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	SB Thru	0.355	9.9	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	EB Left	0.029	12.6	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.025	11.3	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.006	18.2	C
5	McDaniel at Site Access	Two-way stop	HCM 6th Edition	EB Left	0.007	11.2	B

2038 AM Peak Hour Summary with McDaniel St Apts

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	NB Thru	0.312	9.7	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	EB Left	0.023	12.9	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.024	11.7	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.009	26.3	D
5	McDaniel at Site Access	Two-way stop	HCM 6th Edition	EB Left	0.004	11.3	B

2038 PM Peak Hour Summary with McDaniel St Apts

Figure 5 – 2038 Traffic Conditions with McDaniel St Apts

There will be no "significant effect" on the transportation system from changing the zoning of the parcel from M-1 to R-4. The transportation system will continue to function within City of McMinnville performance standards for the next 20 years.

Summary:

The development of the planned McDaniel St apartments will generate an estimated 15 trips in the AM Peak hour and 18 trips in the PM Peak hour. Residents of the apartments will use the streets in the City of McMinnville transportation system adding additional traffic to the system. Traffic from the apartments will affect performance metrics at the studied intersections.

All the studied intersections can handle the expected additional traffic and continue operating with generally accepted performance metrics. As traffic volumes increase through the intersections, the City should continue to monitor the performance of the studied intersections.

The transportation system will continue to function within City of McMinnville performance standards for the next 20 years.

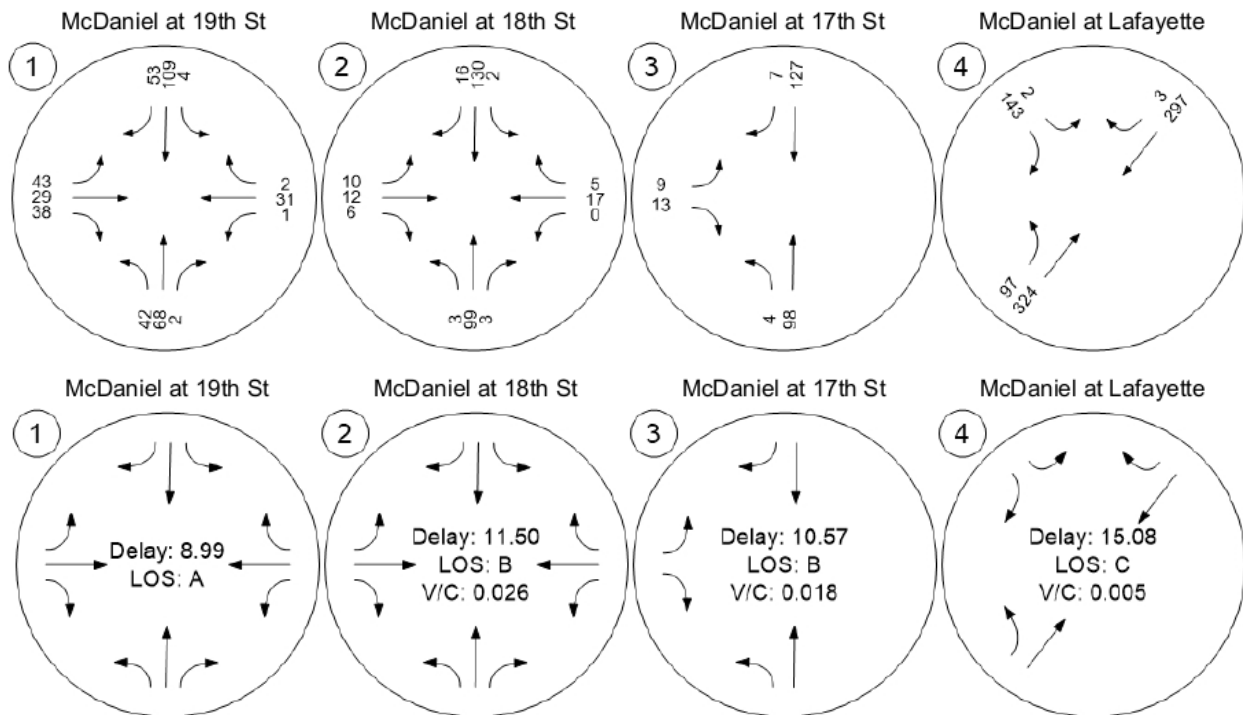


Figure 6 - Existing AM Peak hour Counts and Metrics

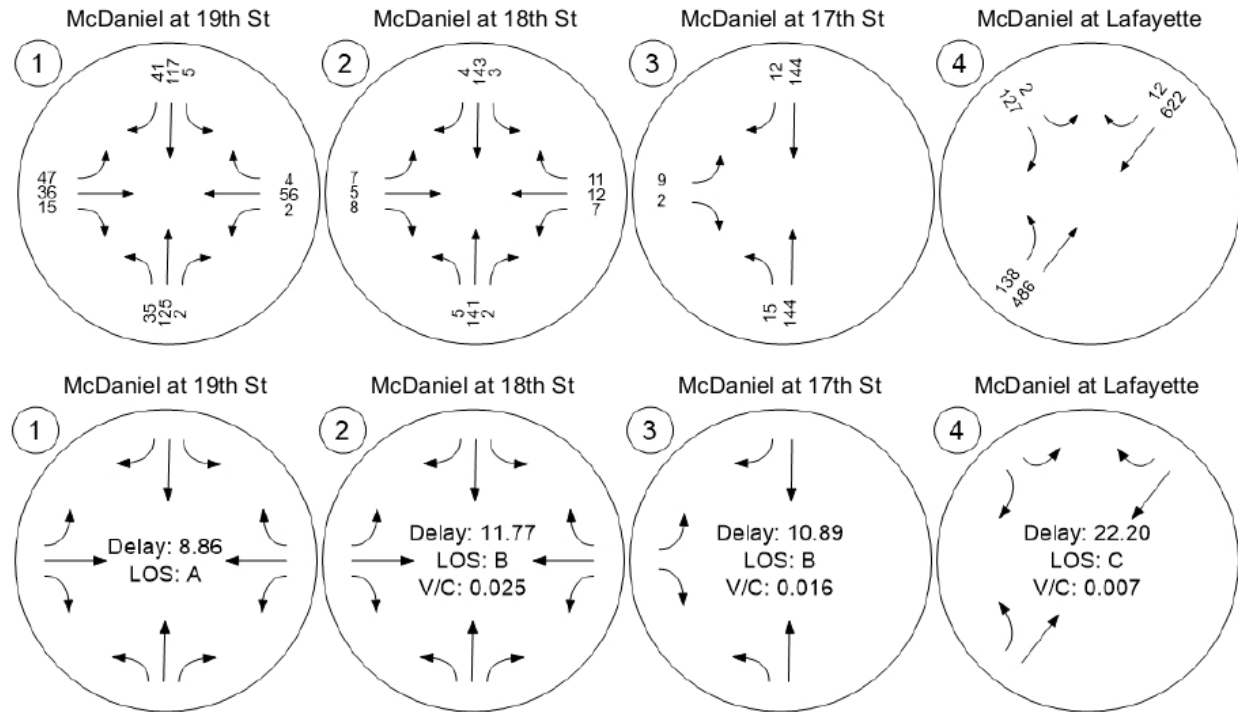


Figure 7 - Existing PM Peak hour Counts and Metrics

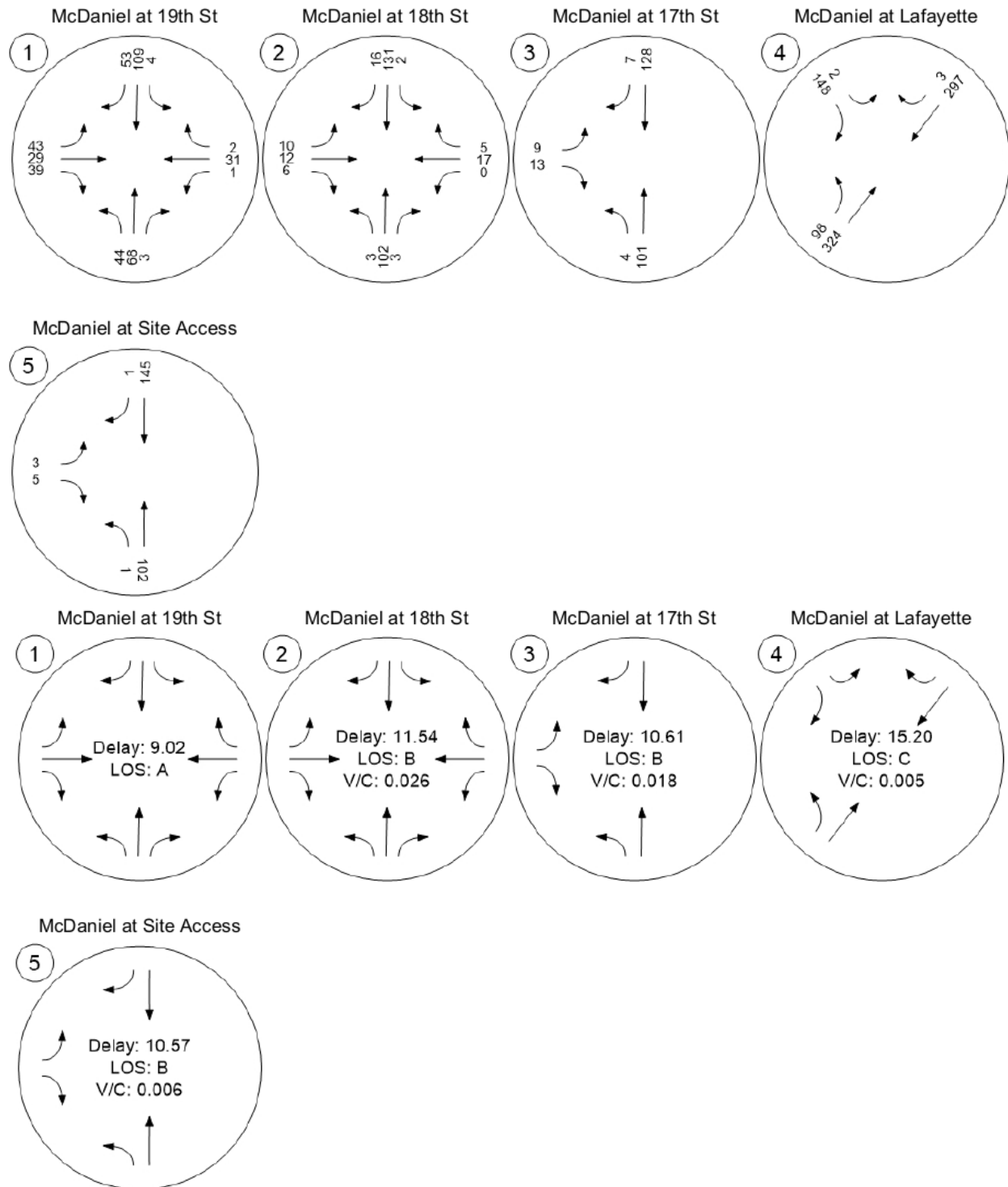


Figure 8 - 2018 AM Peak hour Counts and Metrics with McDaniel St Apts

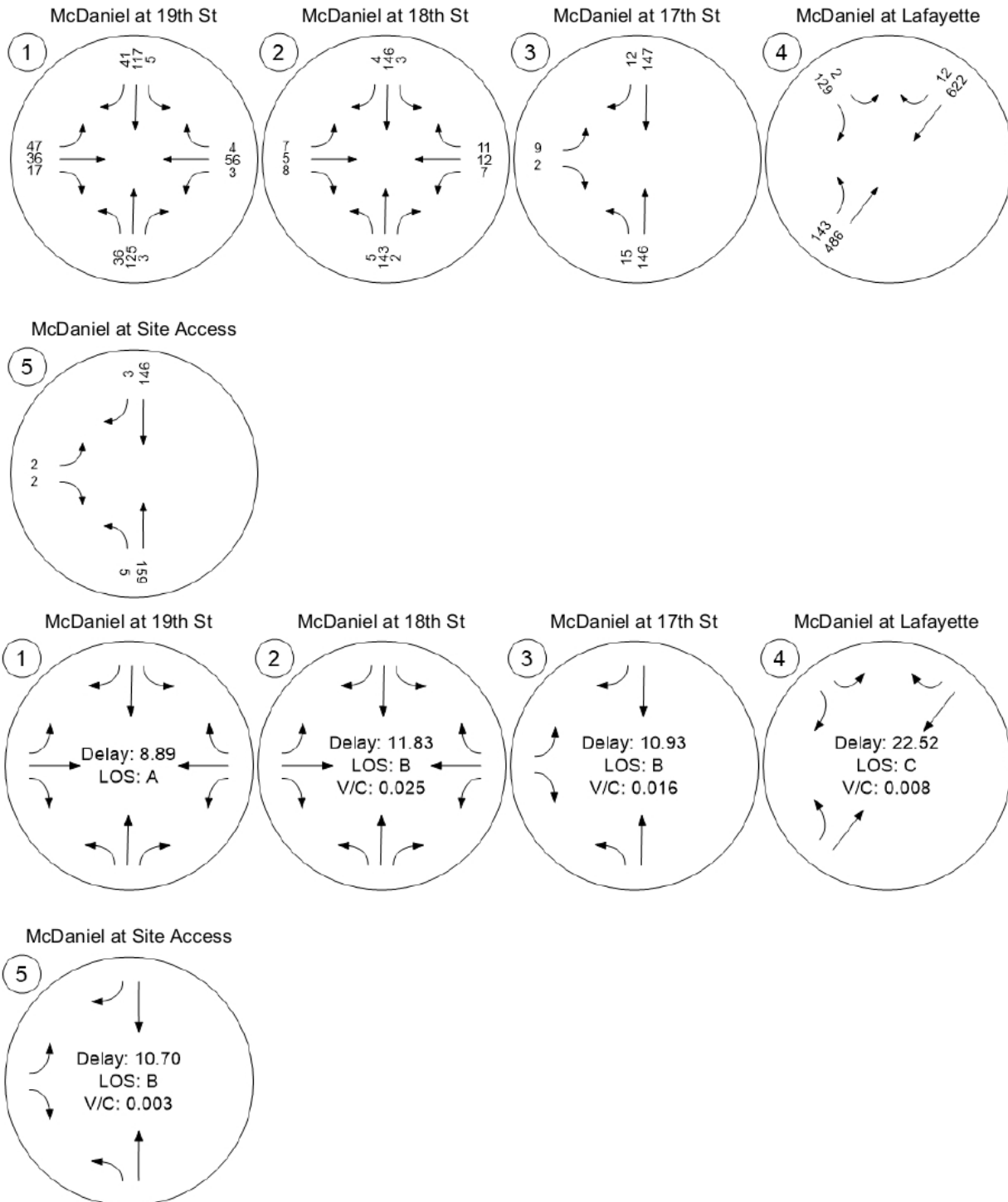


Figure 9 - 2018 PM Peak hour Counts and Metrics with McDaniel St Apts

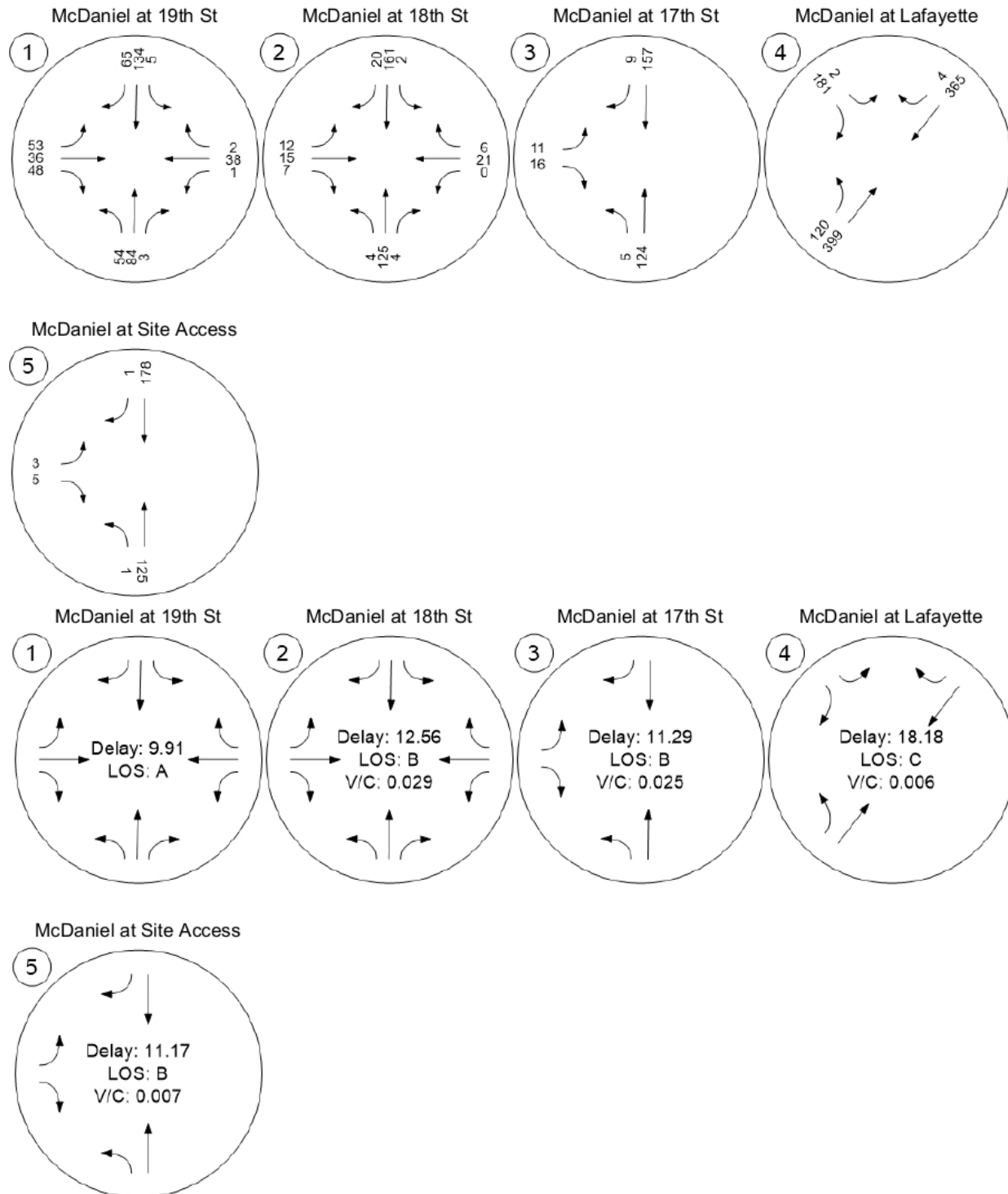


Figure 10 - 2038 AM Peak hour Counts and Metrics with McDaniel St Apts

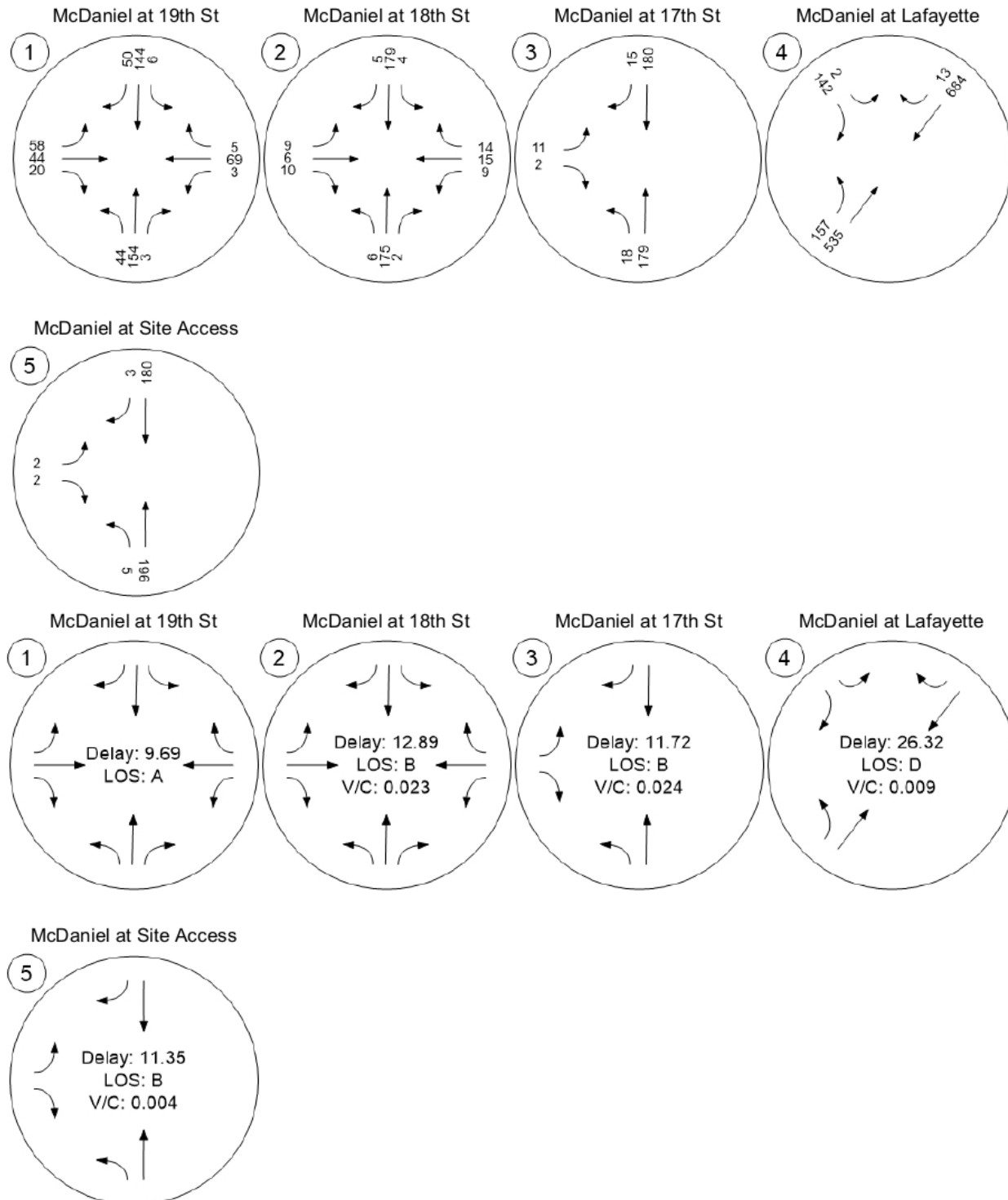


Figure 11 - 2038 PM Peak hour Counts and Metrics with McDaniel St Apts

18-378 - 17th at McDaniels Apts TIA

Vistro File: J:\...\18-379 McDaniels St Apts TIA.vistro

Scenario 5 AM Future - 2038

Report File: J:\...\18-379 AM Future 2038.pdf

6/22/2018

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	SB Thru	0.355	9.9	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	EB Left	0.029	12.6	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.025	11.3	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.006	18.2	C
5	McDaniel at Site Access	Two-way stop	HCM 6th Edition	EB Left	0.007	11.2	B





V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**Intersection 1: McDaniel at 19th St**

Control Type: All-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.9
 Level Of Service: A
 Volume to Capacity (v/c): 0.355

Intersection Setup

Name	McDaniel St			McDaniel St			19th St			19th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	McDaniel St			McDaniel St			19th St			19th St		
Base Volume Input [veh/h]	42	68	2	4	109	53	43	29	38	1	31	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70
Growth Rate	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	0	1	0	0	0	0	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	84	3	5	134	65	53	36	48	1	38	2
Peak Hour Factor	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	28	1	2	45	22	18	12	16	0	13	1
Total Analysis Volume [veh/h]	72	112	4	7	179	87	71	48	64	1	51	3
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	716	769	711	670
Degree of Utilization, x	0.26	0.36	0.26	0.08

Movement, Approach, & Intersection Results





95th-Percentile Queue Length [veh]	1.05	1.61	1.02	0.27
95th-Percentile Queue Length [ft]	26.29	40.29	25.61	6.69
Approach Delay [s/veh]	9.81	10.25	9.81	8.86
Approach LOS	A	B	A	A
Intersection Delay [s/veh]	9.91			
Intersection LOS	A			

Intersection Level Of Service Report**Intersection 2: McDaniel at 18th St**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 12.6
 Level Of Service: B
 Volume to Capacity (v/c): 0.029

Intersection Setup

Name	McDaniel St			McDaniel St			18th St			18th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	McDaniel St			McDaniel St			18th St			18th St		
Base Volume Input [veh/h]	3	99	3	2	130	16	10	12	6	0	17	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.90	5.90	5.90	5.90	5.90	5.90	5.90	5.90	5.90	5.90	5.90	5.90
Growth Rate	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	0	0	1	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	125	4	2	161	20	12	15	7	0	21	6
Peak Hour Factor	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	40	1	1	52	6	4	5	2	0	7	2
Total Analysis Volume [veh/h]	5	160	5	3	206	26	15	19	9	0	27	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.04	0.01	0.00	0.05	0.01
d_M, Delay for Movement [s/veh]	7.75	0.00	0.00	7.60	0.00	0.00	12.56	12.34	9.97	12.32	12.31	9.53
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh]	0.44	0.44	0.44	0.61	0.61	0.61	0.25	0.25	0.25	0.19	0.19	0.19
95th-Percentile Queue Length [ft]	11.12	11.12	11.12	15.20	15.20	15.20	6.17	6.17	6.17	4.85	4.85	4.85
d_A, Approach Delay [s/veh]	0.23			0.10			11.92			11.67		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.03											
Intersection LOS	B											

Intersection Level Of Service Report**Intersection 3: McDaniel at 17th St**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.3
 Level Of Service: B
 Volume to Capacity (v/c): 0.025

Intersection Setup

Name	McDaniel St		McDaniel St		17th St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	McDaniel St		McDaniel St		17th St	
Base Volume Input [veh/h]	4	98	127	7	9	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.86	3.86	3.86	3.86	3.86	3.86
Growth Rate	1.23	1.23	1.23	1.23	1.23	1.23
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	124	157	9	11	16
Peak Hour Factor	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	42	53	3	4	5
Total Analysis Volume [veh/h]	7	168	212	12	15	22
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.03	0.03
d_M, Delay for Movement [s/veh]	7.71	0.00	0.00	0.00	11.29	9.68
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.45	0.45	0.00	0.00	0.16	0.16
95th-Percentile Queue Length [ft]	11.29	11.29	0.00	0.00	4.10	4.10
d_A, Approach Delay [s/veh]	0.31		0.00		10.33	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.00					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: McDaniel at Lafayette

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 18.2
 Level Of Service: C
 Volume to Capacity (v/c): 0.006

Intersection Setup

Name	Lafayette Ave		Lafayette Ave		McDaniel St	
Approach	Northeastbound		Southwestbound		Southeastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Lafayette Ave		Lafayette Ave		McDaniel St	
Base Volume Input [veh/h]	97	324	297	3	2	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	7.37	7.37	7.37	7.37	7.37	7.37
Growth Rate	1.23	1.23	1.23	1.23	1.23	1.23
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	0	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	399	365	4	2	181
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	115	105	1	1	52
Total Analysis Volume [veh/h]	138	459	420	5	2	208
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	2
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.12	0.00	0.00	0.00	0.01	0.34
d_M, Delay for Movement [s/veh]	8.72	0.00	0.00	0.00	18.18	13.68
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.43	0.00	0.00	0.00	1.47	1.47
95th-Percentile Queue Length [ft]	10.65	0.00	0.00	0.00	36.83	36.83
d_A, Approach Delay [s/veh]	2.02		0.00		13.73	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.32					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 5: McDaniel at Site Access

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.2
 Level Of Service: B
 Volume to Capacity (v/c): 0.007

Intersection Setup

Name	McDaniel St		McDaniel St		Site Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	McDaniel St		McDaniel St		Site Access	
Base Volume Input [veh/h]	0	102	145	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	4.00	4.00	4.00	4.00	4.00
Growth Rate	1.23	1.23	1.23	1.23	1.23	1.23
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	1	3	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	125	178	1	3	5
Peak Hour Factor	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	42	60	0	1	2
Total Analysis Volume [veh/h]	1	169	241	1	4	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	7.74	0.00	0.00	0.00	11.17	9.62
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.44	0.44	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft]	11.12	11.12	0.00	0.00	1.19	1.19
d_A, Approach Delay [s/veh]	0.05		0.00		10.18	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.28					
Intersection LOS	B					

18-378 - 17th at McDaniels Apts TIA

Vistro File: J:\...\18-379 McDaniels St Apts TIA.vistro

Scenario 5 AM Future - 2038

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6/22/2018

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	McDaniel at 19th St	54	84	3	5	134	65	53	36	48	1	38	2	523

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	McDaniel at 18th St	4	125	4	2	161	20	12	15	7	0	21	6	377

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
3	McDaniel at 17th St	5	124	157	9	11	16	322

ID	Intersection Name	Northeastbound		Southwestbound		Southeastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
4	McDaniel at Lafayette	120	399	365	4	2	181	1071

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
5	McDaniel at Site Access	1	125	178	1	3	5	313

18-378 - 17th at McDaniels Apts TIA

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Scenario 5 AM Future - 2038

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6/22/2018

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	McDaniel at 19th St	Final Base	42	68	2	4	109	53	43	29	38	1	31	2	422
		Growth Rate	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	2	0	1	0	0	0	0	0	1	0	0	0	4
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	54	84	3	5	134	65	53	36	48	1	38	2	523

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	McDaniel at 18th St	Final Base	3	99	3	2	130	16	10	12	6	0	17	5	303
		Growth Rate	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	3	0	0	1	0	0	0	0	0	0	0	4
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	4	125	4	2	161	20	12	15	7	0	21	6	377

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
3	McDaniel at 17th St	Final Base	4	98	127	7	9	13	258
		Growth Rate	1.23	1.23	1.23	1.23	1.23	1.23	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	3	1	0	0	0	4
		Other	0	0	0	0	0	0	0
		Future Total	5	124	157	9	11	16	322

ID	Intersection Name	Volume Type	Northeastbound		Southwestbound		Southeastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
4	McDaniel at Lafayette	Final Base	97	324	297	3	2	143	866
		Growth Rate	1.23	1.23	1.23	1.23	1.23	1.23	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	1	0	0	0	0	5	6
		Other	0	0	0	0	0	0	0
		Future Total	120	399	365	4	2	181	1071

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
5	McDaniel at Site Access	Final Base	0	102	145	0	0	0	247
		Growth Rate	1.23	1.23	1.23	1.23	1.23	1.23	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	1	0	0	1	3	5	10
		Other	0	0	0	0	0	0	0
		Future Total	1	125	178	1	3	5	313

18-378 - 17th at McDaniels Apts TIA

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Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
9: McDaniel St Apts	Apartments	ITE 220	Apartment Unit	0.510	29.000	20.00	80.00	3	12	15	100.00
Added Trips Total								3	12	15	100.00

18-378 - 17th at McDaniels Apts TIA

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Scenario 5 AM Future - 2038

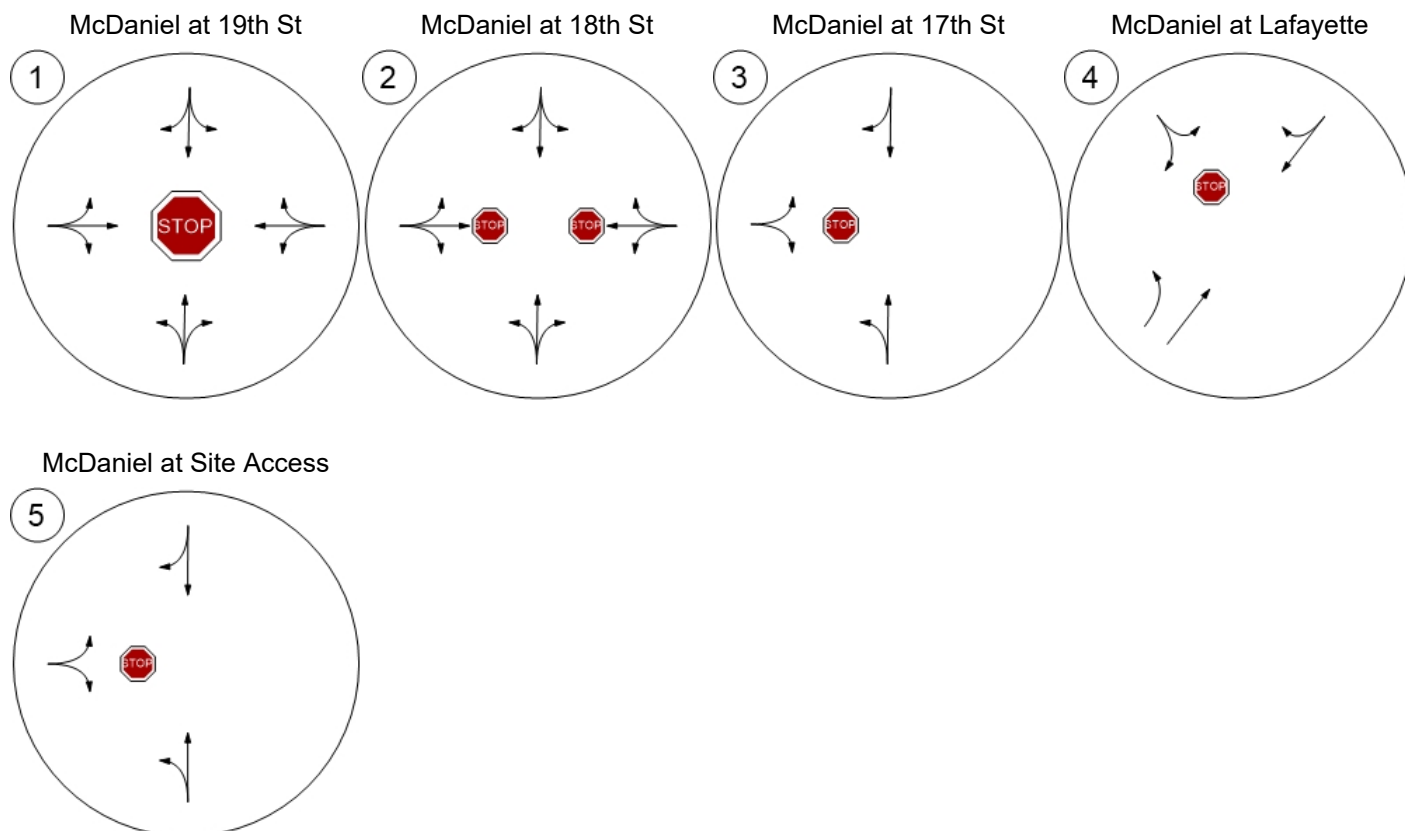
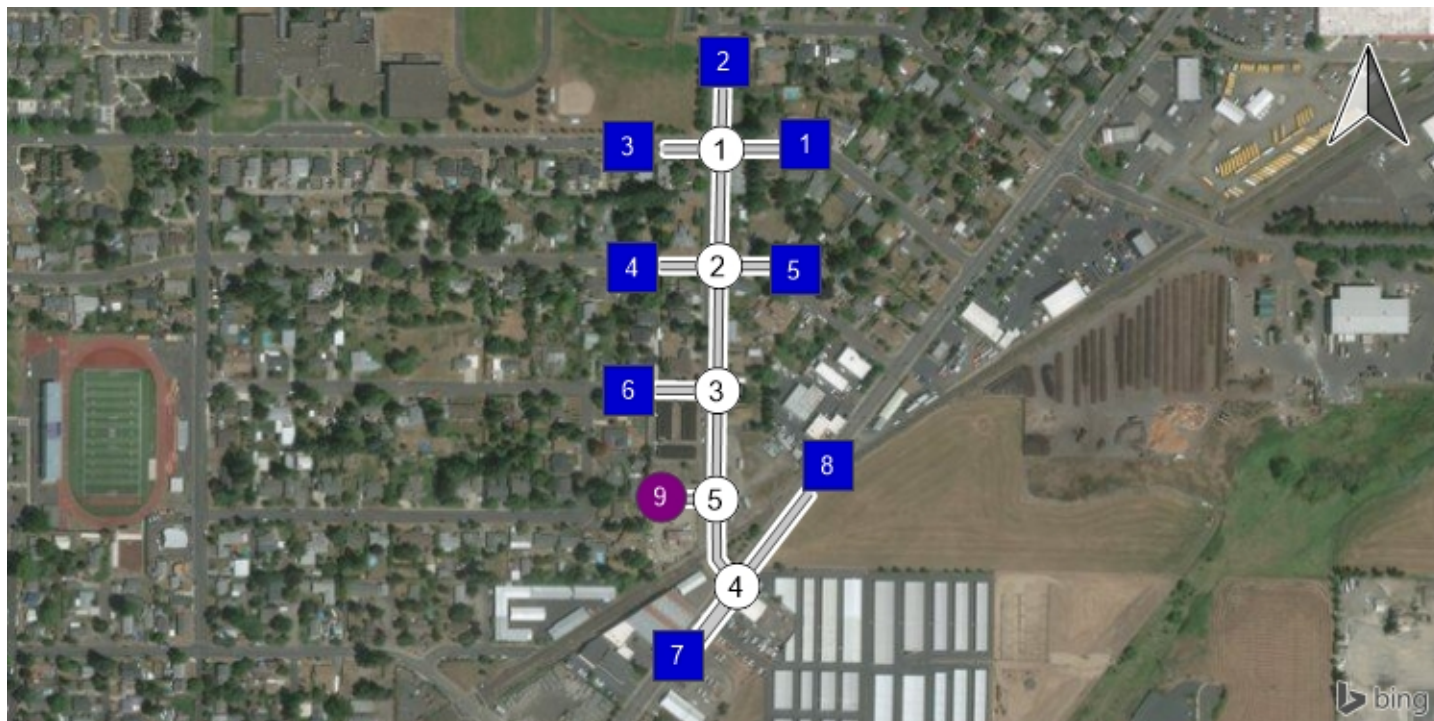
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6/22/2018

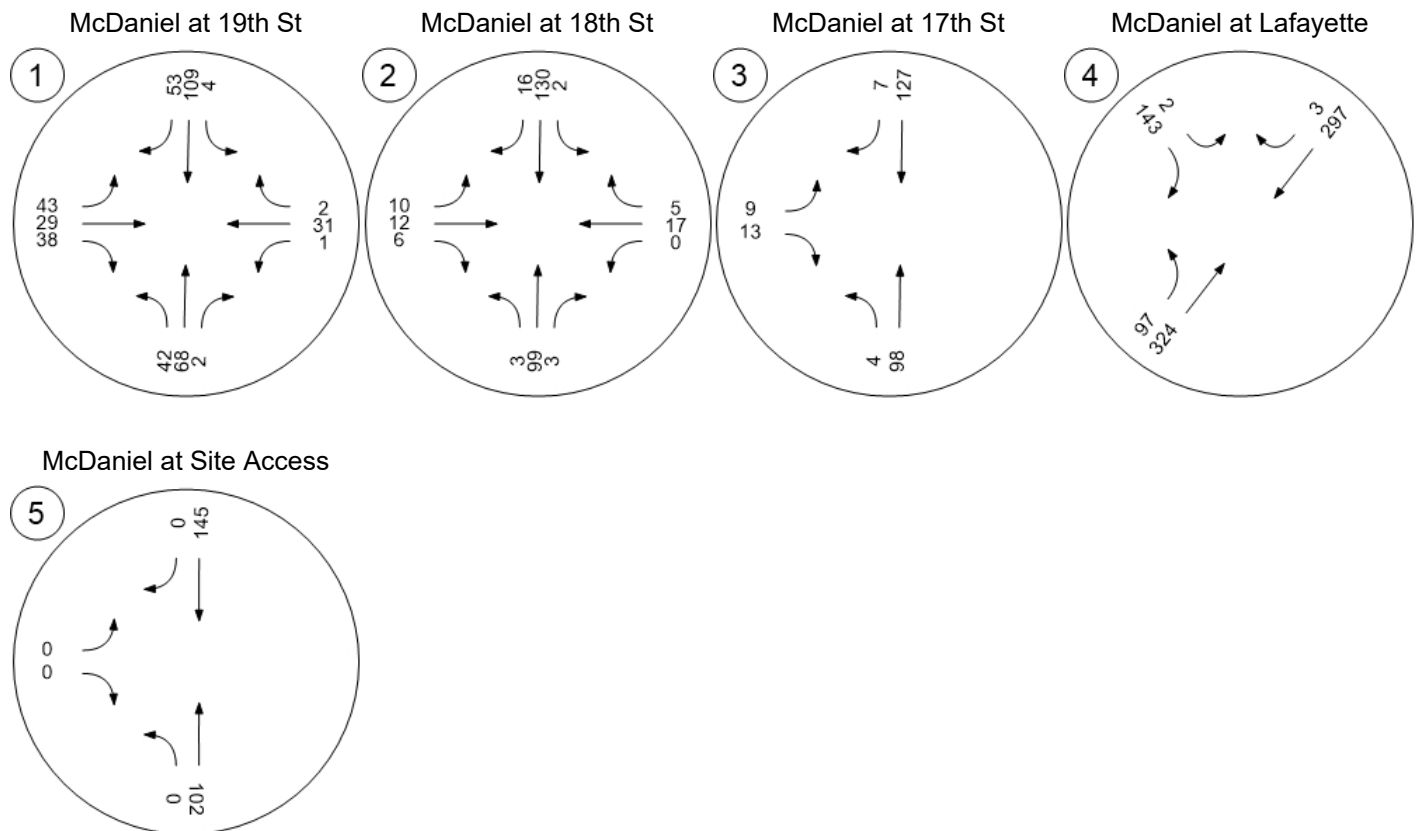
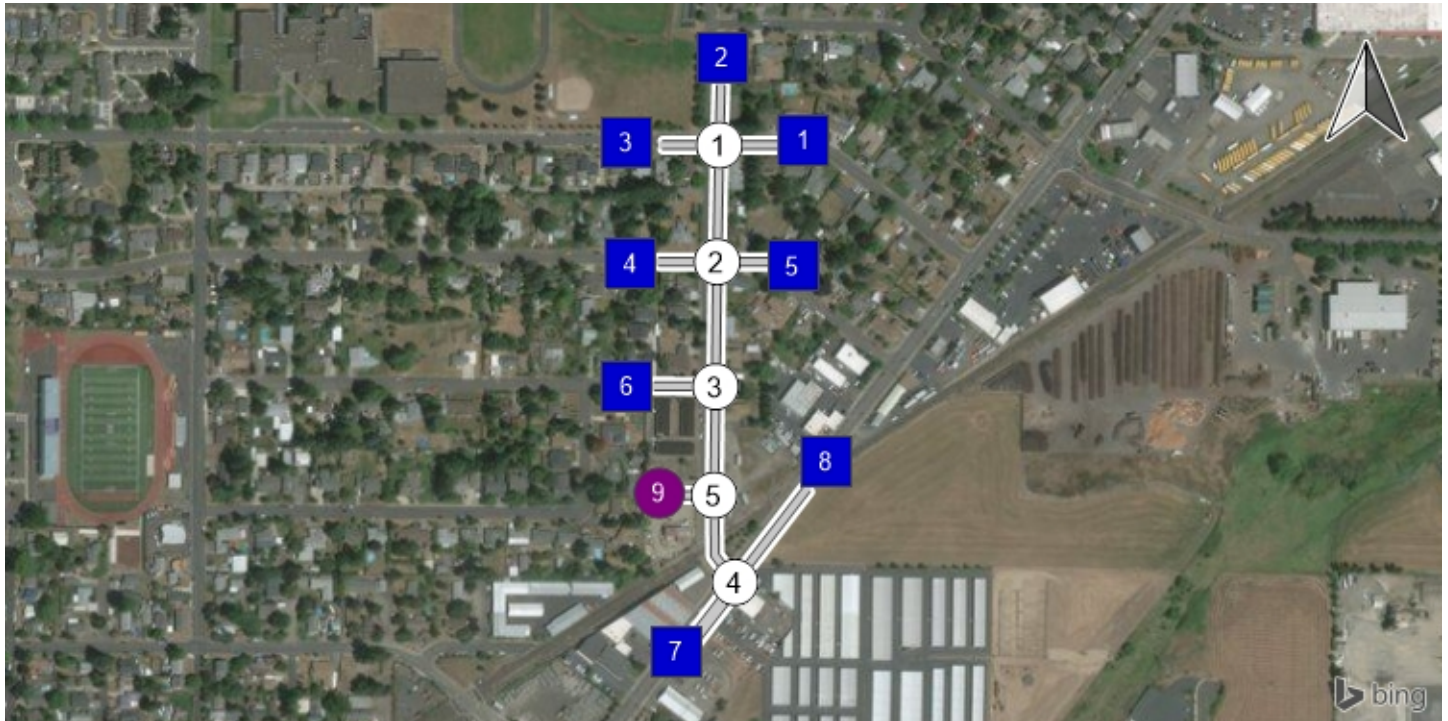
Trip Distribution summary

Zone / Gate	Zone 9: McDaniel St Apts			
	To McDaniel St Apts:		From McDaniel St Apts:	
	Share %	Trips	Share %	Trips
1: Gate	10.00	0	10.00	1
2: Gate	0.00	0	0.00	0
3: Gate	20.00	1	20.00	2
4: Gate	0.00	0	0.00	0
5: Gate	0.00	0	0.00	0
6: Gate	0.00	0	0.00	0
7: Gate	40.00	1	40.00	5
8: Gate	0.00	0	0.00	0
Total	70.00	2	70.00	8

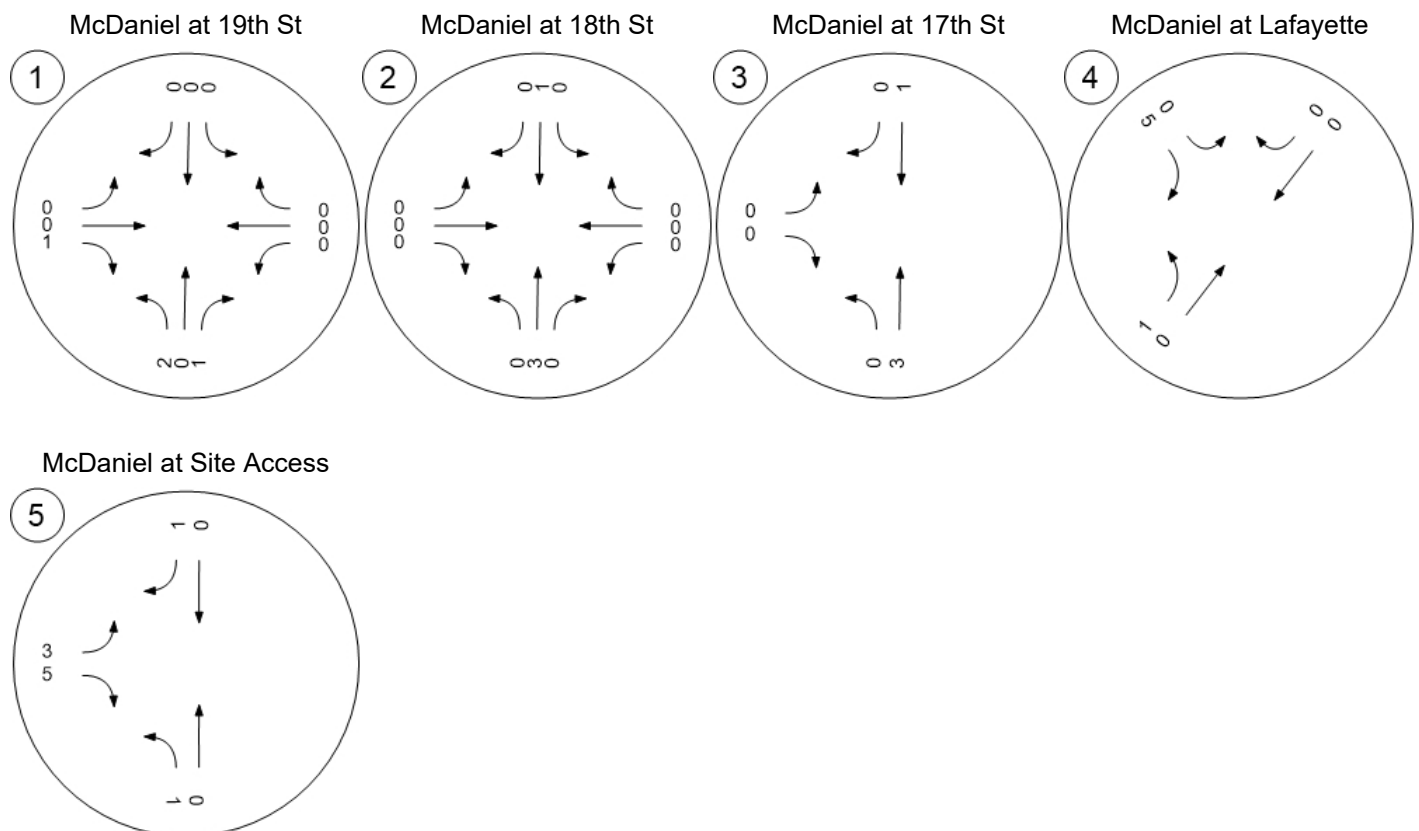
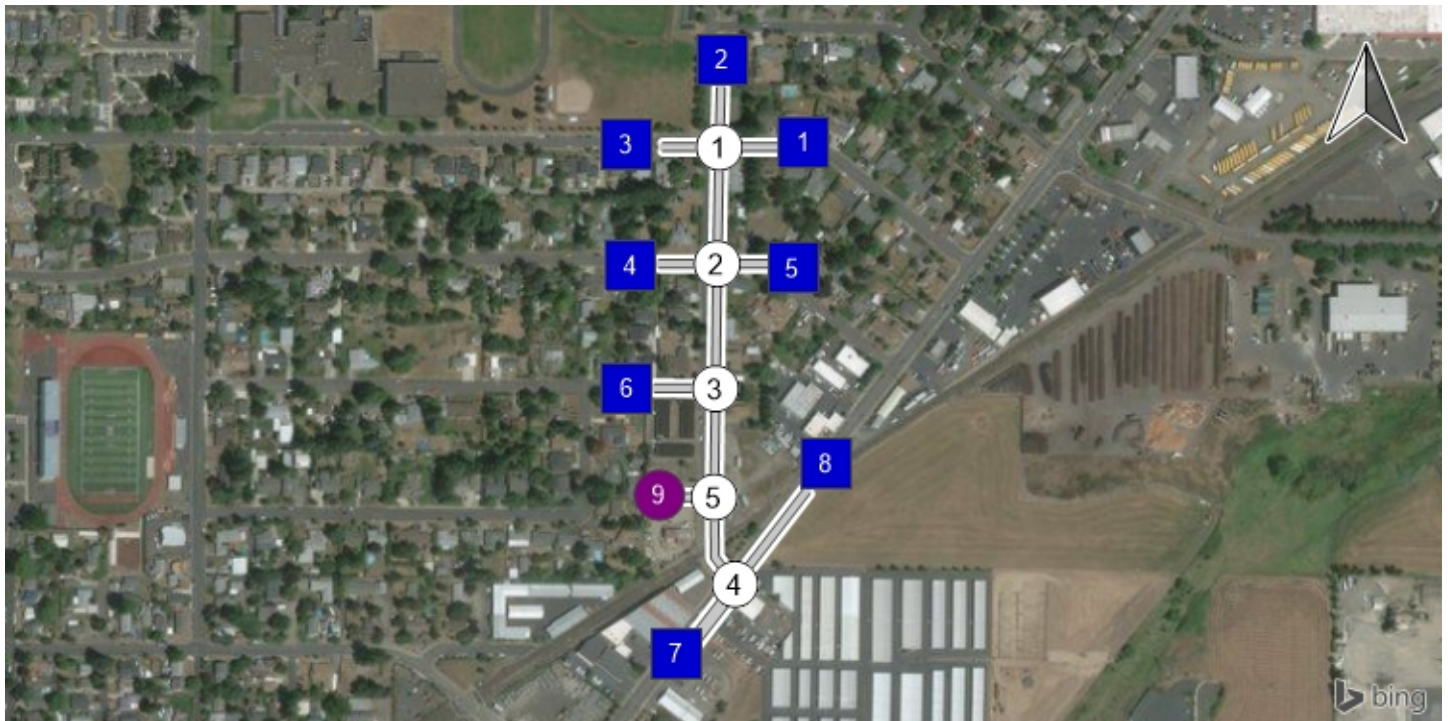
Report Figure 1: Lane Configuration and Traffic Control



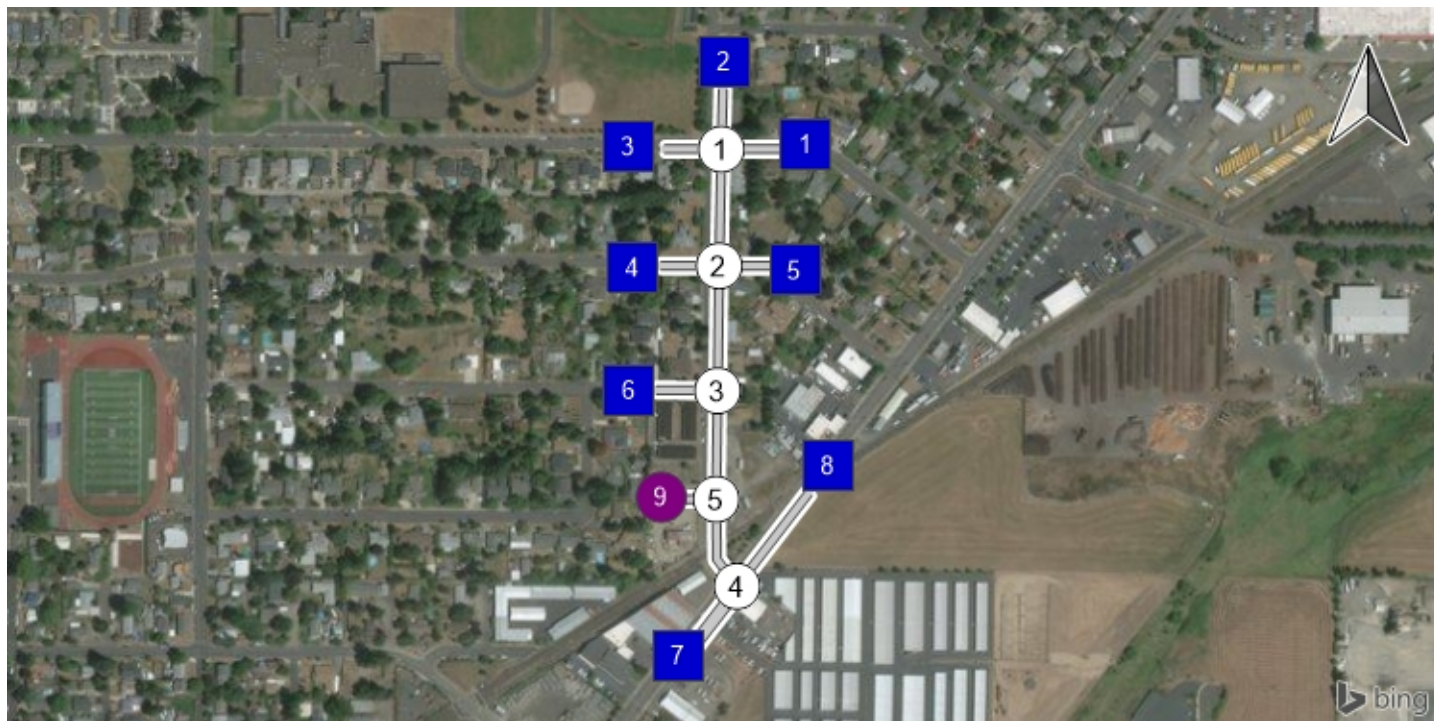
Report Figure 2a: Traffic Volume - Base Volume



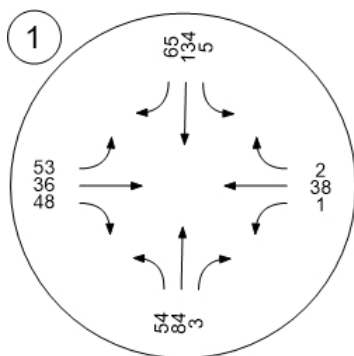
Report Figure 2d: Traffic Volume - Net New Site Trips



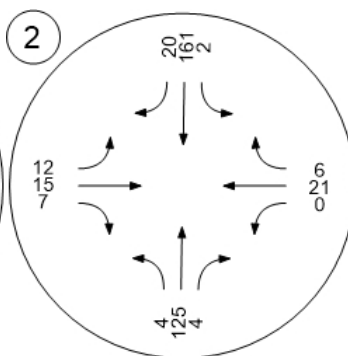
Report Figure 2f: Traffic Volume - Future Total Volume



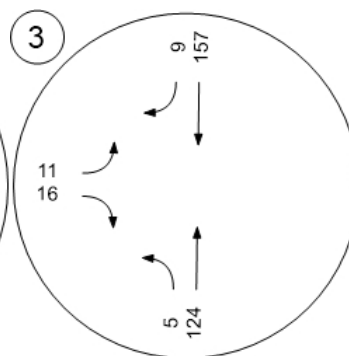
McDaniel at 19th St



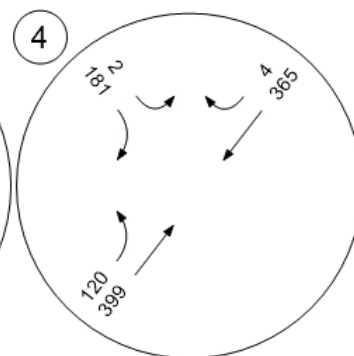
McDaniel at 18th St



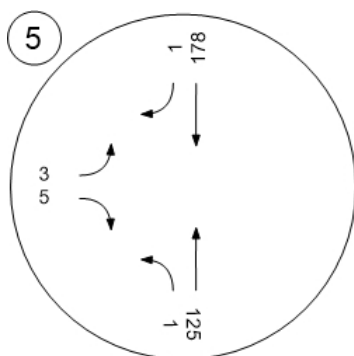
McDaniel at 17th St



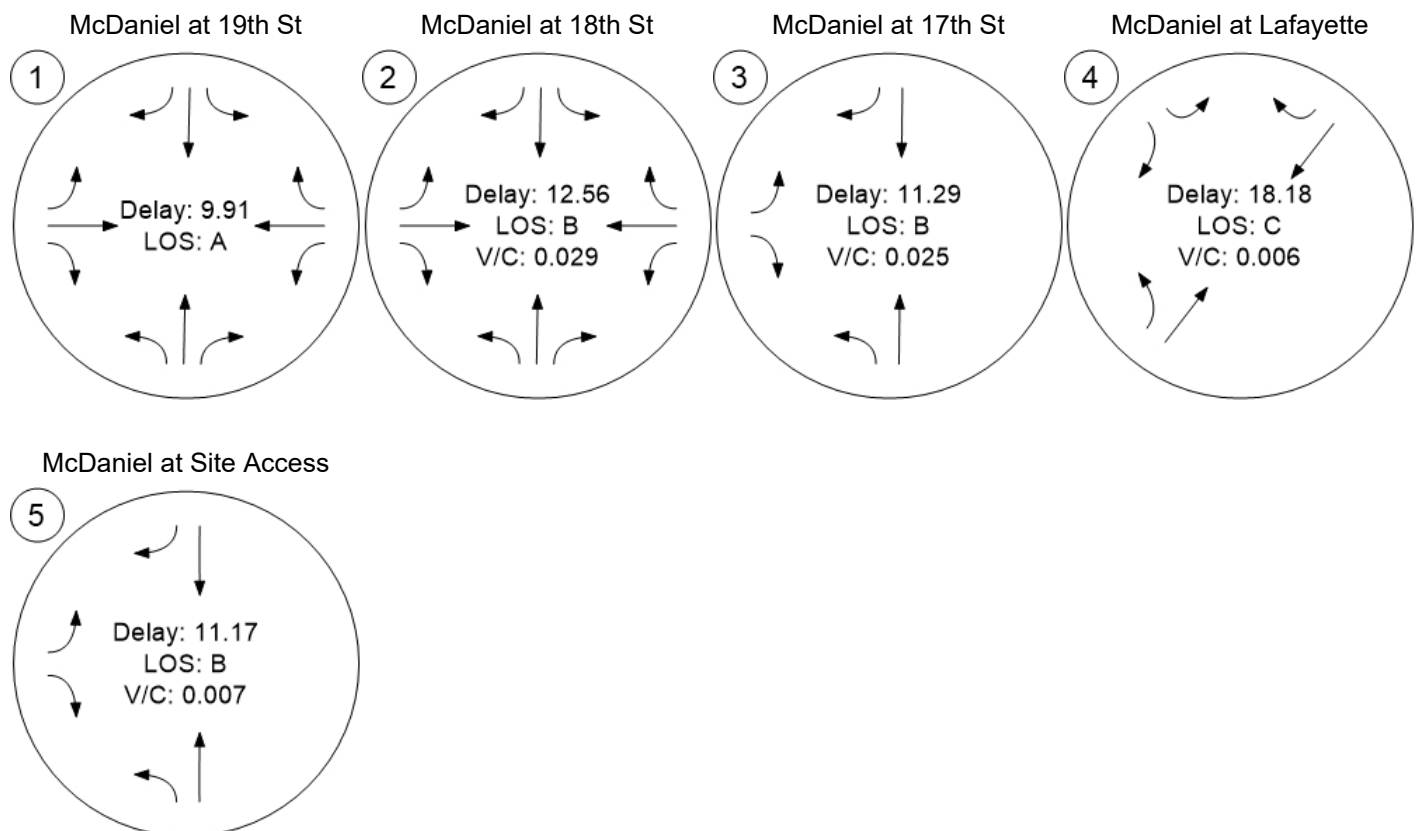
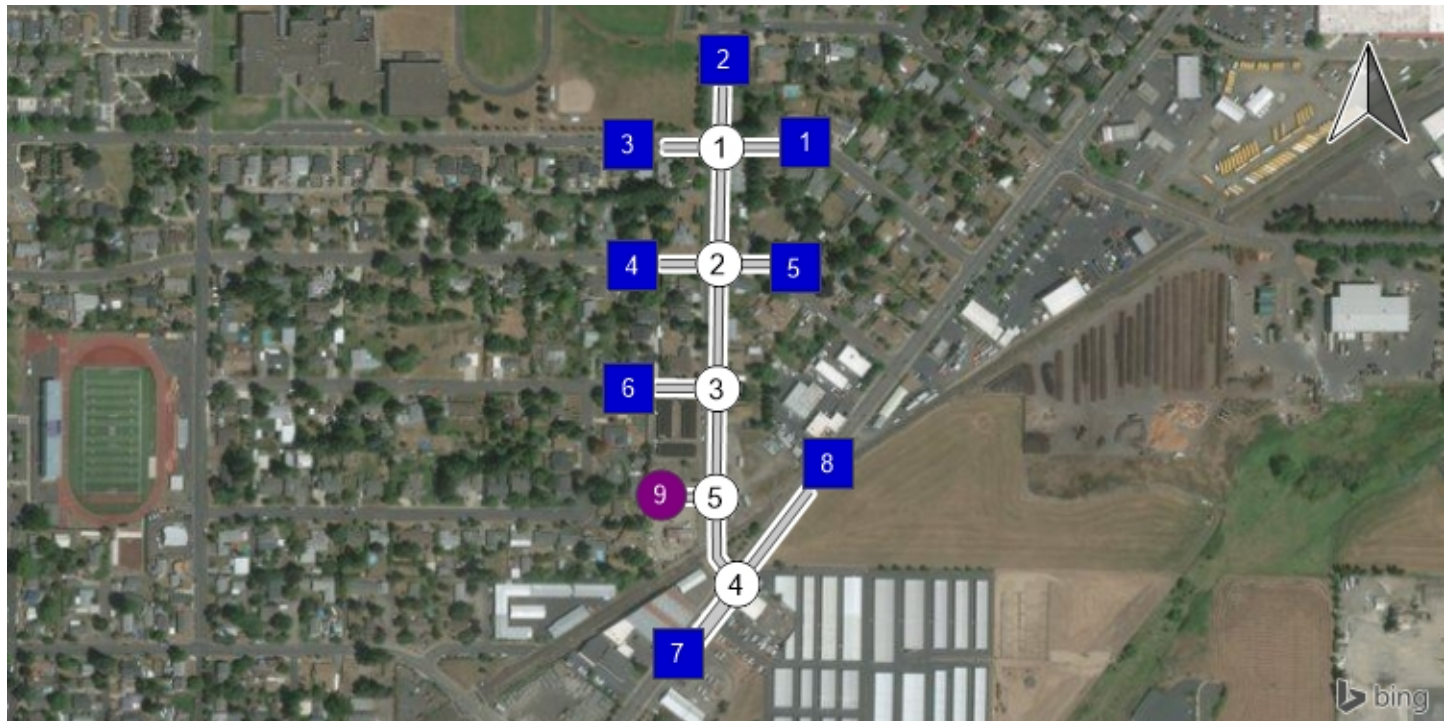
McDaniel at Lafayette



McDaniel at Site Access



Report Figure 3: Traffic Conditions



18-378 - 17th at McDaniels Apts TIA

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Scenario 6 PM Future - 2038

Report File: J:\...\18-379 PM Future 2038.pdf

6/22/2018

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	NB Thru	0.312	9.7	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	EB Left	0.023	12.9	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.024	11.7	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.009	26.3	D
5	McDaniel at Site Access	Two-way stop	HCM 6th Edition	EB Left	0.004	11.3	B





V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report**Intersection 1: McDaniel at 19th St**

Control Type: All-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.7
 Level Of Service: A
 Volume to Capacity (v/c): 0.312

Intersection Setup

Name	McDaniel St			McDaniel St			19th St			19th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	McDaniel St			McDaniel St			19th St			19th St		
Base Volume Input [veh/h]	35	125	2	5	117	41	47	36	15	2	56	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Growth Rate	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	1	0	0	0	0	0	2	1	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	154	3	6	144	50	58	44	20	3	69	5
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	44	1	2	41	14	17	13	6	1	20	1
Total Analysis Volume [veh/h]	51	177	3	7	166	57	67	51	23	3	79	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	740	766	695	688
Degree of Utilization, x	0.31	0.30	0.20	0.13

Movement, Approach, & Intersection Results





95th-Percentile Queue Length [veh]	1.33	1.26	0.76	0.44
95th-Percentile Queue Length [ft]	33.36	31.58	18.88	10.94
Approach Delay [s/veh]	10.06	9.70	9.49	9.00
Approach LOS	B	A	A	A
Intersection Delay [s/veh]	9.69			
Intersection LOS	A			

Intersection Level Of Service Report**Intersection 2: McDaniel at 18th St**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 12.9
 Level Of Service: B
 Volume to Capacity (v/c): 0.023

Intersection Setup

Name	McDaniel St			McDaniel St			18th St			18th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	McDaniel St			McDaniel St			18th St			18th St		
Base Volume Input [veh/h]	5	141	2	3	143	4	7	5	8	7	12	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10
Growth Rate	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	0	0	3	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	175	2	4	179	5	9	6	10	9	15	14
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	52	1	1	53	1	3	2	3	3	4	4
Total Analysis Volume [veh/h]	7	208	2	5	213	6	11	7	12	11	18	17
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.01	0.02	0.04	0.02
d_M, Delay for Movement [s/veh]	7.69	0.00	0.00	7.67	0.00	0.00	12.89	12.57	9.72	12.82	12.78	9.88
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh]	0.58	0.58	0.58	0.59	0.59	0.59	0.16	0.16	0.16	0.26	0.26	0.26
95th-Percentile Queue Length [ft]	14.38	14.38	14.38	14.80	14.80	14.80	4.08	4.08	4.08	6.41	6.41	6.41
d_A, Approach Delay [s/veh]	0.25			0.17			11.55			11.72		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	1.89											
Intersection LOS	B											

Intersection Level Of Service Report**Intersection 3: McDaniel at 17th St**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.7
 Level Of Service: B
 Volume to Capacity (v/c): 0.024

Intersection Setup

Name	McDaniel St		McDaniel St		17th St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	McDaniel St		McDaniel St		17th St	
Base Volume Input [veh/h]	15	144	144	12	9	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.60	0.60	0.60	0.60	0.60	0.60
Growth Rate	1.23	1.23	1.23	1.23	1.23	1.23
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	3	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	179	180	15	11	2
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	51	52	4	3	1
Total Analysis Volume [veh/h]	21	206	207	17	13	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results



V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	7.70	0.00	0.00	0.00	11.72	9.52
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.60	0.60	0.00	0.00	0.08	0.08
95th-Percentile Queue Length [ft]	15.05	15.05	0.00	0.00	2.01	2.01
d_A, Approach Delay [s/veh]	0.71		0.00		11.42	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.71					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: McDaniel at Lafayette

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 26.3
 Level Of Service: D
 Volume to Capacity (v/c): 0.009

Intersection Setup

Name	Lafayette Ave		Lafayette Ave		McDaniel St	
Approach	Northeastbound		Southwestbound		Southeastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Lafayette Ave		Lafayette Ave		McDaniel St	
Base Volume Input [veh/h]	138	486	622	12	2	127
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.30	3.30	3.30	3.30	3.30	3.30
Growth Rate	1.10	1.10	1.10	1.10	1.10	1.10
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	0	0	0	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	157	535	684	13	2	142
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	149	190	4	1	39
Total Analysis Volume [veh/h]	174	594	760	14	2	158
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	2
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.21	0.01	0.01	0.00	0.01	0.39
d_M, Delay for Movement [s/veh]	10.44	0.00	0.00	0.00	26.32	19.68
Movement LOS	B	A	A	A	D	C
95th-Percentile Queue Length [veh]	0.78	0.00	0.00	0.00	1.85	1.85
95th-Percentile Queue Length [ft]	19.54	0.00	0.00	0.00	46.17	46.17
d_A, Approach Delay [s/veh]	2.36		0.00		19.76	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	2.92					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 5: McDaniel at Site Access

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.3
 Level Of Service: B
 Volume to Capacity (v/c): 0.004

Intersection Setup

Name	McDaniel St		McDaniel St		Site Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	McDaniel St		McDaniel St		Site Access	
Base Volume Input [veh/h]	0	159	146	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.60	0.60	0.60	0.60	0.60	0.60
Growth Rate	1.23	1.23	1.23	1.23	1.23	1.23
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	0	0	3	2	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	196	180	3	2	2
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	56	52	1	1	1
Total Analysis Volume [veh/h]	6	225	207	3	2	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.64	0.00	0.00	0.00	11.35	9.34
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.61	0.61	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft]	15.16	15.16	0.00	0.00	0.45	0.45
d_A, Approach Delay [s/veh]	0.20		0.00		10.34	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.20					
Intersection LOS	B					

18-378 - 17th at McDaniels Apts TIA

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Scenario 6 PM Future - 2038

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6/22/2018

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	McDaniel at 19th St	44	154	3	6	144	50	58	44	20	3	69	5	600

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	McDaniel at 18th St	6	175	2	4	179	5	9	6	10	9	15	14	434

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
3	McDaniel at 17th St	18	179	180	15	11	2	405

ID	Intersection Name	Northeastbound		Southwestbound		Southeastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
4	McDaniel at Lafayette	157	535	684	13	2	142	1533

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
5	McDaniel at Site Access	5	196	180	3	2	2	388

18-378 - 17th at McDaniels Apts TIA

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Scenario 6 PM Future - 2038

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6/22/2018

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	McDaniel at 19th St	Final Base	35	125	2	5	117	41	47	36	15	2	56	4	485
		Growth Rate	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	1	0	1	0	0	0	0	0	2	1	0	0	5
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	44	154	3	6	144	50	58	44	20	3	69	5	600

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	McDaniel at 18th St	Final Base	5	141	2	3	143	4	7	5	8	7	12	11	348
		Growth Rate	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	2	0	0	3	0	0	0	0	0	0	0	5
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	6	175	2	4	179	5	9	6	10	9	15	14	434

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
3	McDaniel at 17th St	Final Base	15	144	144	12	9	2	326
		Growth Rate	1.23	1.23	1.23	1.23	1.23	1.23	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	2	3	0	0	0	5
		Other	0	0	0	0	0	0	0
		Future Total	18	179	180	15	11	2	405

ID	Intersection Name	Volume Type	Northeastbound		Southwestbound		Southeastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
4	McDaniel at Lafayette	Final Base	138	486	622	12	2	127	1387
		Growth Rate	1.10	1.10	1.10	1.10	1.10	1.10	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	5	0	0	0	0	2	7
		Other	0	0	0	0	0	0	0
		Future Total	157	535	684	13	2	142	1533

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
5	McDaniel at Site Access	Final Base	0	159	146	0	0	0	305
		Growth Rate	1.23	1.23	1.23	1.23	1.23	1.23	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	5	0	0	3	2	2	12
		Other	0	0	0	0	0	0	0
		Future Total	5	196	180	3	2	2	388

18-378 - 17th at McDaniels Apts TIA

Vistro File: J:\...\18-379 McDaniels St Apts TIA.vistro

Scenario 6 PM Future - 2038

Report File: J:\...\18-379 PM Future 2038.pdf

6/22/2018

Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
9: McDaniel St Apts	Apartments	ITE 220	Apartm ent Unit	0.620	29.000	65.00	35.00	12	6	18	100.00
Added Trips Total								12	6	18	100.00

18-378 - 17th at McDaniels Apts TIA

Vistro File: J:\...\18-379 McDaniels St Apts TIA.vistro

Scenario 6 PM Future - 2038

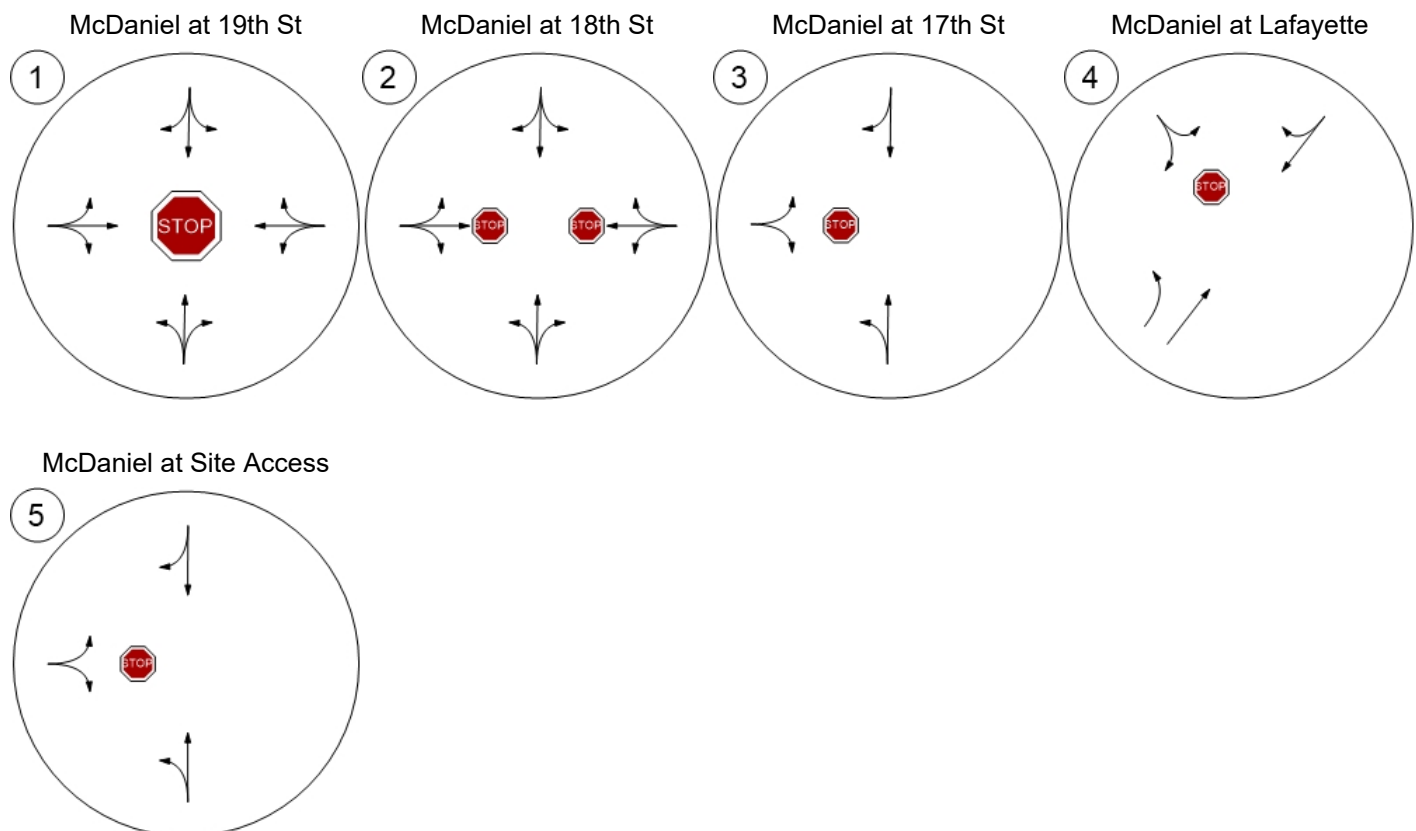
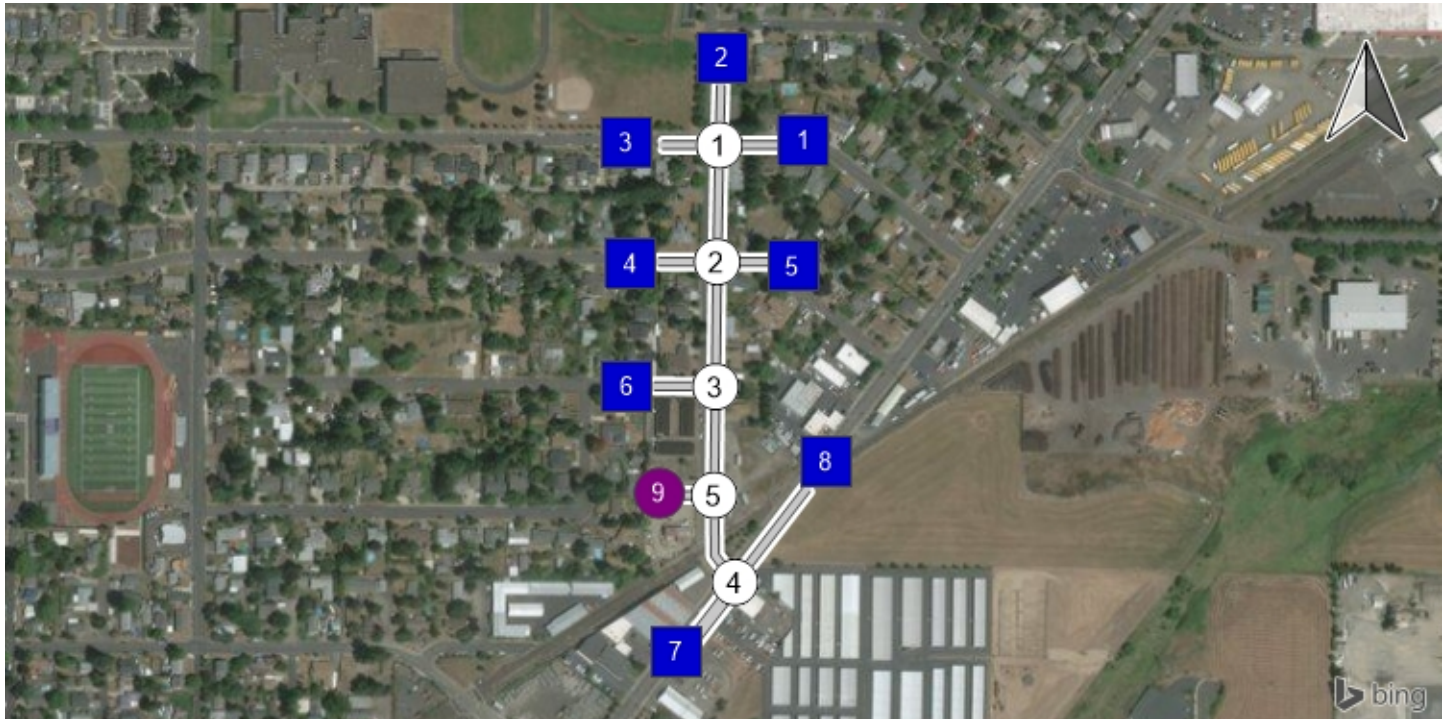
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6/22/2018

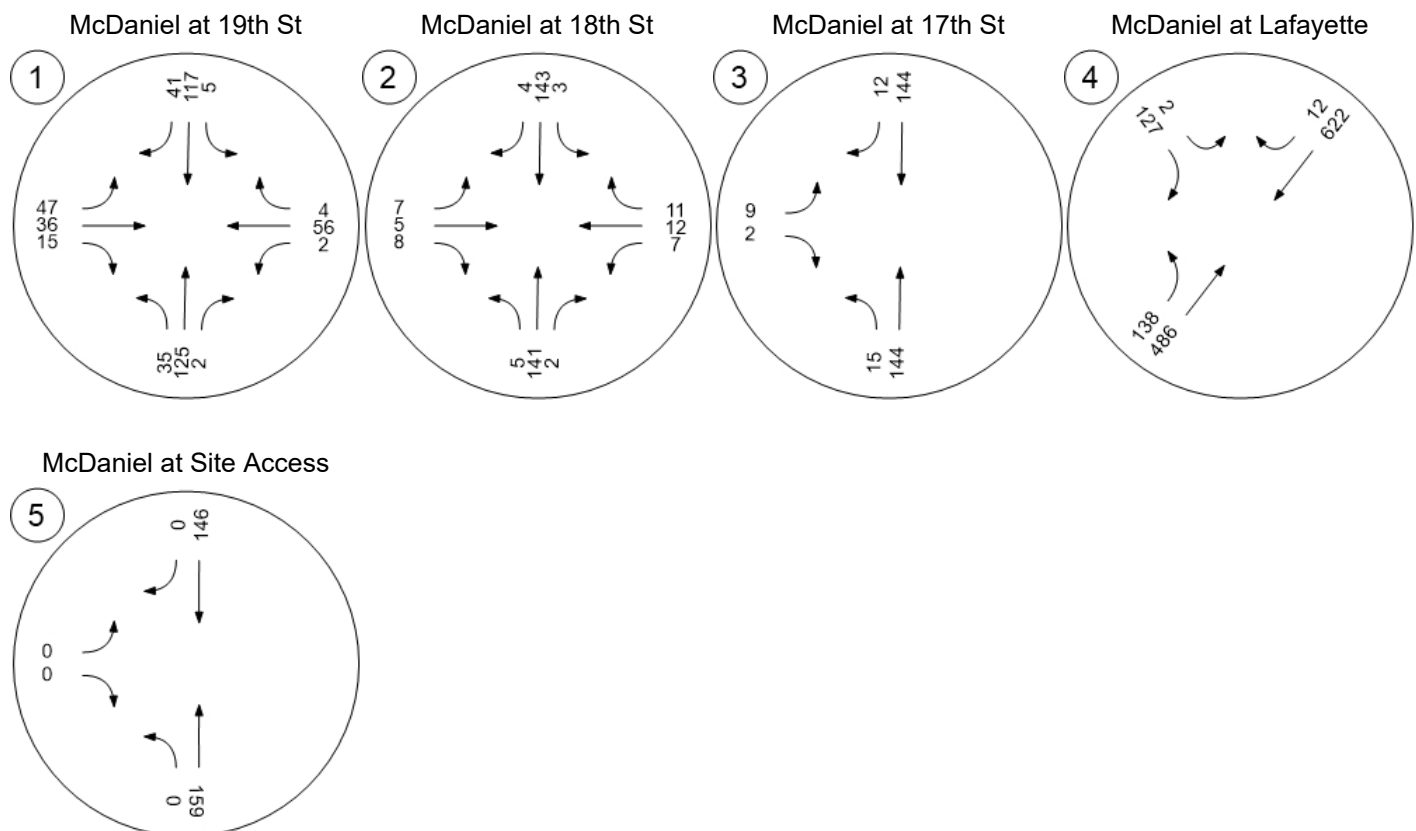
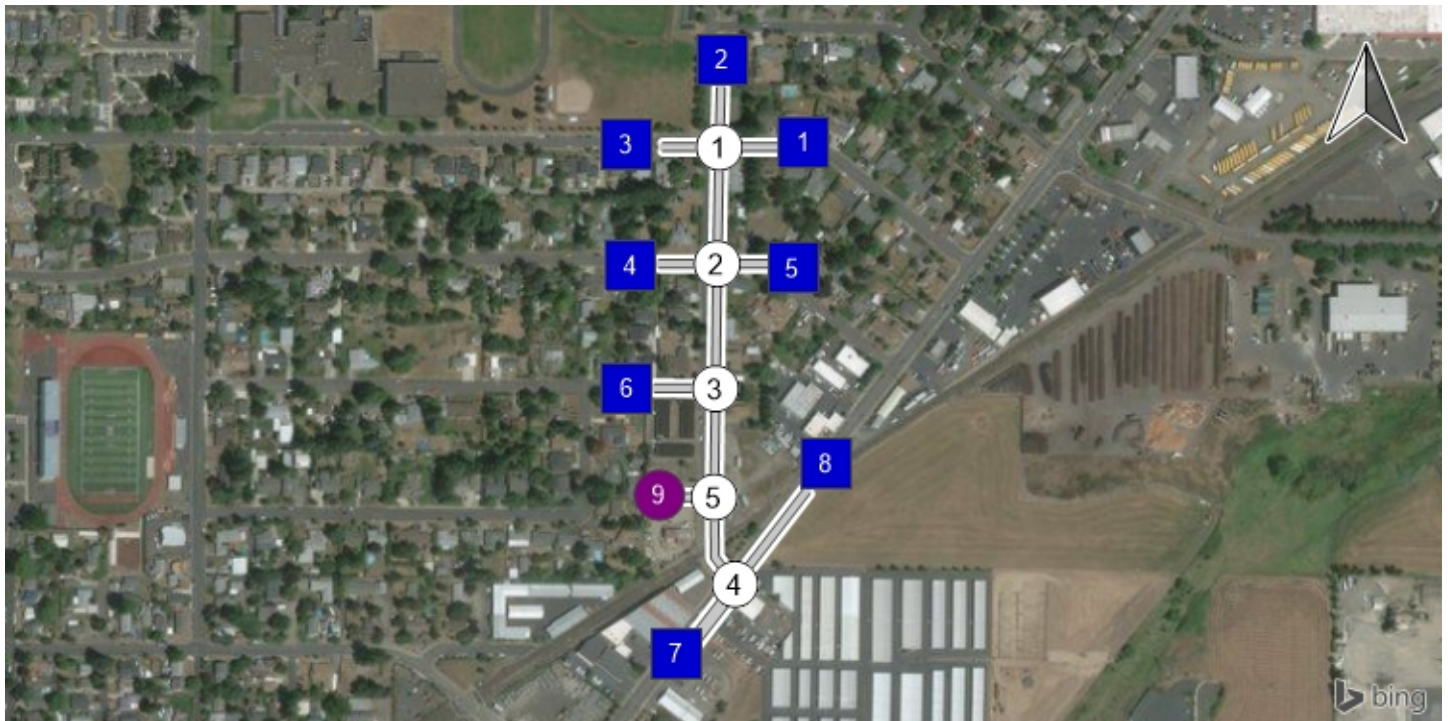
Trip Distribution summary

Zone / Gate	Zone 9: McDaniel St Apts			
	To McDaniel St Apts:		From McDaniel St Apts:	
	Share %	Trips	Share %	Trips
1: Gate	10.00	1	10.00	1
2: Gate	0.00	0	0.00	0
3: Gate	20.00	2	20.00	1
4: Gate	0.00	0	0.00	0
5: Gate	0.00	0	0.00	0
6: Gate	0.00	0	0.00	0
7: Gate	40.00	5	40.00	2
8: Gate	0.00	0	0.00	0
Total	70.00	8	70.00	4

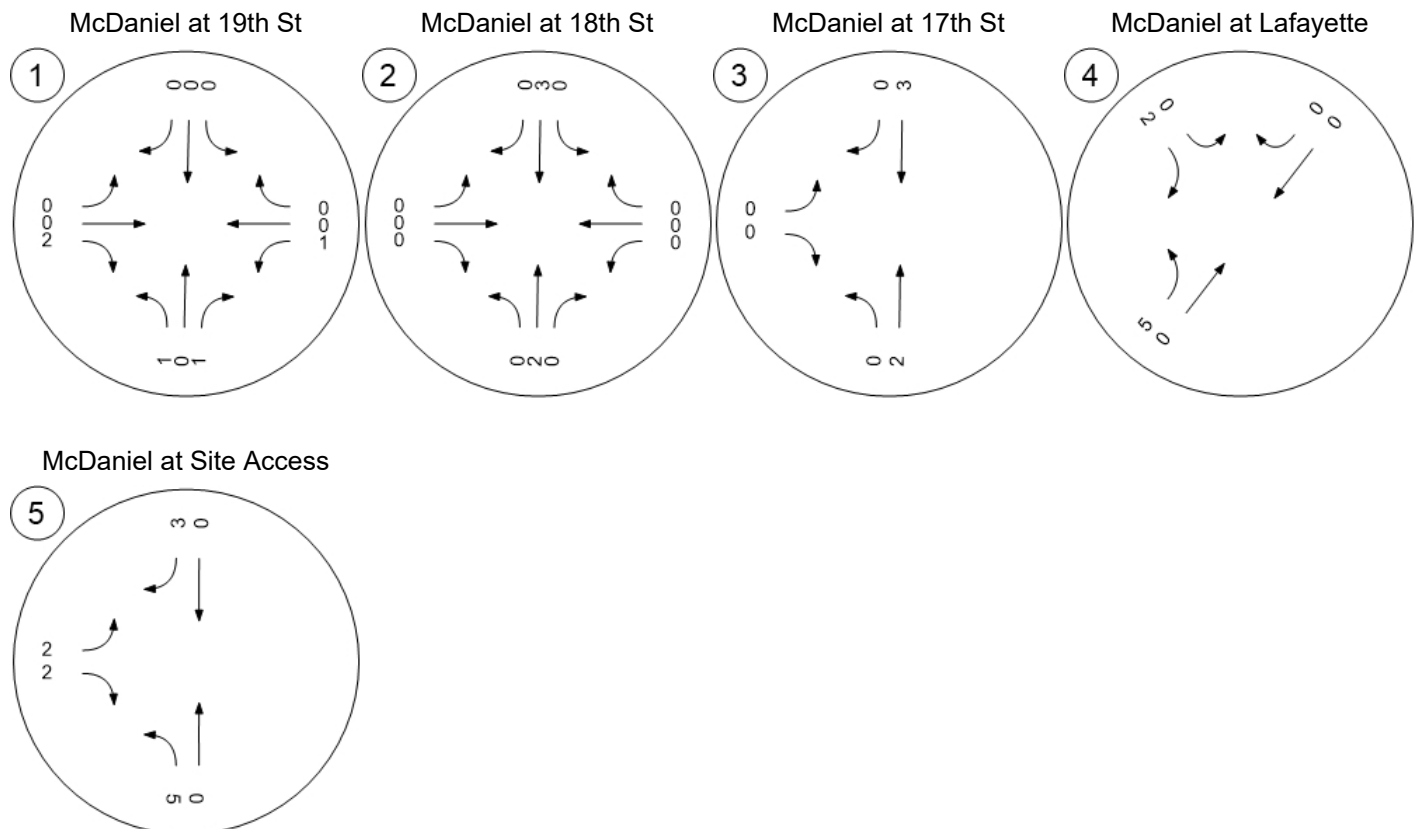
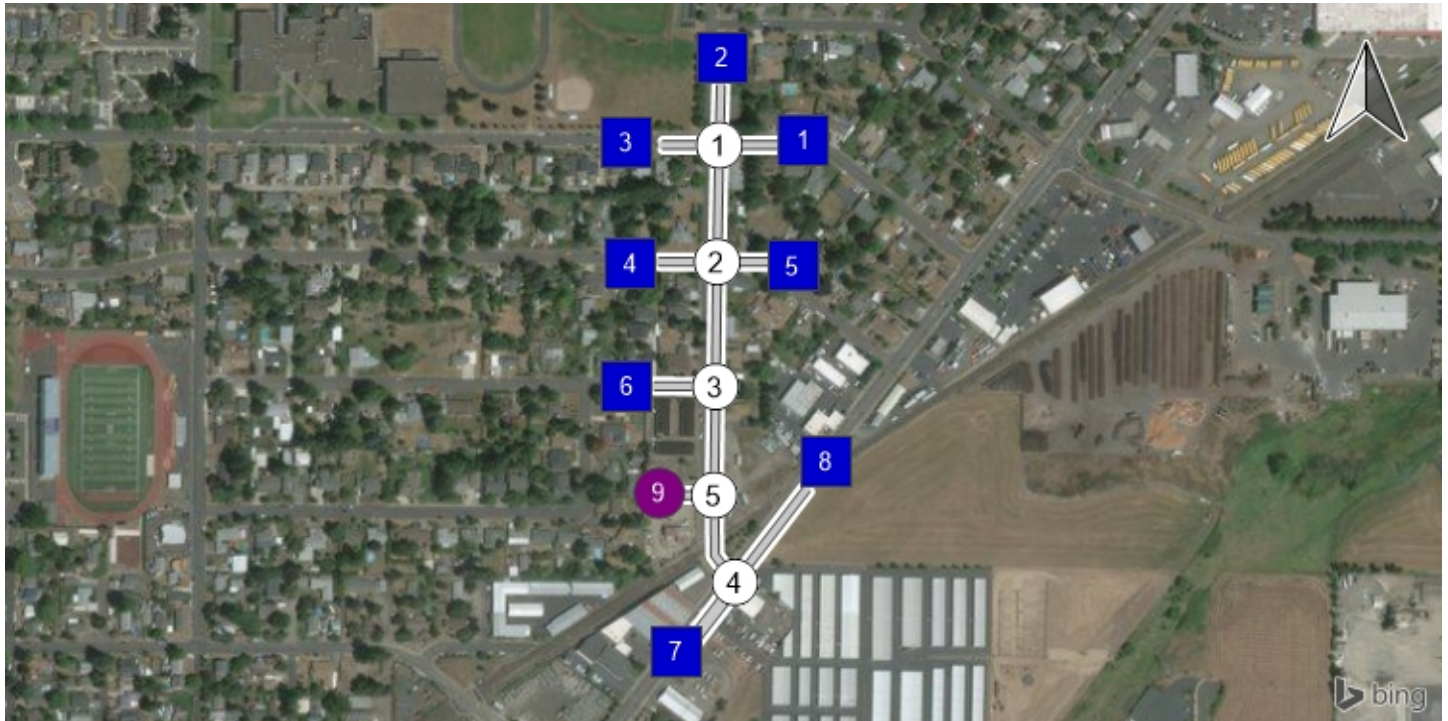
Report Figure 1: Lane Configuration and Traffic Control



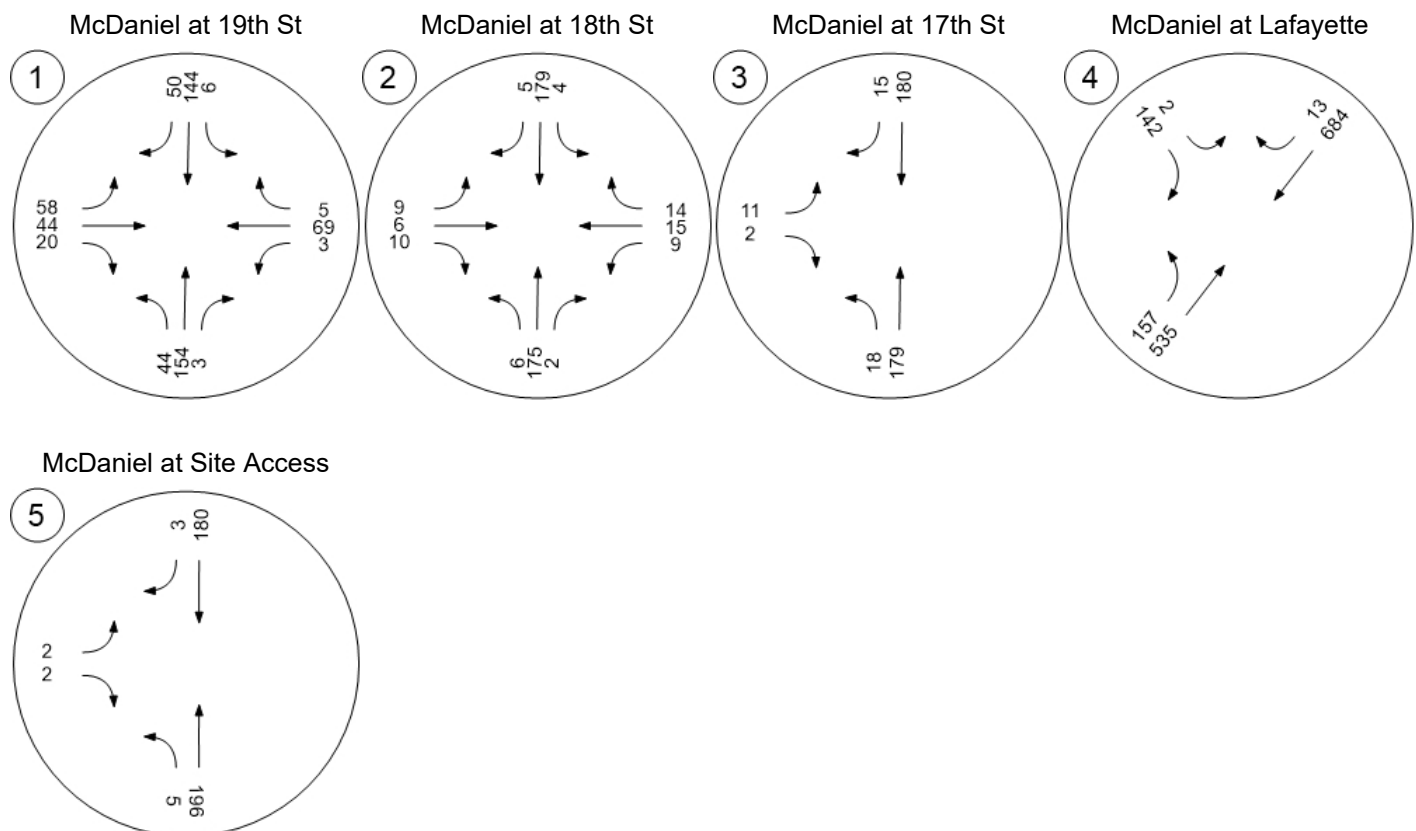
Report Figure 2a: Traffic Volume - Base Volume



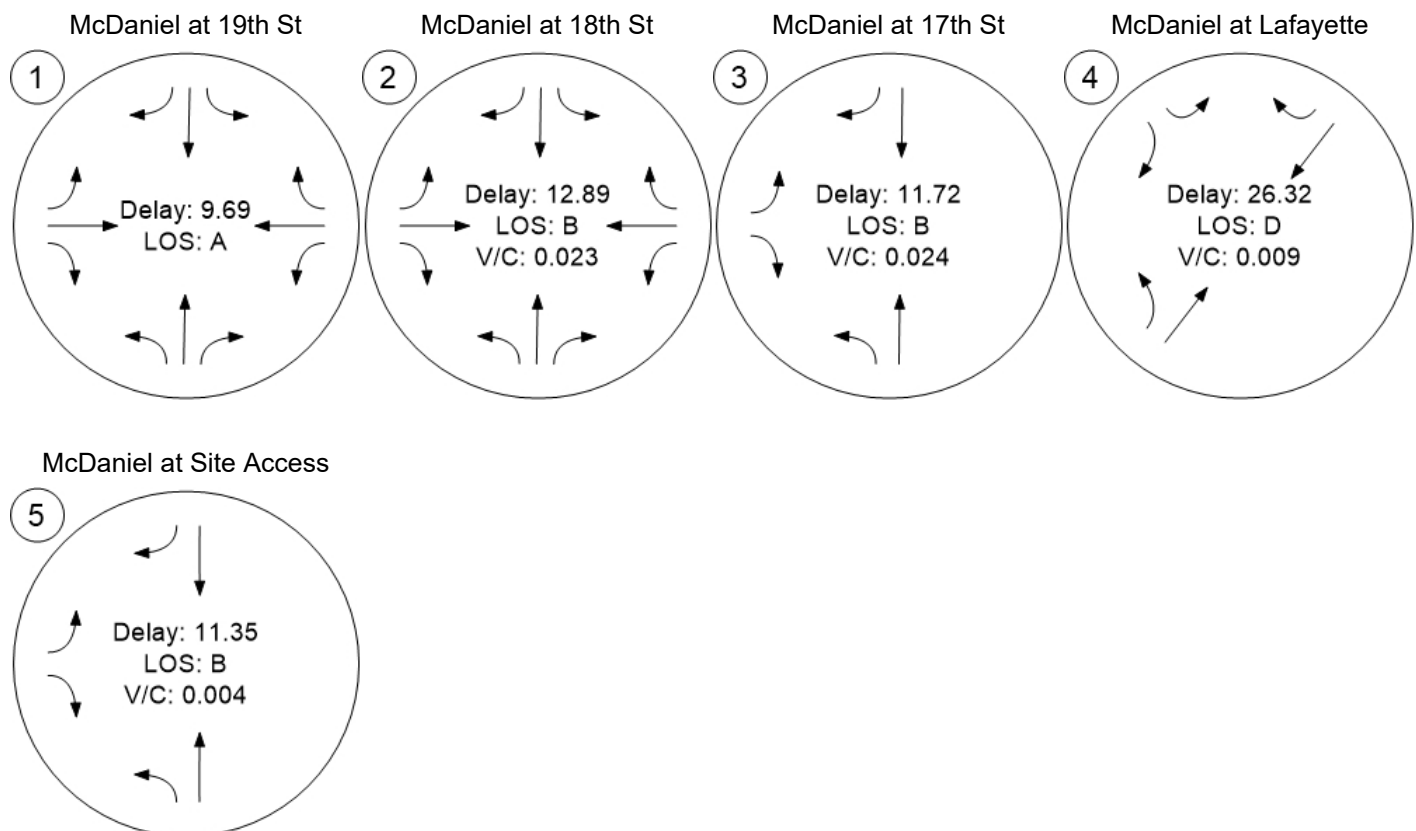
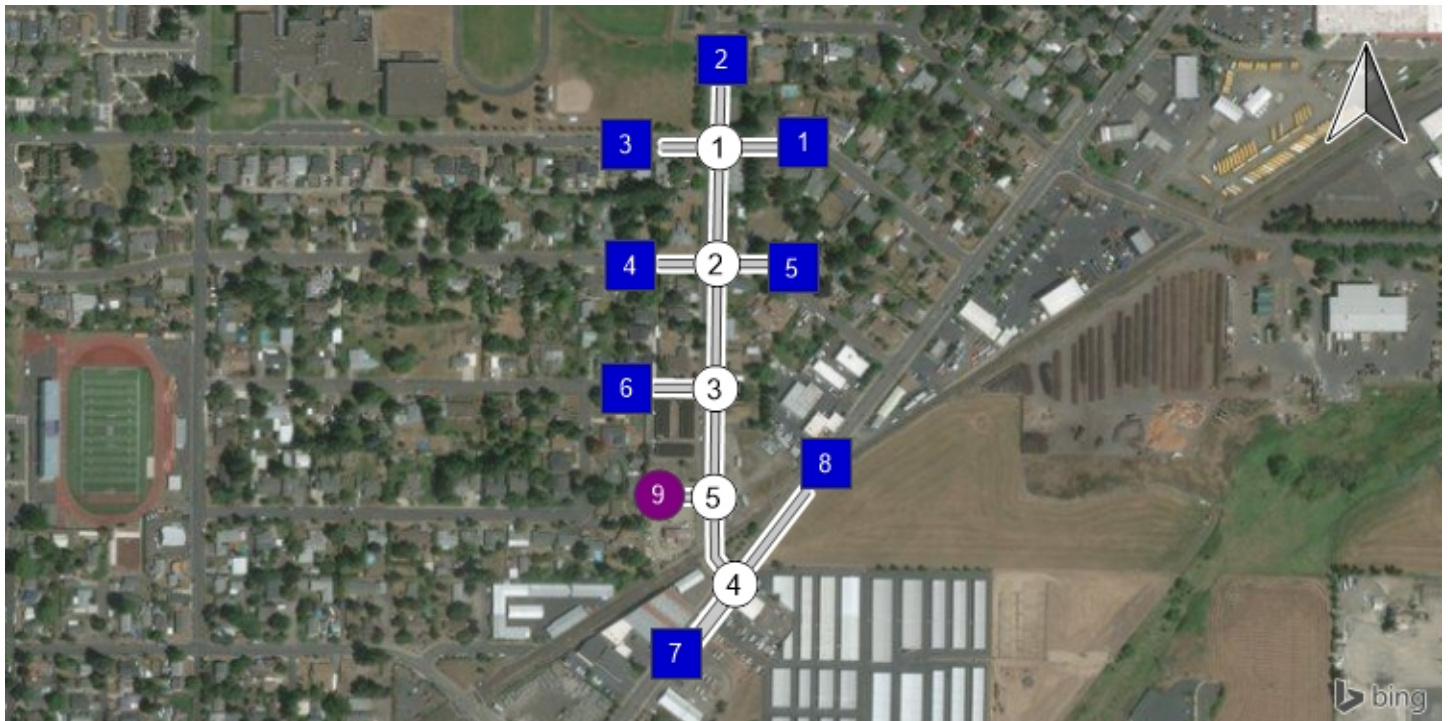
Report Figure 2d: Traffic Volume - Net New Site Trips



Report Figure 2f: Traffic Volume - Future Total Volume



Report Figure 3: Traffic Conditions



Traffic Impact Analysis McDaniel St Apts

McMinnville, Oregon

April 5, 2018

completed with
Del Boca Vista, LLC
Newberg, Oregon

Prepared by:
Associated Transportation Engineering & Planning, Inc.
Salem, Oregon
April 5, 2018



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Traffic Impact Analysis

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12/31/2019

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Appendices

- Turning Movement Counts
- ODOT Crash Data
- Computer Modeling Printouts

Traffic Impact Analysis McDaniel St Apartments McMinnville, Oregon



Introduction:

McDaniel St Apartments are in preliminary planning stages for development in McMinnville, Oregon. Located west of the McDaniel St south of 17th St, the project will include 24 apartment units. The intent of this analysis is to estimate the impact traffic from the planned apartments will have on the transportation system in the City of McMinnville and to recommend improvements to the transportation system if appropriate. This analysis is intended to provide information needed to change the zoning from Light Industrial (M-1) to Multiple Family Residential (R-4) and for approval of the construction of the planned apartments. To meet the requirements of the TPR (Transportation Planning Rule) this analysis will assume there will be 29 apartment units (the maximum allowed under the R-4 zone).



Residents of McDaniel St Apartments will use the City of McMinnville transportation system and add traffic to the roadways. This analysis will consider the traffic impacts at the intersections of:

Figure 1 - Aerial View of Site

- McDaniel St at 19th St
- McDaniel St at 18th St
- McDaniel St at 17th St
- McDaniel St at Lafayette Ave
- McDaniel St Apts Access

Summary of Findings:

The development of 29 units will generate an estimated 15 trips in the AM Peak hour and 18 trips in the PM Peak hour. Residents will use the streets in the City of McMinnville transportation system adding additional traffic to the system. Traffic from the planned apartments will affect performance metrics at the studied intersections. All of the studied intersections will perform within accepted performance standards in the City of McMinnville (LOS A, B, C or D) with the expected traffic from the apartments.

There is and this study will assume continued storage for 2 vehicles wanting to use two stage gap acceptance to turn left from McDaniel at Lafayette (EBLT). There were 2 vehicles making the left turn in the AM and PM Peak hour periods. These turns are the most difficult turns to make and the City should continue monitoring the intersection during peak hours to assure left turns can be made safely, consider restriping the two stage gap acceptance refuge and/or restrict the intersections to right out only from McDaniel St.

History and Existing Conditions:

The project site is tax lot 7100 of tax map 4S 4W Sec 16DB and includes 1 acre. It is anticipated that construction will begin in 2018. The site is currently zoned Light Industrial (M-1) to. The developer is requesting the zoning be changed to Multiple Family Residential (R-4) in order that 24 apartments can be built on the parcel. This study will assume that 29 apartments are being built.

Crash data was provided by ODOT for the studied intersections for the 5 year period including 2011 through 2015. There were 3 reported injury crashes and 9 property damage crashes at the 4 studied intersections in the analyzed time period. There were no fatal crashes.

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	SB Thru	0.274	9.0	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	EB Thru	0.026	11.5	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.018	10.6	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.005	15.1	C

Existing AM Peak Hour Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	NB Thru	0.240	8.9	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	WB Thru	0.025	11.8	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.016	10.9	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.007	22.2	C

Existing PM Peak Hour Summary

Figure 2 - Existing Traffic Conditions

The studied intersection are functioning at less than 28% of capacity ($v/c < 0.280$) and LOS C or better.

Crash Data provided by ODOT Crash Data Unit does not show an unusually high number of crashes at the studied intersections. There do not appear to be significant changes needed at the intersections for safety reasons.

Intersection	Fatal Crashes	Injury Only	Property Damage Only	Total
• McDaniel St at 19th St	0	0	3	3
• McDaniel St at 18th St	0	1	2	3
• McDaniel St at 17th St	0	0	0	0
• McDaniel St at Lafayette Ave	0	2	4	6
Total	0	3	9	12

Figure 3 – 2011 to 2105 ODOT Crash Data

Traffic Conditions when the McDaniel St Apts are occupied:

This analysis will assume that 30% of the traffic from the apartments will travel to and from the north on McDaniel St and 70% will travel to and from the south on McDaniel St. This study will also assume that other traffic will grow at 1.0 % each year through 2028. It assumes EBLT's use 2 stage gap acceptance at the McDaniel at Lafayette

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	SB Thru	0.275	9.0	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	EB Thru	0.026	11.5	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.018	10.6	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.005	15.2	C
5	McDaniel at Site Access	Two-way stop	HCM 6th Edition	EB Left	0.006	10.6	B

2018 AM Peak Hour Summary with McDaniel St Apts

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	NB Thru	0.243	8.9	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	WB Thru	0.025	11.8	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.016	10.9	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.008	22.5	C
5	McDaniel at Site Access	Two-way stop	HCM 6th Edition	EB Left	0.003	10.7	B

2018 PM Peak Hour Summary with McDaniel St Apts

Figure 4 – 2018 Traffic Conditions with McDaniel St Apts

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	SB Thru	0.307	9.4	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	EB Left	0.025	12.0	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.022	10.9	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.005	16.4	C
5	McDaniel at Site Access	Two-way stop	HCM 6th Edition	EB Left	0.006	10.8	B

2028 AM Peak Hour Summary with McDaniel St Apts

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	NB Thru	0.275	9.2	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	WB Thru	0.028	12.2	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.019	11.3	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.009	26.3	D
5	McDaniel at Site Access	Two-way stop	HCM 6th Edition	EB Left	0.003	11.0	B

2028 PM Peak Hour Summary with McDaniel St Apts

Figure 5 – 2028 Traffic Conditions with McDaniel St Apts

There will be no "significant effect" on the transportation system from changing the zoning of the parcel from M-1 to R-4. The transportation system will continue to function within City of McMinnville performance standards for the next 10 years.

Summary:

The development of the planned McDaniel St apartments will generate an estimated 15 trips in the AM Peak hour and 18 trips in the PM Peak hour. Residents of the apartments will use the streets in the City of McMinnville transportation system adding additional traffic to the system. Traffic from the apartments will affect performance metrics at the studied intersections.

All the studied intersections can handle the expected additional traffic and continue operating with generally accepted performance metrics. As traffic volumes increase through the intersections, the City should continue to monitor the performance of the studied intersections.

There will be no significant effect on the transportation system from changing the zoning of the parcel from M-1 to R-4. The transportation system will continue to function within City of McMinnville performance standards for the next 10 years.

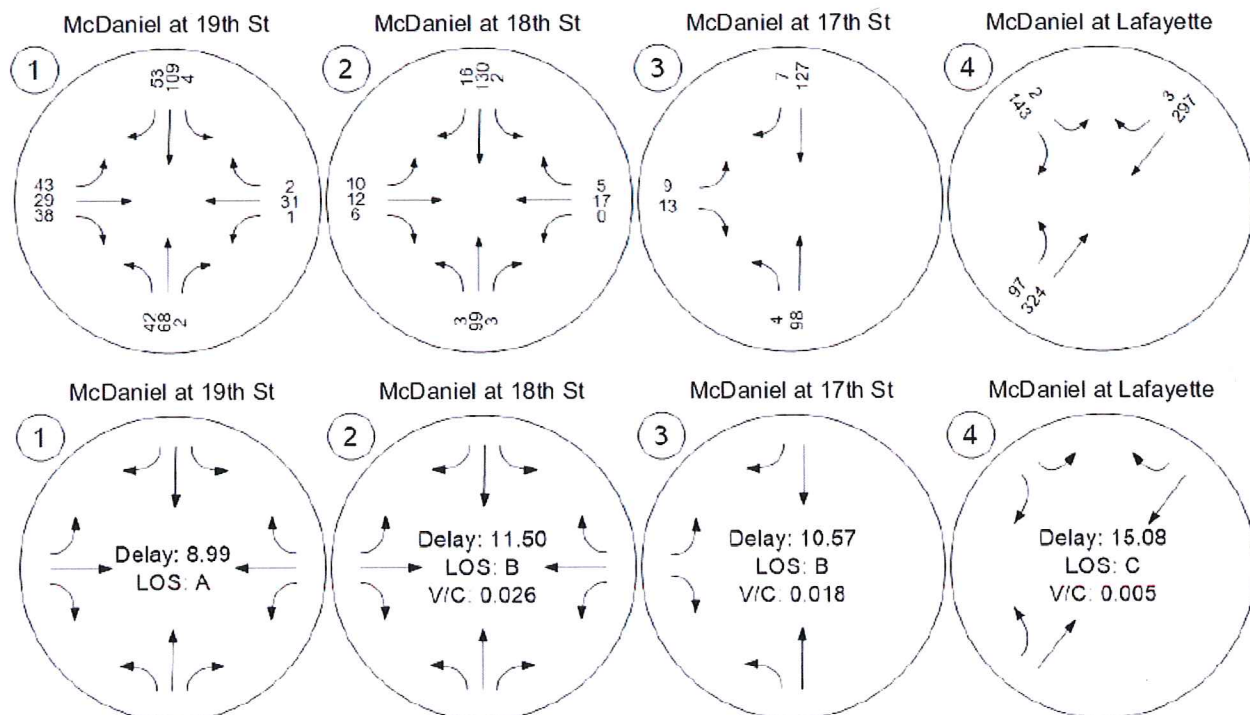


Figure 6 - Existing AM Peak hour Counts and Metrics

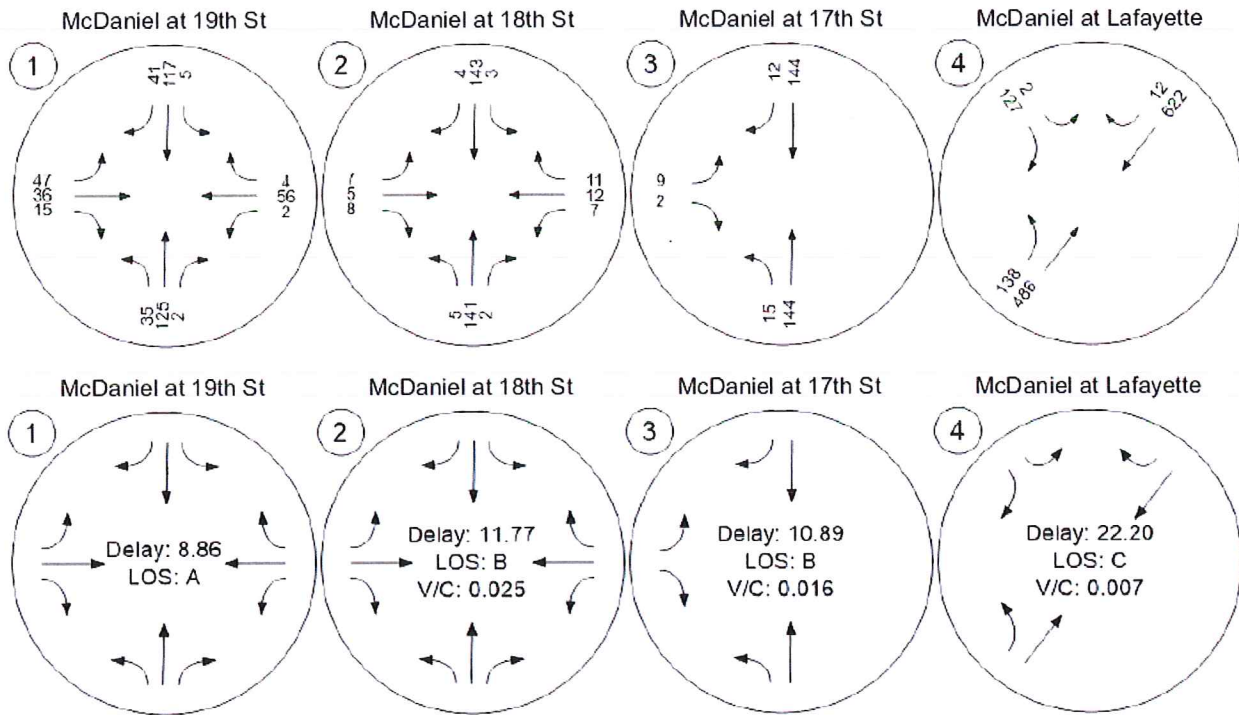


Figure 7 - Existing PM Peak hour Counts and Metrics

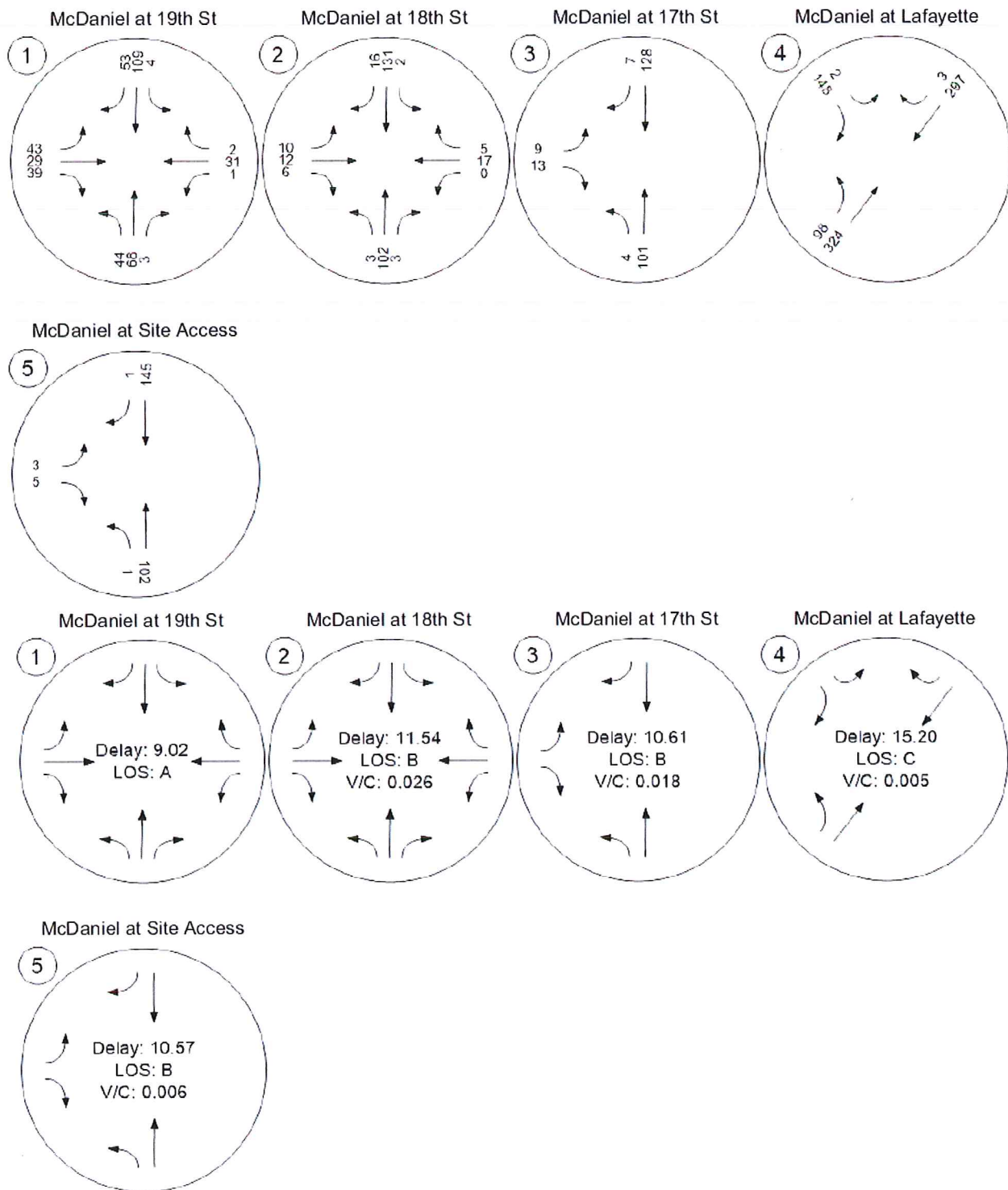


Figure 8 - 2018 AM Peak hour Counts and Metrics with McDaniel St Apts

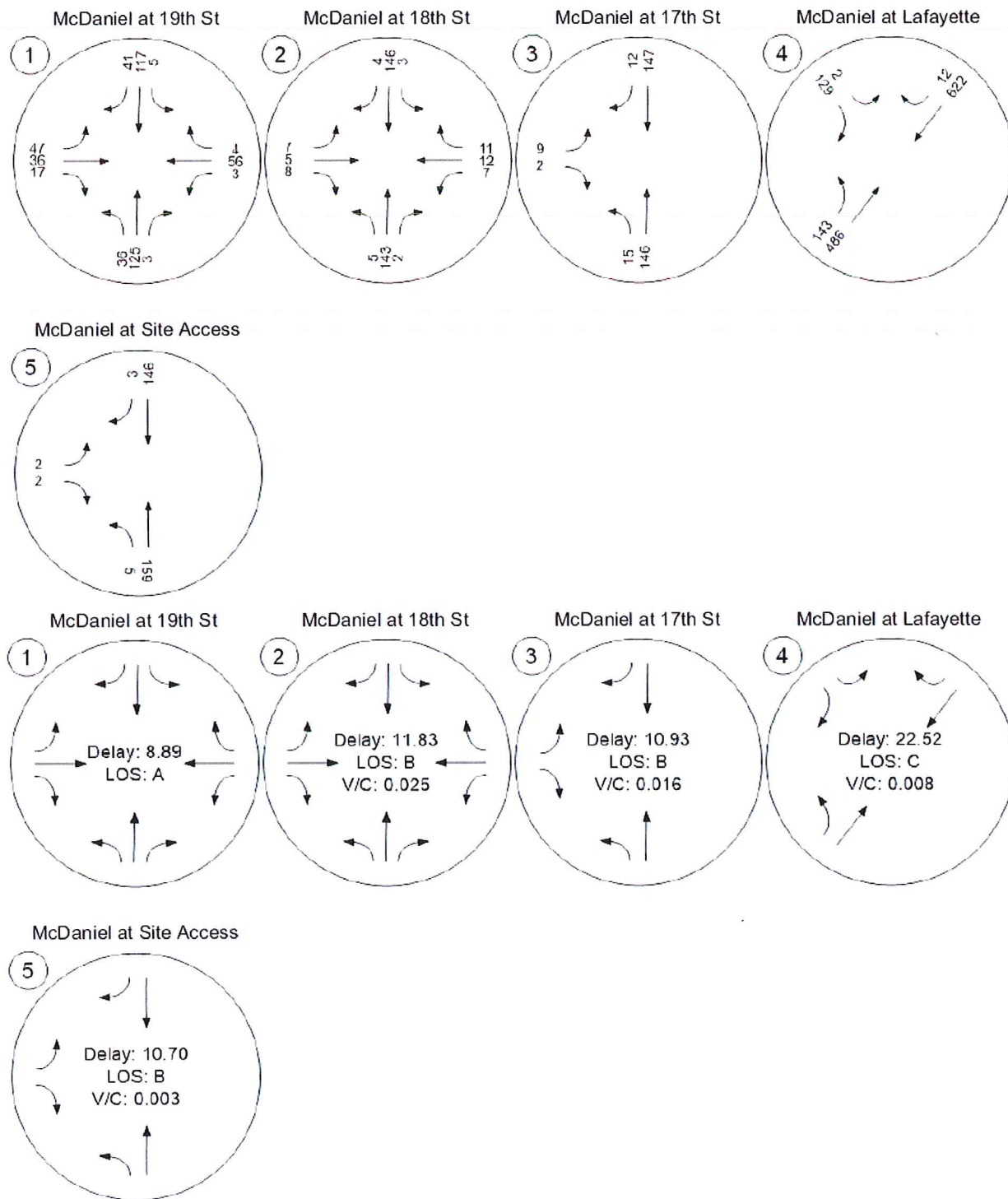


Figure 9 - 2018 PM Peak hour Counts and Metrics with McDaniel St Apts

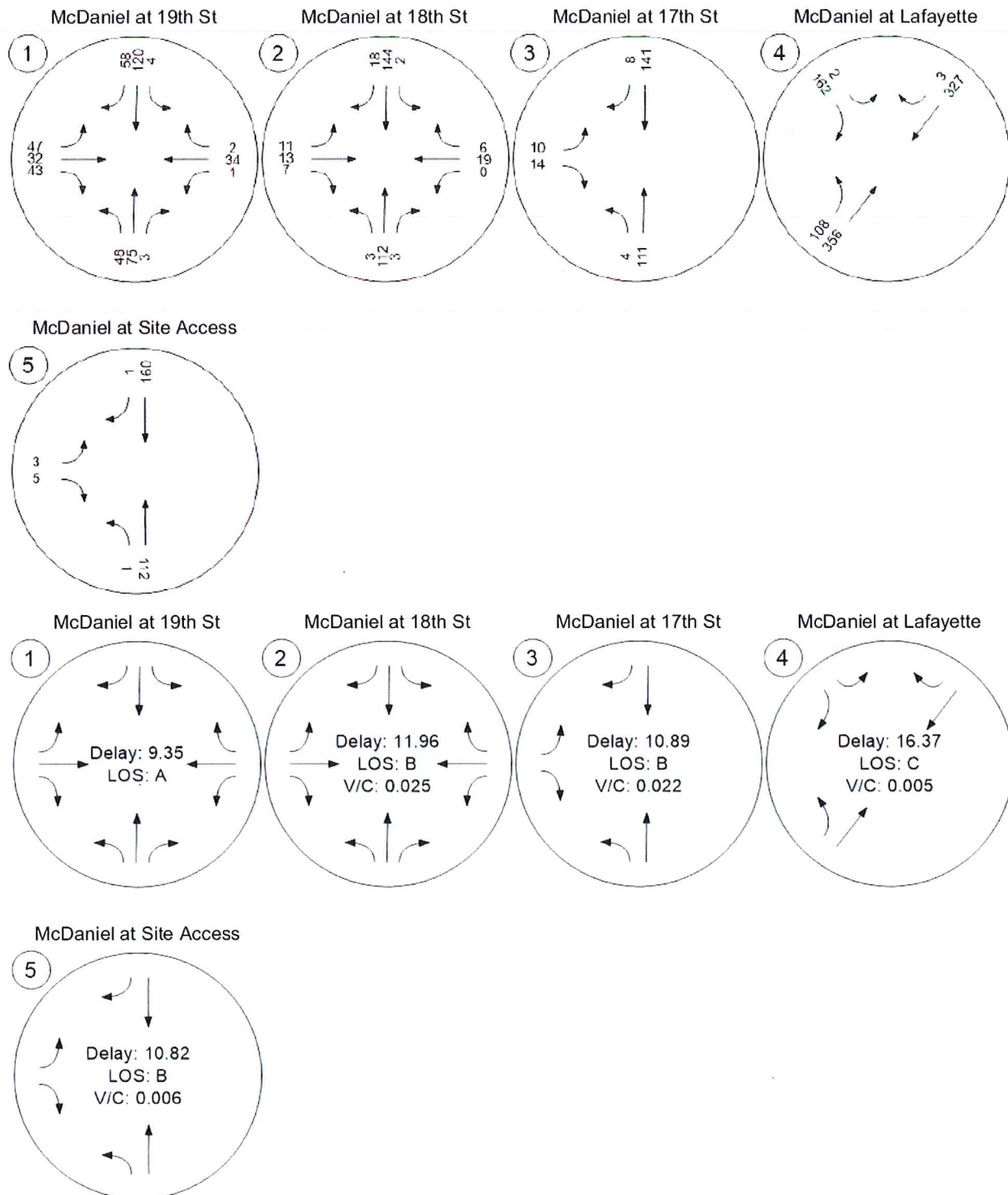


Figure 10 - 2028 AM Peak hour Counts and Metrics with McDaniel St Apts

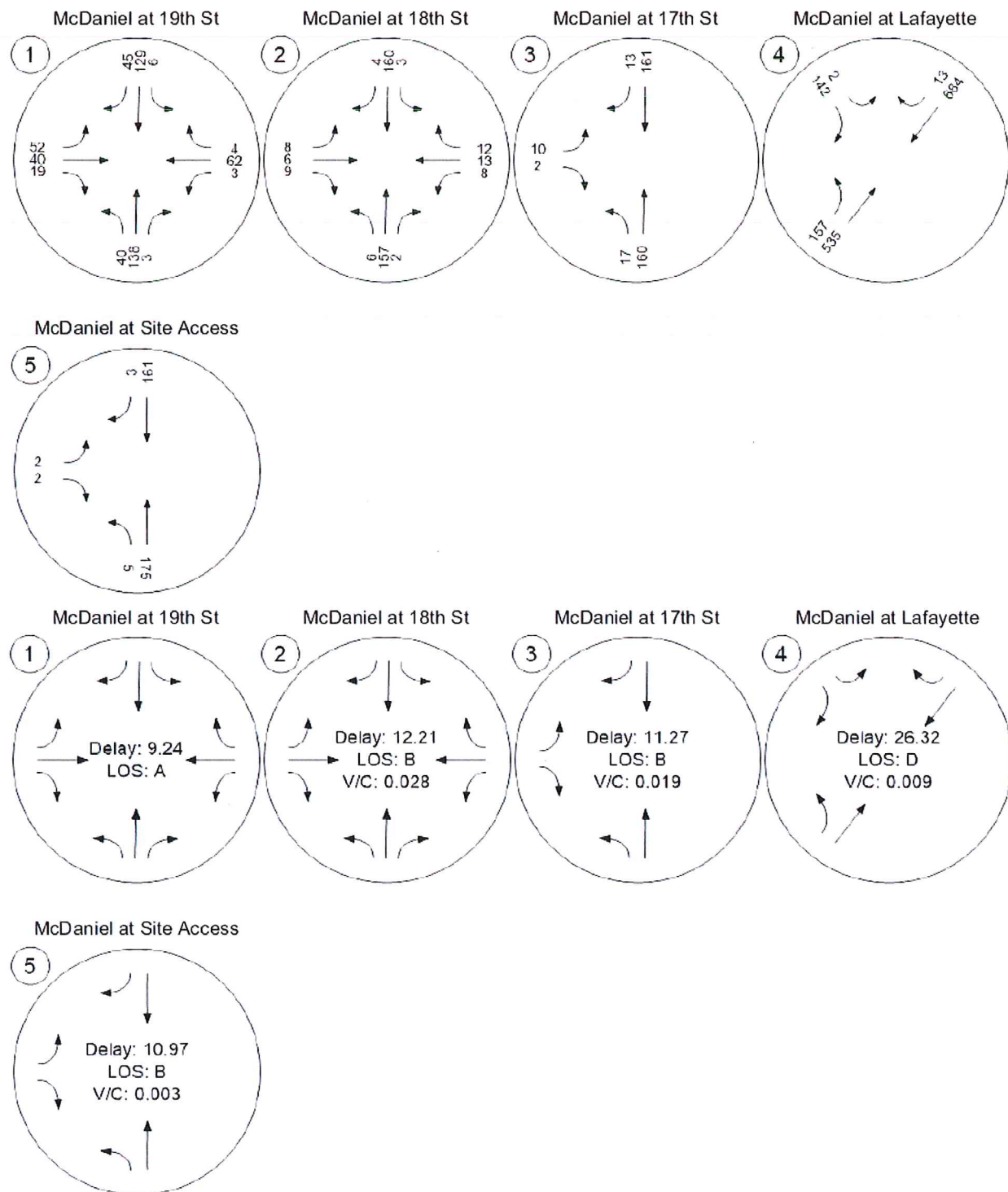
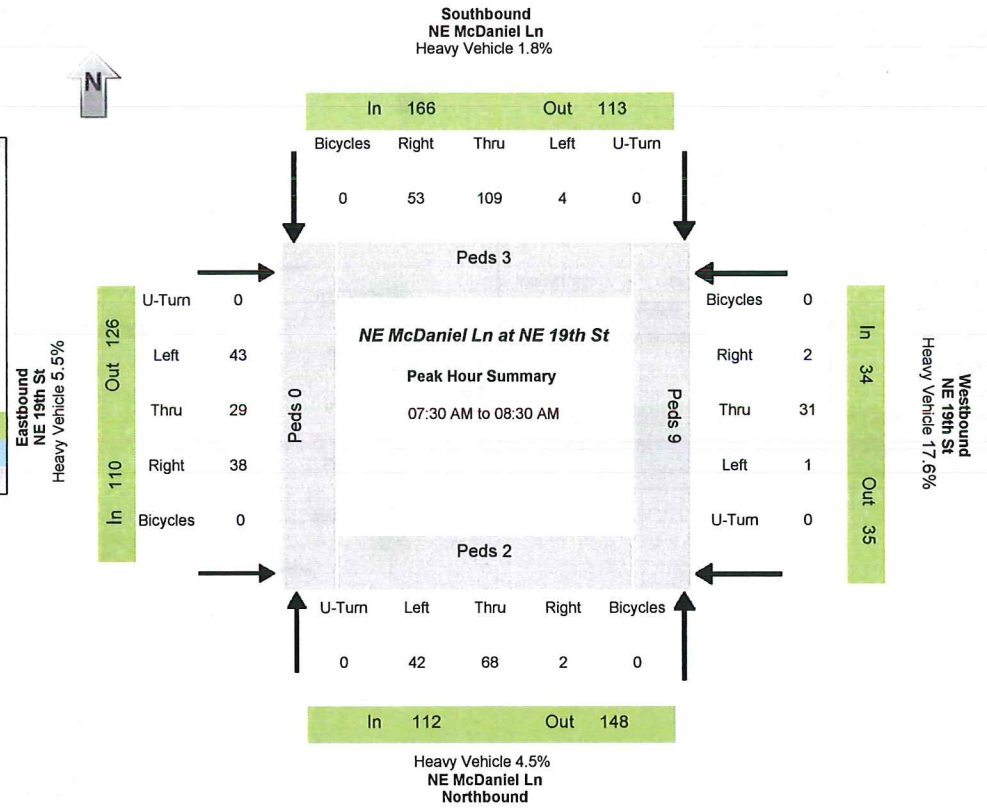


Figure 11 - 2028 PM Peak hour Counts and Metrics with McDaniel St Apts

KEY DATA NETWORK

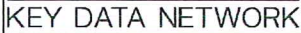
Data Provided by K-D-N.com 503-594-4224	
N/S street	NE McDaniel Ln
E/W street	NE 19th St
City, State	McMinnville OR
Site Notes	
Location	42.201514 - -122.710905
Start Date	Thursday, March 22, 2018
Start Time	07:00:00 AM
Weather	
Study ID #	
Peak Hour Start	07:30:00 AM
Peak 15 Min Start	08:10:00 AM
PHF (15-Min Int)	0.75



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
42	68	2	0	4	109	53	0	43	29	38	0	1	31	2	0	112	166	110	34	148	113	126	35
Percent Heavy Vehicles																							
0.0%	5.9%	50.0%	0.0%	25.0%	1.8%	0.0%	0.0%	4.7%	10.3%	2.6%	0.0%	0.0%	19.4%	0.0%	0.0%	4.5%	1.8%	5.5%	17.6%	2.0%	5.3%	4.8%	14.3%

PHV- Bicycles												PHV - Pedestrians				
Northbound				Southbound				Eastbound				Westbound				Sum
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
												in Crosswalk				
												NB	SB	EB	WB	Sum
												2	3	0	9	14

All Vehicle Volumes																		
Time	Northbound NE McDaniel Ln				Southbound NE McDaniel Ln				Eastbound NE 19th St				Westbound NE 19th St				15 Min	1 HR
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
07:00:00 AM	0	3	0	0	1	6	0	0	1	0	1		0	1	0	0		
07:05:00 AM	1	2	1	0	0	4	1	0	1	0	1		0	2	0	0		
07:10:00 AM	0	5	0	0	0	1	0	0	1	0	0		1	2	0	0	36	
07:15:00 AM	2	3	1	0	0	6	0	0	0	1	2		0	2	1	0	41	
07:20:00 AM	2	2	1	0	0	4	0	0	1	3	0		0	6	1	0	48	
07:25:00 AM	0	8	0	0	1	3	1	0	0	2	1		0	1	0	0	55	
07:30:00 AM	1	3	0	0	0	10	2	0	2	1	0		0	0	0	0	56	
07:35:00 AM	2	5	0	0	0	7	2	0	2	1	2		0	3	0	0	60	
07:40:00 AM	4	5	0	0	1	4	6	0	2	4	1		0	4	0	0	74	
07:45:00 AM	3	1	0	0	0	11	2	0	2	3	3		0	2	0	0	82	
07:50:00 AM	1	4	1	0	1	12	7	0	6	1	0		0	4	1	0	96	
07:55:00 AM	1	10	0	0	0	13	4	0	2	1	3		1	1	0	0	101	266
08:00:00 AM	4	5	0	0	1	3	0	0	3	6	3		0	4	0	0	103	282
08:05:00 AM	7	5	0	0	0	10	7	0	4	5	7		0	2	0	0	112	316
08:10:00 AM	7	11	1	0	0	12	8	0	5	0	4		0	3	0	0	127	357
08:15:00 AM	4	3	0	0	0	13	8	0	7	0	3		0	2	0	0	138	379
08:20:00 AM	6	11	0	0	0	8	3	0	6	2	10		0	3	0	0	140	408
08:25:00 AM	2	5	0	0	1	6	4	0	2	5	2		0	3	1	0	120	422
08:30:00 AM	0	6	0	0	0	4	1	0	2	3	1		0	0	1	0	98	421
08:35:00 AM	0	6	0	0	0	3	5	0	1	2	0		0	0	0	0	66	414
08:40:00 AM	0	5	0	0	0	12	3	0	2	2	1		0	6	1	0	67	415
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	49	388
08:50:00 AM	3	4	0	0	1	7	2	0	2	0	1		0	1	1	0	54	372
08:55:00 AM	0	4	0	0	0	4	0	0	3	3	1		0	2	0	0	39	353



Southbound
NE McDaniel Ln
Heavy Vehicle 2.0%

In 148		Out 114		
Bicycles	Right	Thru	Left	U-Turn
0	16	130	2	0

Eastbound
NE 18th St
Heavy Vehicle 14.3%

In 28		Out 36	
U-Turn	0		
Left	10		
Thru	12		
Right	6		
Bicycles	0		

Westbound
NE 18th St
Heavy Vehicle 22.7%

In 22		Out 17	
Bicycles	0		
Right	5		
Thru	17		
Left	0		
U-Turn	0		

NE McDaniel Ln at NE 18th St
Peak Hour Summary
07:30 AM to 08:30 AM

In 105		Out 136		
U-Turn	0	Left	3	99
		Right	3	0
		Bicycles		

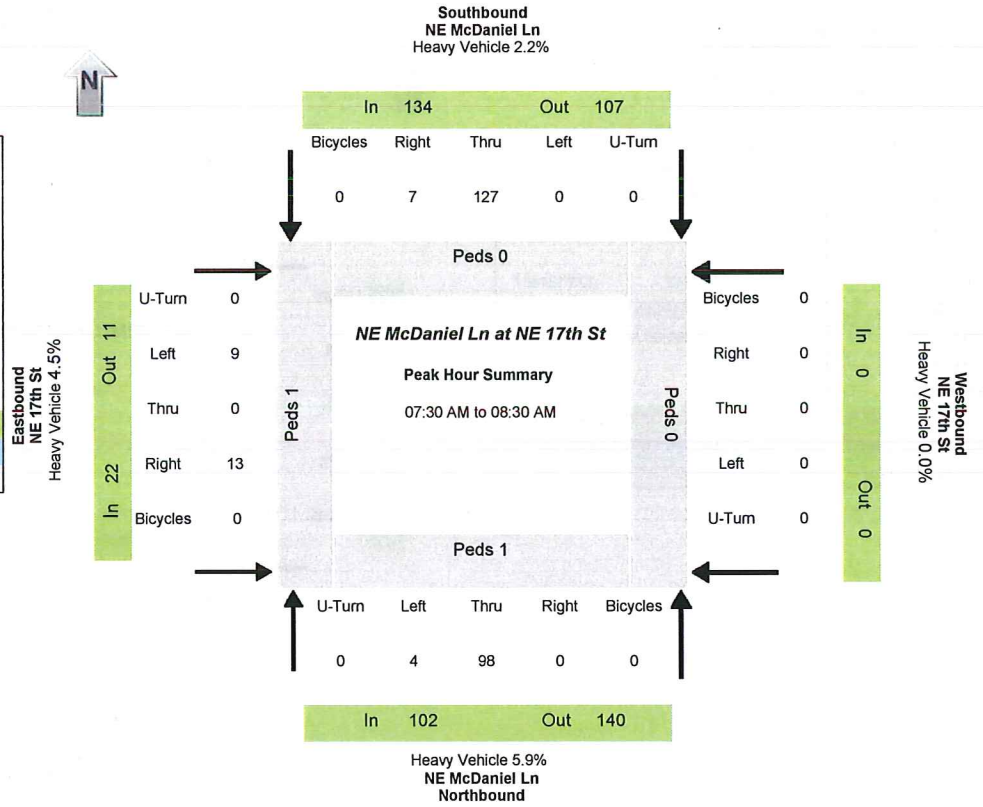
Northbound
NE McDaniel Ln
Heavy Vehicle 5.7%

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
3	99	3	0	2	130	16	0	10	12	6	0	0	17	5	0	105	148	28	22	136	114	36	17
Percent Heavy Vehicles																							
0.0%	4.0%	66.7%	0.0%	0.0%	2.3%	0.0%	0.0%	10.0%	25.0%	0.0%	0.0%	0.0%	23.5%	20.0%	0.0%	5.7%	2.0%	14.3%	22.7%	2.2%	5.3%	11.1%	29.4%
PHV- Bicycles																PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum		
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		NB	SB	EB	WB			
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3	7		
All Vehicle Volumes																							
Time	Northbound NE McDaniel Ln				Southbound NE McDaniel Ln				Eastbound NE 18th St				Westbound NE 18th 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	0	2	0	0	0	6	0	0	1	2	1	0	0	0	0	0							
07:05:00 AM	0	4	0	0	0	7	0	0	0	0	1	0	0	0	0	0							
07:10:00 AM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	32				
07:15:00 AM	0	6	1	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	35				
07:20:00 AM	1	5	0	0	1	2	0	0	0	1	0	0	1	0	0	0	0	0	34				
07:25:00 AM	0	7	0	0	3	3	0	0	0	0	1	0	0	0	0	0	0	0	40				
07:30:00 AM	0	4	0	0	1	8	0	0	0	2	1	0	0	0	0	0	0	0	41				
07:35:00 AM	0	7	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	0	47				
07:40:00 AM	1	8	0	0	0	3	0	0	1	1	1	0	0	1	0	0	0	0	49				
07:45:00 AM	1	4	0	0	0	16	0	0	0	1	0	0	0	3	0	0	0	0	58				
07:50:00 AM	0	5	0	0	0	13	1	0	1	2	0	0	0	1	0	0	0	0	64				
07:55:00 AM	1	9	0	0	1	11	4	0	2	1	2	0	0	2	0	0	0	0	81	202			
08:00:00 AM	0	9	2	0	0	6	1	0	0	1	1	0	0	1	1	0	0	0	78	212			
08:05:00 AM	0	14	0	0	0	15	1	0	0	2	0	0	0	3	0	0	0	0	90	235			
08:10:00 AM	0	14	0	0	0	14	2	0	2	1	0	0	0	1	2	0	0	0	93	263			
08:15:00 AM	0	7	0	0	0	12	2	0	0	1	0	0	0	1	0	0	0	0	94	271			
08:20:00 AM	0	13	1	0	0	18	1	0	1	0	1	0	0	1	2	0	0	0	97	298			
08:25:00 AM	0	5	0	0	0	6	2	0	3	0	0	0	0	3	0	0	0	0	80	303			
08:30:00 AM	0	5	0	0	1	4	0	0	0	1	1	0	0	2	0	0	0	0	71	301			
08:35:00 AM	0	5	0	0	0	4	0	0	0	1	0	0	0	1	2	0	0	0	46	297			
08:40:00 AM	0	3	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	35	289			
08:45:00 AM	0	3	0	0	1	8	0	0	0	1	0	0	0	0	1	0	0	0	35	278			
08:50:00 AM	0	6	0	0	1	7	0	0	1	0	0	0	0	0	0	0	0	0	37	270			
08:55:00 AM	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	41	249			

K-D-N

KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street	NE McDaniel Ln
E/W street	NE 17th St
City, State	McMinnville OR
Site Notes	
Location	45.218443 - -123.181467
Start Date	Thursday, March 22, 2018
Start Time	07:00:00 AM
Weather	
Study ID #	
Peak Hour Start	07:30:00 AM
Peak 15 Min Start	08:10:00 AM
PHF (15-Min Int)	0.74



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
4	98	0	0	0	127	7	0	9	0	13	0	0	0	0	0	102	134	22	0	140	107	11	0
Percent Heavy Vehicles																							
0.0%	6.1%	0.0%	0.0%	0.0%	2.4%	0.0%	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%	2.2%	4.5%	0.0%	2.1%	6.5%	0.0%	0.0%

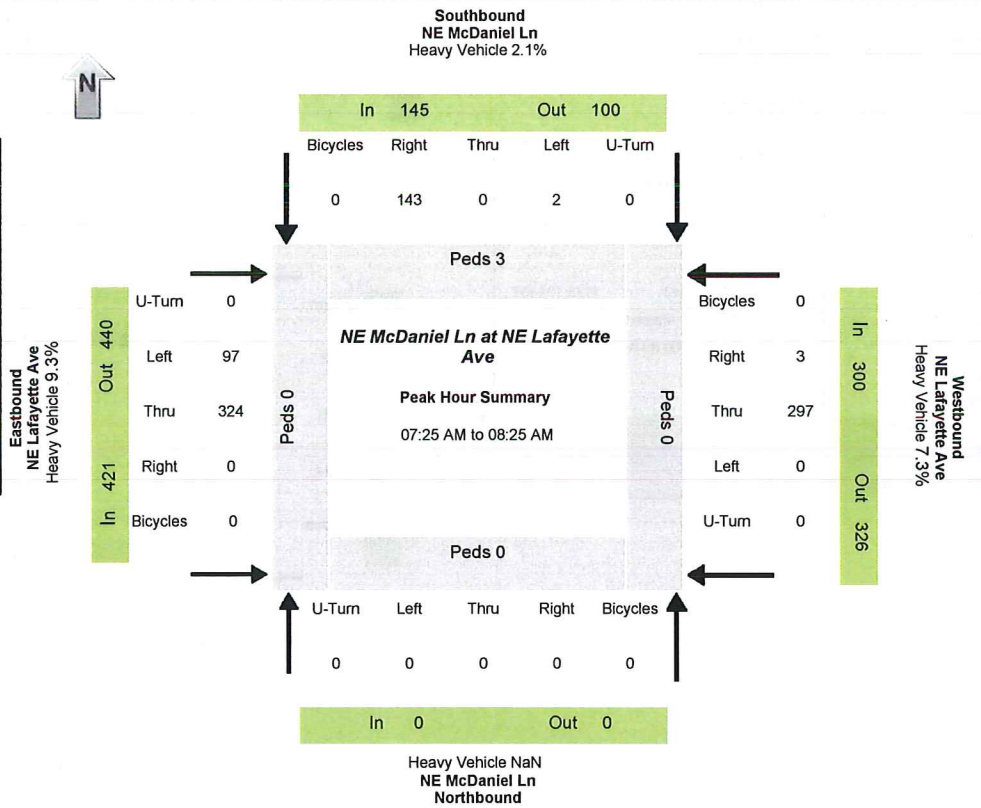
PHV- Bicycles																PHV - Pedestrians					
Northbound				Southbound				Eastbound				Westbound					in Crosswalk				
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2

All Vehicle Volumes																		
Time	Northbound NE McDaniel Ln				Southbound NE McDaniel Ln				Eastbound NE 17th St				Westbound NE 17th St				15 Min	1 HR
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
07:00:00 AM	0	2	0	0	0	7	0	0	0	0	1		0	0	0	0		
07:05:00 AM	0	4	0	0	0	8	0	0	1	0	0		0	0	0	0		
07:10:00 AM	0	3	0	0	0	2	0	0	1	0	1		0	0	0	0	30	
07:15:00 AM	0	5	0	0	0	5	1	0	2	0	2		0	0	0	0	35	
07:20:00 AM	0	6	0	0	0	2	1	0	0	0	0		0	0	0	0	31	
07:25:00 AM	0	7	0	0	0	4	0	0	0	0	1		0	0	0	0	36	
07:30:00 AM	1	4	0	0	0	9	1	0	0	0	0		0	0	0	0	36	
07:35:00 AM	0	7	0	0	0	6	0	0	0	0	1		0	0	0	0	41	
07:40:00 AM	0	9	0	0	0	5	0	0	0	0	3		0	0	0	0	46	
07:45:00 AM	0	5	0	0	0	13	1	0	0	0	0		0	0	0	0	50	
07:50:00 AM	0	5	0	0	0	12	1	0	0	0	0		0	0	0	0	54	
07:55:00 AM	0	9	0	0	0	13	1	0	1	0	3		0	0	0	0	64	176
08:00:00 AM	0	8	0	0	0	5	0	0	3	0	2		0	0	0	0	63	184
08:05:00 AM	0	14	0	0	0	15	0	0	1	0	0		0	0	0	0	75	201
08:10:00 AM	0	13	0	0	0	12	1	0	0	0	1		0	0	0	0	75	221
08:15:00 AM	0	7	0	0	0	12	2	0	1	0	3		0	0	0	0	82	231
08:20:00 AM	2	13	0	0	0	18	0	0	2	0	0		0	0	0	0	87	257
08:25:00 AM	1	4	0	0	0	7	0	0	1	0	0		0	0	0	0	73	258
08:30:00 AM	0	4	0	0	0	4	1	0	1	0	0		0	0	0	0	58	253
08:35:00 AM	0	5	0	0	0	5	0	0	0	0	0		0	0	0	0	33	249
08:40:00 AM	0	1	0	0	0	4	0	0	1	0	0		0	0	0	0	26	238
08:45:00 AM	1	2	0	0	0	8	0	0	1	0	0		0	0	0	0	28	231
08:50:00 AM	2	6	0	0	0	6	0	0	0	0	0		0	0	0	0	32	227
08:55:00 AM	1	6	0	0	0	6	0	0	0	0	0		0	0	0	0	39	213

K-D-N

KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street	NE McDaniel Ln
E/W street	NE Lafayette Ave
City, State	McMinnville OR
Site Notes	
Location	45.218443 - -123.181467
Start Date	Thursday, March 22, 2018
Start Time	07:00:00 AM
Weather	
Study ID #	
Peak Hour Start	07:25:00 AM
Peak 15 Min Start	07:45:00 AM
PHF (15-Min Int)	0.87



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	0	0	0	2	0	143	0	97	324	0	0	0	297	3	0	0	145	421	300	0	100	440	326
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	0.0%	4.1%	10.8%	0.0%	0.0%	0.0%	7.4%	0.0%	0.0%	NaN	2.1%	9.3%	7.3%	NaN	4.0%	5.7%	10.7%

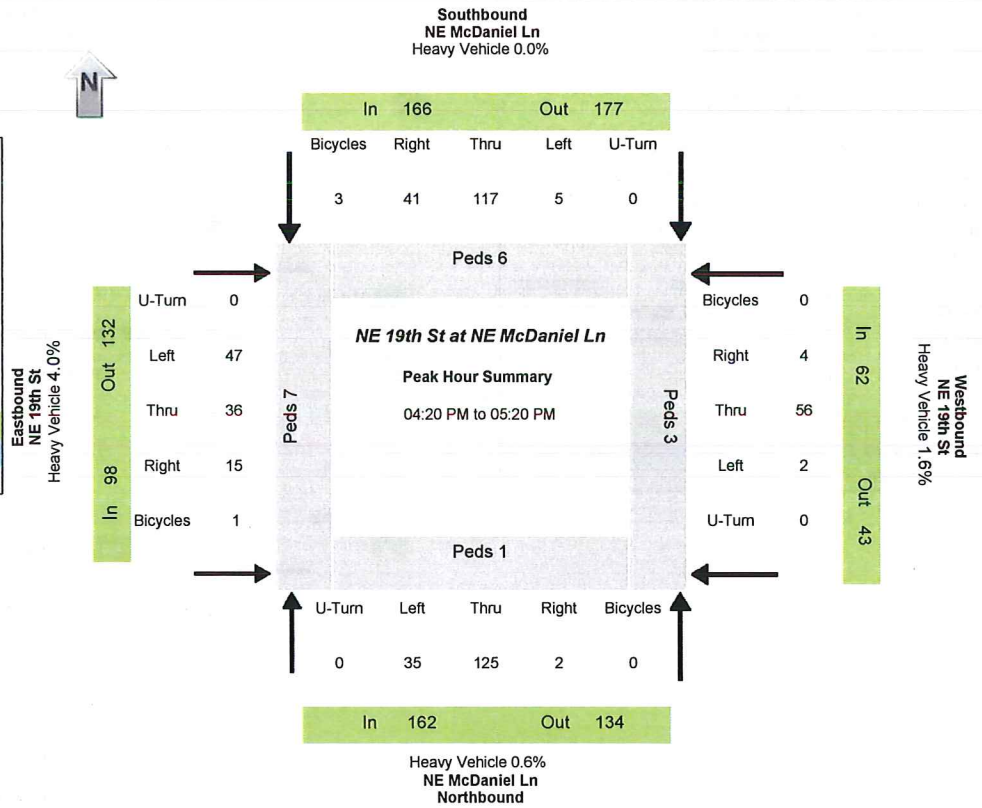
PHV- Bicycles												PHV - Pedestrians				
Northbound				Southbound				Eastbound				Westbound				Sum
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHV - Pedestrians												in Crosswalk				
												NB	SB	EB	WB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

All Vehicle Volumes																
Time	Northbound NE McDaniel Ln				Southbound NE McDaniel Ln				Eastbound NE Lafayette Ave				Westbound NE Lafayette Ave			
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn
07:00:00 AM	0	0	0	0	0	0	6	0	5	20	0	0	0	13	1	0
07:05:00 AM	0	0	0	0	0	0	8	0	0	19	0	0	0	19	1	0
07:10:00 AM	0	0	0	0	1	0	3	0	3	20	0	0	0	23	1	0
07:15:00 AM	0	0	0	0	1	0	6	0	6	12	0	0	0	23	0	0
07:20:00 AM	0	0	0	0	0	0	2	0	5	20	0	0	0	19	1	0
07:25:00 AM	0	0	0	0	0	0	7	0	7	26	0	0	0	26	0	0
07:30:00 AM	0	0	0	0	1	0	10	0	2	18	0	0	0	14	1	0
07:35:00 AM	0	0	0	0	0	0	10	0	7	20	0	0	0	27	0	0
07:40:00 AM	0	0	0	0	0	0	7	0	6	23	0	0	0	24	0	0
07:45:00 AM	0	0	0	0	0	0	10	0	7	36	0	0	0	24	0	0
07:50:00 AM	0	0	0	0	0	0	14	0	3	27	0	0	0	30	0	0
07:55:00 AM	0	0	0	0	0	0	15	0	11	34	0	0	0	37	0	0
08:00:00 AM	0	0	0	0	1	0	7	0	9	29	0	0	0	22	0	0
08:05:00 AM	0	0	0	0	0	0	17	0	15	32	0	0	0	14	0	0
08:10:00 AM	0	0	0	0	0	0	11	0	10	20	0	0	0	27	1	0
08:15:00 AM	0	0	0	0	0	0	16	0	9	33	0	0	0	22	0	0
08:20:00 AM	0	0	0	0	0	0	19	0	11	26	0	0	0	30	1	0
08:25:00 AM	0	0	0	0	0	0	8	0	5	19	0	0	0	30	0	0
08:30:00 AM	0	0	0	0	0	0	4	0	5	18	0	0	0	21	0	0
08:35:00 AM	0	0	0	0	0	0	5	0	7	25	0	0	0	20	0	0
08:40:00 AM	0	0	0	0	0	0	5	0	0	14	0	0	0	8	1	0
08:45:00 AM	0	0	0	0	0	0	8	0	3	23	0	0	0	27	0	0
08:50:00 AM	0	0	0	0	1	0	6	0	3	31	1	0	0	24	4	0
08:55:00 AM	0	0	0	0	0	0	6	0	8	19	0	0	0	25	0	0

KEY DATA NETWORK

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

N/S street	NE McDaniel Ln
E/W street	NE 19th St
City, State	McMinnville OR
Site Notes	
Location	45.218443 - -123.181467
Start Date	Wednesday, March 21, 2018
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:20:00 PM
Peak 15 Min Start	04:30:00 PM
PHF (15-Min Int)	0.87



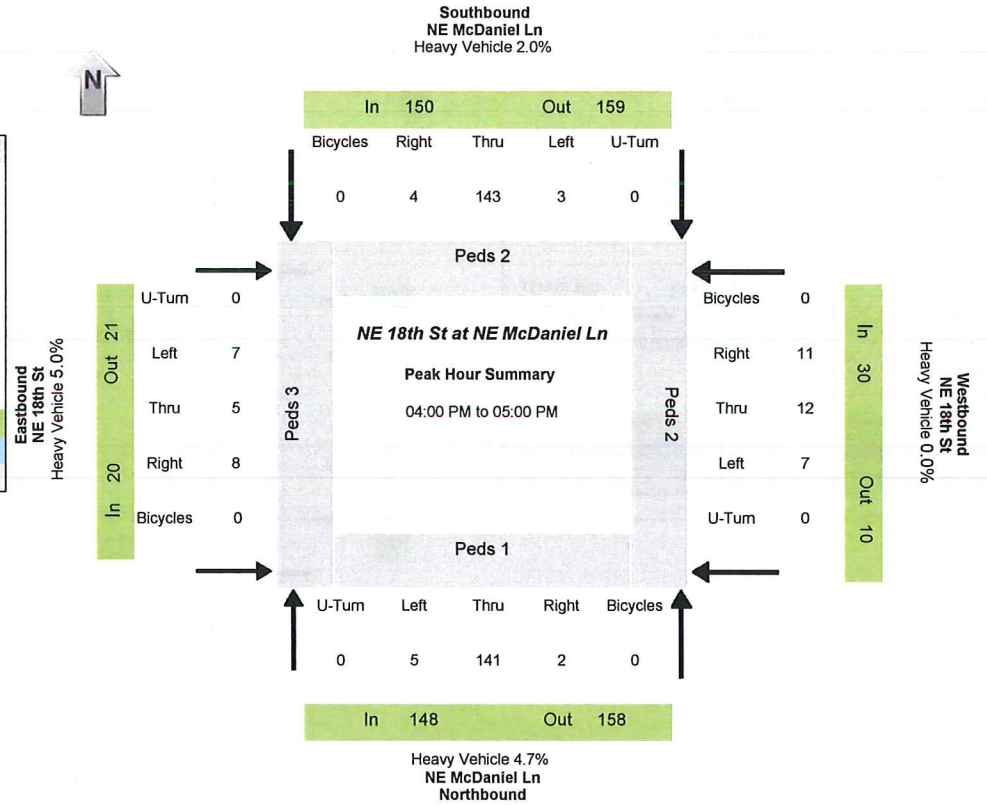
Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
35	125	2	0	5	117	41	0	47	36	15	0	2	56	4	0	162	163	98	62	134	176	132	43
Percent Heavy Vehicles																							
2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	8.3%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	0.6%	0.0%	4.1%	1.6%	0.0%	0.6%	1.5%	7.0%

PHV - Bicycles												PHV - Pedestrians				
Northbound				Southbound				Eastbound				Westbound				Sum
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum
0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	4

PHV - Pedestrians in Crosswalk					Sum
NB	SB	EB	WB		
1	6	7	3		17

All Vehicle Volumes																
Time	Northbound NE McDaniel Ln				Southbound NE McDaniel Ln				Eastbound NE 19th St				Westbound NE 19th St			
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn
04:00:00 PM	4	8	0	0	0	11	3	0	3	2	3		0	2	2	0
04:05:00 PM	8	9	0	0	0	7	2	0	4	0	1		0	1	0	0
04:10:00 PM	2	5	0	0	0	12	2	0	1	1	2		1	3	0	0
04:15:00 PM	1	10	1	0	0	13	4	0	3	3	2		0	2	0	0
04:20:00 PM	4	10	0	0	0	7	4	0	6	3	1		0	4	0	0
04:25:00 PM	2	9	1	0	0	6	1	0	3	5	0		0	5	1	0
04:30:00 PM	5	13	0	0	1	11	4	0	2	4	2		1	7	1	0
04:35:00 PM	2	9	1	0	1	14	5	0	4	5	1		0	4	0	0
04:40:00 PM	3	13	0	0	0	14	5	0	2	1	0		0	4	1	0
04:45:00 PM	2	13	0	0	1	5	2	0	4	3	4		1	3	0	0
04:50:00 PM	2	8	0	0	0	19	4	0	6	1	3		0	2	0	0
04:55:00 PM	5	9	0	0	1	6	4	0	2	3	1		0	3	0	0
05:00:00 PM	4	7	0	0	0	8	0	0	2	2	1		0	2	0	0
05:05:00 PM	0	15	0	0	0	9	4	0	4	3	2		0	14	0	0
05:10:00 PM	2	5	0	0	0	11	5	0	7	4	0		0	4	1	0
05:15:00 PM	4	14	0	0	1	7	3	0	5	2	0		0	4	0	0
05:20:00 PM	2	6	0	0	0	9	1	0	4	0	1		1	2	0	0
05:25:00 PM	2	11	0	0	1	7	2	0	2	3	4		0	1	1	0
05:30:00 PM	1	5	0	0	1	12	3	0	1	1	2		0	4	2	0
05:35:00 PM	2	7	0	0	1	7	2	0	4	0	0		0	1	1	0
05:40:00 PM	0	5	0	0	2	11	3	0	3	2	2		0	7	0	0
05:45:00 PM	1	8	0	0	2	8	3	0	3	1	0		0	0	0	0
05:50:00 PM	4	5	0	0	0	6	4	0	5	1	0		0	5	0	0
05:55:00 PM	5	6	0	0	1	4	2	0	6	1	4		0	1	2	0

Data Provided by K-D-N.com 503-594-4224	
N/S street	NE McDaniel Ln
E/W street	NE 18th St
City, State	McMinnville OR
Site Notes	
Location	45.218443 - -123.181467
Start Date	Wednesday, March 21, 2018
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:00:00 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
5	141	2	0	3	143	4	0	7	5	8	0	7	12	11	0	148	150	20	30	158	159	21	10
Percent Heavy Vehicles																							
0.0%	5.0%	0.0%	0.0%	0.0%	2.1%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.7%	2.0%	5.0%	0.0%	1.9%	5.0%	0.0%	0.0%

PHV- Bicycles																PHV- Pedestrians					
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	2	8

All Vehicle Volumes																		
Time	Northbound NE McDaniel Ln				Southbound NE McDaniel Ln				Eastbound NE 18th St				Westbound NE 18th St				15 Min	1 HR
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	0	11	0	0	0	15	0	0	2	2	1	0	1	4	0	0		
04:05:00 PM	0	12	0	0	0	7	0	0	2	0	0	0	0	1	1	0		
04:10:00 PM	2	7	0	0	0	16	0	0	1	1	0	0	0	0	0	0	86	
04:15:00 PM	0	10	1	0	2	13	0	0	0	0	0	0	1	0	1	0	78	
04:20:00 PM	1	13	0	0	0	9	0	0	1	0	2	0	0	1	1	0	83	
04:25:00 PM	0	10	0	0	0	4	0	0	0	0	0	0	0	0	1	0	71	
04:30:00 PM	0	18	0	0	0	14	0	0	0	1	0	0	1	1	0	0	78	
04:35:00 PM	0	9	0	0	0	15	0	0	1	0	1	0	0	0	2	0	78	
04:40:00 PM	1	15	0	0	0	13	0	0	0	1	2	0	1	2	1	0	99	
04:45:00 PM	0	13	0	0	1	12	0	0	0	0	0	0	1	1	2	0	94	
04:50:00 PM	1	8	1	0	0	18	4	0	0	0	2	0	1	1	2	0	104	
04:55:00 PM	0	15	0	0	0	7	0	0	0	0	0	0	1	1	0	0	92	348
05:00:00 PM	0	8	0	0	0	10	0	0	0	1	0	0	0	0	3	0	84	334
05:05:00 PM	1	12	0	0	0	9	2	0	1	0	2	0	1	0	1	0	75	340
05:10:00 PM	0	7	0	0	1	9	0	0	0	1	0	0	0	1	3	0	73	335
05:15:00 PM	1	17	0	0	0	6	0	0	0	0	0	0	0	1	0	0	76	332
05:20:00 PM	0	9	0	0	0	12	0	0	0	0	0	0	0	1	0	0	69	326
05:25:00 PM	1	9	0	0	1	10	0	0	0	0	0	0	0	1	3	0	72	336
05:30:00 PM	0	5	0	0	0	13	0	0	0	0	0	0	1	1	0	0	67	321
05:35:00 PM	0	8	0	0	0	8	0	0	1	0	0	0	0	1	0	0	63	311
05:40:00 PM	1	5	0	0	1	6	2	0	0	0	0	0	1	1	0	0	55	292
05:45:00 PM	0	8	0	0	0	12	1	0	0	0	1	0	1	0	1	0	59	286
05:50:00 PM	0	10	0	0	0	6	0	0	0	0	1	0	0	0	0	0	58	265
05:55:00 PM	0	10	0	0	0	6	2	0	0	0	1	0	0	1	2	0	63	263

KEY DATA NETWORK

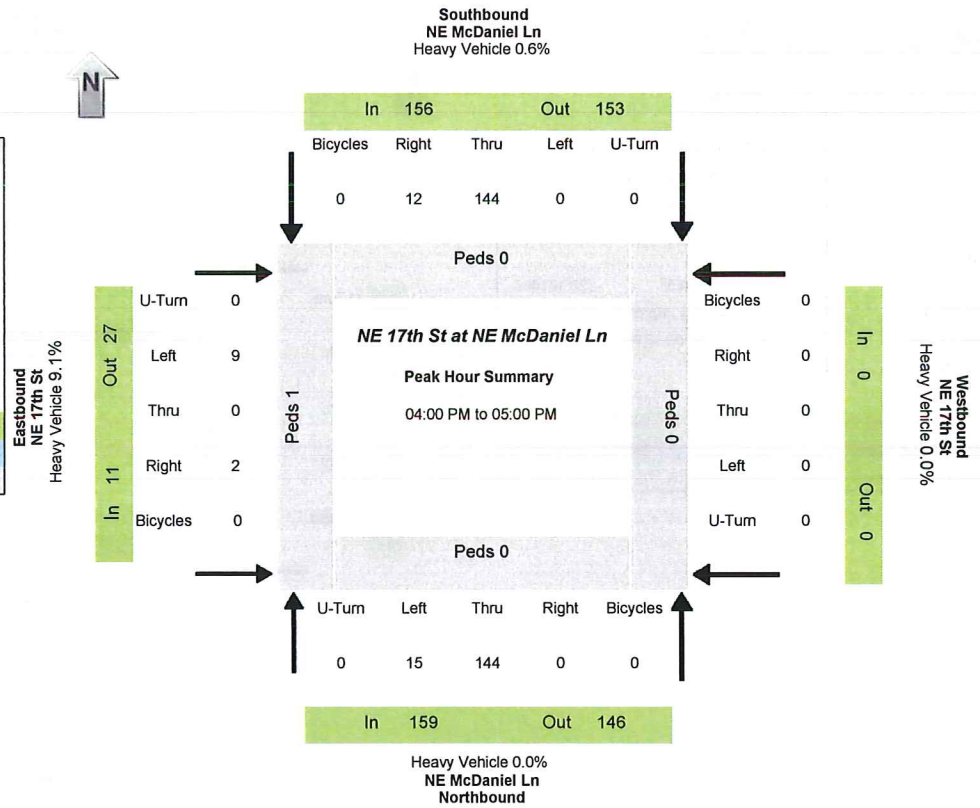
Data Provided by K-D-N.com 503-594-4224

N/S street	NE McDaniel Ln
E/W street	NE 17th St
City, State	McMinnville OR
Site Notes	
Location	45.218443 - -123.181467
Start Date	Wednesday, March 21, 2018
Start Time	04:00:00 PM
Weather	
Study ID #	

Peak Hour Start	04:00:00 PM
-----------------	-------------

Peak 15 Min Start	04:30:00 PM
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PHF (15-Min Int)	0.8
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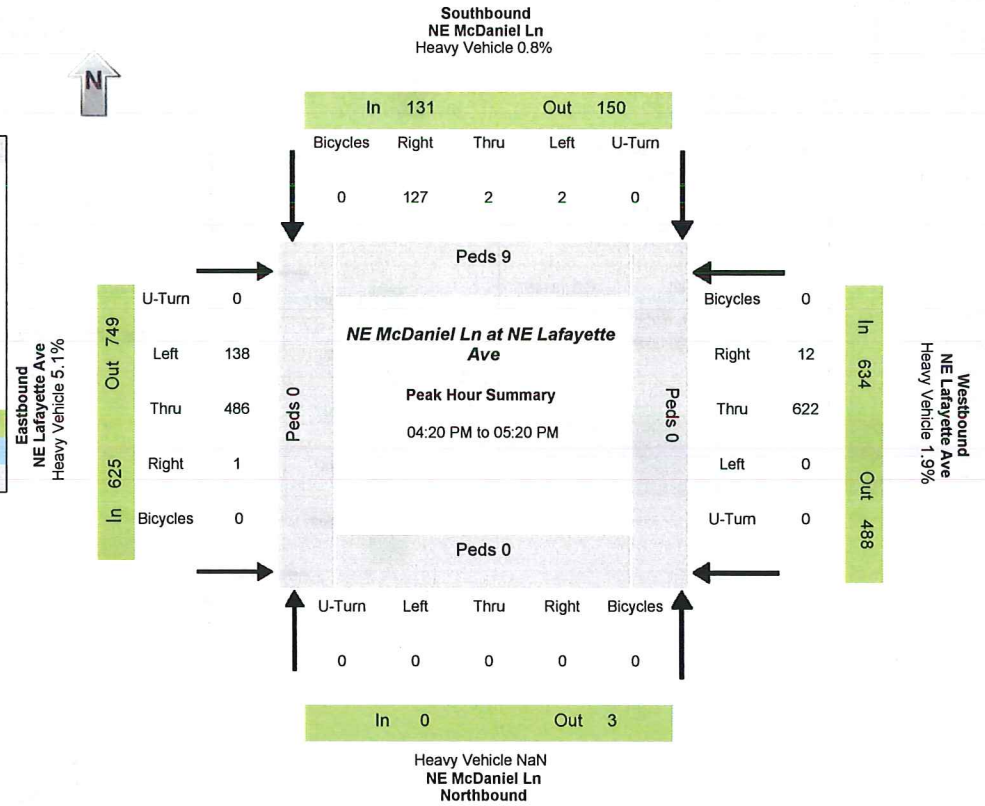


Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
15	144	0	0	0	144	12	0	9	0	2	0	0	0	0	0	159	156	11	0	146	153	27	0
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	9.1%	0.0%	0.0%	0.7%	3.7%	0.0%

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

All Vehicle Volumes																		
Time	Northbound NE McDaniel Ln				Southbound NE McDaniel Ln				Eastbound NE 17th St				Westbound NE 17th St				15 Min	1 HR
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	0	9	0	0	0	16	1	0	3	0	0		0	0	0	0		
04:05:00 PM	0	16	0	0	0	9	1	0	0	0	0		0	0	0	0		
04:10:00 PM	2	8	0	0	0	14	1	0	0	0	0		0	0	0	0	80	
04:15:00 PM	1	12	0	0	0	13	1	0	1	0	0		0	0	0	0	79	
04:20:00 PM	2	13	0	0	0	10	2	0	1	0	0		0	0	0	0	81	
04:25:00 PM	1	9	0	0	0	0	1	0	0	0	1		0	0	0	0	68	
04:30:00 PM	1	18	0	0	0	13	2	0	0	0	0		0	0	0	0	74	
04:35:00 PM	1	9	0	0	0	15	0	0	1	0	0		0	0	0	0	72	
04:40:00 PM	2	14	0	0	0	17	0	0	1	0	0		0	0	0	0	94	
04:45:00 PM	3	14	0	0	0	11	2	0	0	0	1		0	0	0	0	91	
04:50:00 PM	0	7	0	0	0	17	0	0	1	0	0		0	0	0	0	90	
04:55:00 PM	2	15	0	0	0	9	1	0	1	0	0		0	0	0	0	84	326
05:00:00 PM	0	13	0	0	0	11	0	0	2	0	1		0	0	0	0	80	324
05:05:00 PM	1	6	0	0	0	9	2	0	0	0	0		0	0	0	0	73	316
05:10:00 PM	0	7	0	0	0	8	1	0	0	0	1		0	0	0	0	62	308
05:15:00 PM	1	17	0	0	0	6	0	0	1	0	0		0	0	0	0	60	305
05:20:00 PM	1	9	0	0	0	11	1	0	0	0	0		0	0	0	0	64	299
05:25:00 PM	1	9	0	0	0	9	1	0	1	0	0		0	0	0	0	68	308
05:30:00 PM	0	5	0	0	0	13	0	0	0	0	0		0	0	0	0	61	292
05:35:00 PM	0	8	0	0	0	8	1	0	0	0	0		0	0	0	0	56	283
05:40:00 PM	1	7	0	0	0	7	0	0	0	0	1		0	0	0	0	51	265
05:45:00 PM	1	9	0	0	0	14	1	0	0	0	0		0	0	0	0	58	259
05:50:00 PM	1	11	0	0	0	5	1	0	0	0	2		0	0	0	0	61	254
05:55:00 PM	1	9	0	0	0	7	0	0	0	0	0		0	0	0	0	62	247

Data Provided by K-D-N.com 503-594-4224	
N/S street	NE McDaniel Ln
E/W street	NE Lafayette Ave
City, State	McMinnville OR
Site Notes	
Location	45.218443 -123.181467
Start Date	Wednesday, March 21, 2018
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:20:00 PM
Peak 15 Min Start	04:30:00 PM
PHF (15-Min Int)	0.90



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	0	0	0	2	2	127	0	138	486	1	0	0	622	12	0	0	131	625	634	3	150	749	488
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	3.6%	5.6%	0.0%	0.0%	0.0%	1.9%	0.0%	0.0%	NaN	0.8%	5.1%	1.9%	0.0%	3.3%	1.7%	5.5%

PHV - Bicycles												PHV - Pedestrians				
Northbound				Southbound				Eastbound				in Crosswalk				Sum
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9

All Vehicle Volumes																
Time	Northbound NE McDaniel Ln				Southbound NE McDaniel Ln				Eastbound NE Lafayette Ave				Westbound NE Lafayette Ave			
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn
04:00:00 PM	0	0	0	0	0	0	13	0	7	19	0	0	1	45	0	0
04:05:00 PM	0	0	0	0	0	0	6	0	12	32	0	0	0	40	1	0
04:10:00 PM	0	0	0	0	0	0	13	0	12	44	0	0	0	37	1	0
04:15:00 PM	0	0	0	0	0	0	10	0	11	36	0	0	0	40	0	0
04:20:00 PM	0	0	0	0	0	0	15	0	12	37	0	0	0	45	1	0
04:25:00 PM	0	0	0	0	0	0	4	0	10	44	0	0	0	51	1	0
04:30:00 PM	0	0	0	0	1	0	13	0	15	42	0	0	0	55	0	0
04:35:00 PM	0	0	0	0	0	0	15	0	12	40	0	0	0	65	0	0
04:40:00 PM	0	0	0	0	0	0	11	0	10	50	0	0	0	56	2	0
04:45:00 PM	0	0	0	0	0	1	8	0	16	34	0	0	0	57	1	0
04:50:00 PM	0	0	0	0	0	0	17	0	7	35	0	0	0	49	1	0
04:55:00 PM	0	0	0	0	0	0	11	0	16	39	0	0	0	60	1	0
05:00:00 PM	0	0	0	0	0	1	11	0	12	24	1	0	0	39	0	0
05:05:00 PM	0	0	0	0	0	0	8	0	8	51	0	0	0	53	1	0
05:10:00 PM	0	0	0	0	1	0	8	0	5	43	0	0	0	45	1	0
05:15:00 PM	0	0	0	0	0	0	6	0	15	47	0	0	0	47	3	0
05:20:00 PM	0	0	0	0	0	0	12	0	9	36	0	0	0	41	0	0
05:25:00 PM	0	0	0	0	1	0	8	0	9	34	0	0	0	28	2	0
05:30:00 PM	0	0	0	0	0	0	14	0	4	28	0	0	0	46	1	0
05:35:00 PM	0	0	0	0	0	0	7	0	5	27	0	0	0	40	1	0
05:40:00 PM	0	0	0	0	0	0	8	0	8	31	0	0	0	29	2	0
05:45:00 PM	0	0	0	0	0	0	12	0	8	34	0	0	0	39	1	0
05:50:00 PM	0	0	0	0	0	0	8	0	13	36	0	0	0	31	0	0
05:55:00 PM	0	0	0	0	0	0	6	0	10	45	0	0	0	34	1	0

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

McDaniel Ln & 17th St

January 1, 2011 through December 31, 2015

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION RELATED	INTER- SECTION OFF- ROAD
TOTAL													
FINAL TOTAL													

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

McDaniel Ln & 18th St
January 1, 2011 through December 31, 2015

COLLISION TYPE	FATAL		NON- PROPERTY		TOTAL		PEOPLE		TRUCKS		DRY		WET		DAY		DARK		INTER- SECTION		INTER- SECTION		OFF- ROAD	
	CRASHES	CRASHES	FATAL	CRASHES	ONLY	CRASHES	KILLED	INJURED	PEOPLE	TRUCKS	SURF	SURF	SURF	SURF	SURF	SURF	SURF	SURF	SECTION	SECTION	RELATED	RELATED	ROAD	ROAD
YEAR: 2015																								
ANGLE	0	1	1	1	1	2	0	0	3	0	2	0	0	1	1	1	1	1	2	2	0	0	0	0
2015 TOTAL	0	1	1	1	1	2	0	0	3	0	2	0	0	1	1	1	1	1	2	2	0	0	0	0
YEAR: 2011																								
REAR-END	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0
2011 TOTAL	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0
FINAL TOTAL	0	1	1	2	2	3	0	0	3	0	2	0	0	1	1	2	2	2	3	3	0	0	0	0

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

McDaniel Ln & 19th St

January 1, 2011 through December 31, 2015

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION		OFF- ROAD
												SECTION	RELATED	
YEAR: 2015														
ANGLE	0	0	1	1	0	0	0	0	1	0	1	1	0	0
2015 TOTAL	0	0	1	1	0	0	0	0	1	0	1	1	0	0
YEAR: 2013														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	1
2013 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	1
YEAR: 2012														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2012 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
FINAL TOTAL	0	0	3	3	0	0	0	2	1	2	1	3	0	1

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

McDaniel Ln & Lafayette Ave
January 1, 2011 through December 31, 2015

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	TOTAL PEOPLE KILLED	TOTAL PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION RELATED	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2014														
ANGLE	0	1	0	1	0	0	1	1	0	1	0	1	0	0
REAR-END	0	0	1	1	0	0	0	1	1	1	0	1	0	0
2014 TOTAL	0	1	1	2	0	1	1	1	1	2	0	2	0	0
YEAR: 2013														
REAR-END	0	0	1	1	0	0	1	1	0	1	0	1	0	0
2013 TOTAL	0	0	1	1	0	0	1	1	0	1	0	1	0	0
YEAR: 2011														
REAR-END	0	1	0	1	0	1	0	0	1	0	1	1	0	0
TURNING MOVEMENTS	0	0	2	2	0	0	1	2	0	1	1	2	0	0
2011 TOTAL	0	1	2	3	0	1	1	2	1	1	2	3	0	0
FINAL TOTAL	0	2	4	6	0	2	1	4	2	4	2	6	0	0

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

18-378 - 17th at McDaniels Apts TIA

Vistro File: J:\...\18-379 McDaniels St Apts TIA.vistro
Report File: J:\...\18-379 AM Existing.pdf

Scenario 1 AM Existing
4/3/2018

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	SB Thru	0.274	9.0	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	EB Thru	0.026	11.5	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.018	10.6	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.005	15.1	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: McDaniel at 19th St

Control Type: All-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 9.0
Level Of Service: A
Volume to Capacity (v/c): 0.274

Intersection Setup

Name	McDaniel St			McDaniel St			19th St			19th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	McDaniel St			McDaniel St			19th St			19th St		
Base Volume Input [veh/h]	42	68	2	4	109	53	43	29	38	1	31	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	68	2	4	109	53	43	29	38	1	31	2
Peak Hour Factor	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	23	1	1	36	18	14	10	13	0	10	1
Total Analysis Volume [veh/h]	56	91	3	5	145	71	57	39	51	1	41	3
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	751	806	751	716
Degree of Utilization, x	0.20	0.27	0.20	0.06

Movement, Approach, & Intersection Results




95th-Percentile Queue Length [veh]	0.74	1.12	0.72	0.20
95th-Percentile Queue Length [ft]	18.52	27.92	18.07	5.02
Approach Delay [s/veh]	8.98	9.15	8.95	8.37
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.99			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 2: McDaniel at 18th St

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 11.5
Level Of Service: B
Volume to Capacity (v/c): 0.026

Intersection Setup

Name	McDaniel St			McDaniel St			18th St			18th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	McDaniel St			McDaniel St			18th St			18th St		
Base Volume Input [veh/h]	3	99	3	2	130	16	10	12	6	0	17	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.90	5.90	5.90	5.90	5.90	5.90	5.90	5.90	5.90	5.90	5.90	5.90
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	99	3	2	130	16	10	12	6	0	17	5
Peak Hour Factor	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	32	1	1	42	5	3	4	2	0	5	2
Total Analysis Volume [veh/h]	4	127	4	3	167	21	13	15	8	0	22	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.03	0.01	0.00	0.04	0.01
d_M, Delay for Movement [s/veh]	7.65	0.00	0.00	7.52	0.00	0.00	11.47	11.50	9.55	11.33	11.49	9.22
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh]	0.33	0.33	0.33	0.46	0.46	0.46	0.18	0.18	0.18	0.14	0.14	0.14
95th-Percentile Queue Length [ft]	8.23	8.23	8.23	11.52	11.52	11.52	4.53	4.53	4.53	3.49	3.49	3.49
d_A, Approach Delay [s/veh]	0.23			0.12			11.06			11.00		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	1.95											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: McDaniel at 17th St

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 10.6
Level Of Service: B
Volume to Capacity (v/c): 0.018

Intersection Setup

Name	McDaniel St		McDaniel St		17th St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	McDaniel St		McDaniel St		17th St	
Base Volume Input [veh/h]	4	98	127	7	9	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.86	3.86	3.86	3.86	3.86	3.86
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	98	127	7	9	13
Peak Hour Factor	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	33	43	2	3	4
Total Analysis Volume [veh/h]	5	132	172	9	12	18
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.02
d_M, Delay for Movement [s/veh]	7.61	0.00	0.00	0.00	10.57	9.37
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.33	0.33	0.00	0.00	0.12	0.12
95th-Percentile Queue Length [ft]	8.23	8.23	0.00	0.00	3.03	3.03
d_A, Approach Delay [s/veh]	0.28		0.00		9.85	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.96					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: McDaniel at Lafayette

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 15.1
Level Of Service: C
Volume to Capacity (v/c): 0.005

Intersection Setup

Name	Lafayette Ave		Lafayette Ave		McDaniel St	
Approach	Northeastbound		Southwestbound		Southeastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Lafayette Ave		Lafayette Ave		McDaniel St	
Base Volume Input [veh/h]	97	324	297	3	2	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	7.37	7.37	7.37	7.37	7.37	7.37
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	324	297	3	2	143
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	93	85	1	1	41
Total Analysis Volume [veh/h]	111	372	341	3	2	164
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	2
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.00	0.00	0.00	0.24
d_M, Delay for Movement [s/veh]	8.35	0.00	0.00	0.00	15.08	11.84
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.31	0.00	0.00	0.00	0.93	0.93
95th-Percentile Queue Length [ft]	7.73	0.00	0.00	0.00	23.15	23.15
d_A, Approach Delay [s/veh]	1.92		0.00		11.88	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.92					
Intersection LOS	C					

18-378 - 17th at McDaniels Apts TIA

Vistro File: J:\...\18-379 McDaniels St Apts TIA.vistro

Scenario 1 AM Existing

Report File: J:\...\18-379 AM Existing.pdf

4/3/2018

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	McDaniel at 19th St	42	68	2	4	109	53	43	29	38	1	31	2	422

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	McDaniel at 18th St	3	99	3	2	130	16	10	12	6	0	17	5	303

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
3	McDaniel at 17th St	4	98	127	7	9	13	258

ID	Intersection Name	Northeastbound		Southwestbound		Southeastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
4	McDaniel at Lafayette	97	324	297	3	2	143	866

18-378 - 17th at McDaniels Apts TIA

Vistro File: J:\...\18-379 McDaniels St Apts TIA.vistro

Scenario 1 AM Existing

Report File: J:\...\18-379 AM Existing.pdf

4/3/2018

Turning Movement Volume: Detail

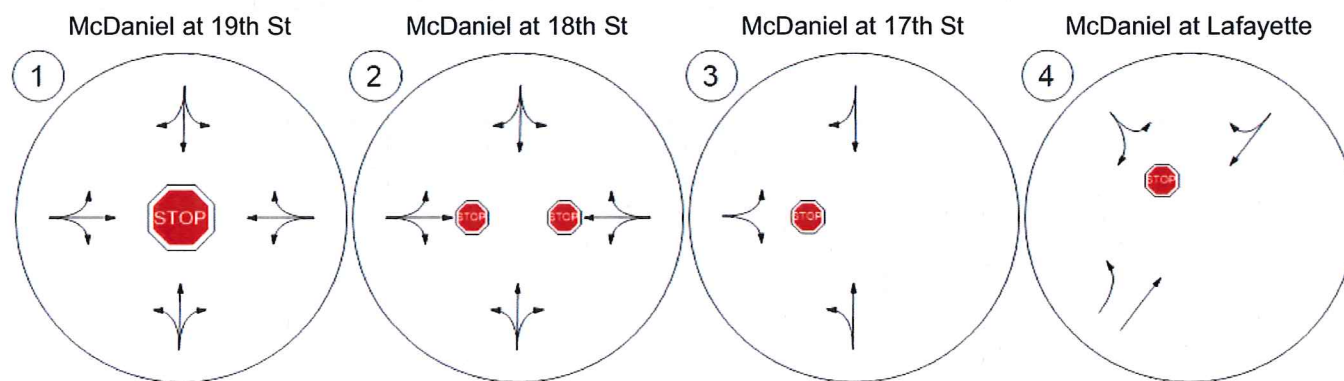
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	McDaniel at 19th St	Final Base	42	68	2	4	109	53	43	29	38	1	31	2	422
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	42	68	2	4	109	53	43	29	38	1	31	2	422

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	McDaniel at 18th St	Final Base	3	99	3	2	130	16	10	12	6	0	17	5	303
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	3	99	3	2	130	16	10	12	6	0	17	5	303

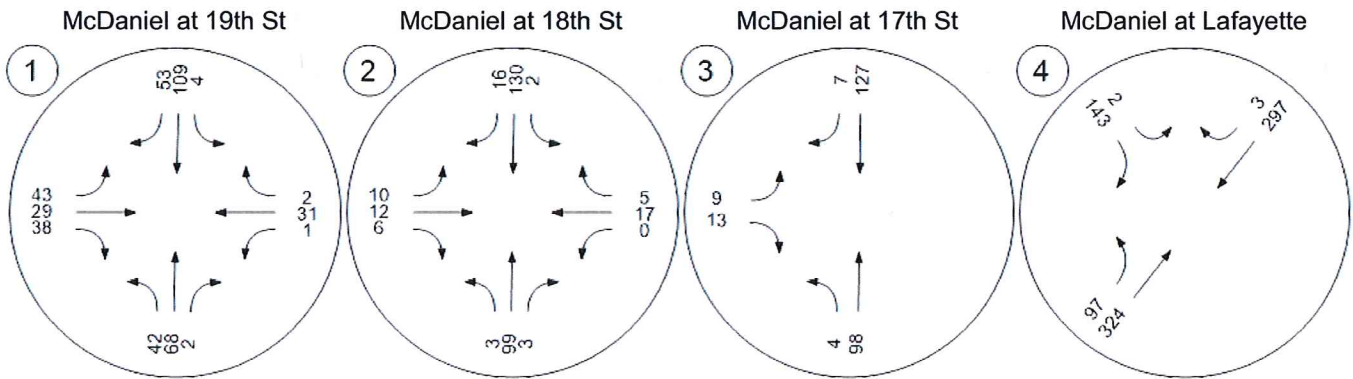
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
3	McDaniel at 17th St	Final Base	4	98	127	7	9	13	258
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	4	98	127	7	9	13	258

ID	Intersection Name	Volume Type	Northeastbound		Southwestbound		Southeastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
4	McDaniel at Lafayette	Final Base	97	324	297	3	2	143	866
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	97	324	297	3	2	143	866

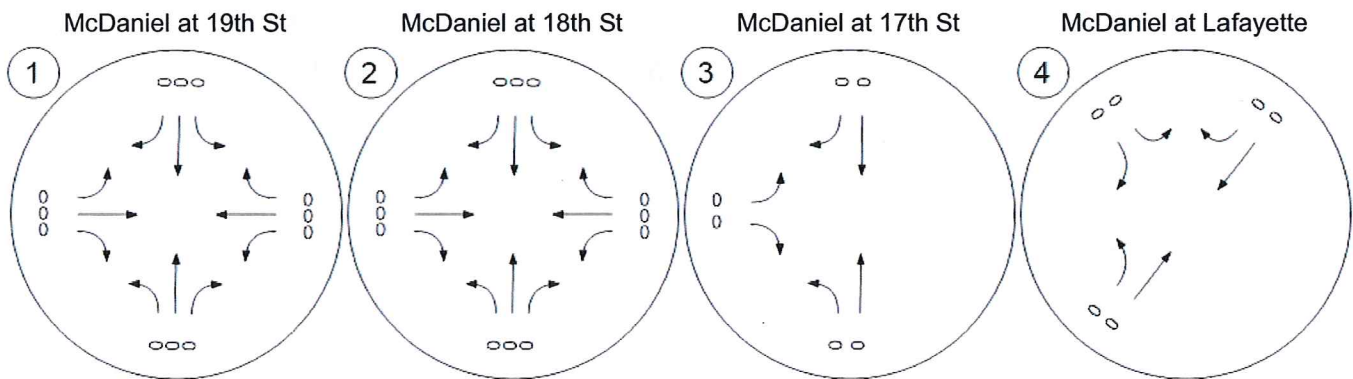
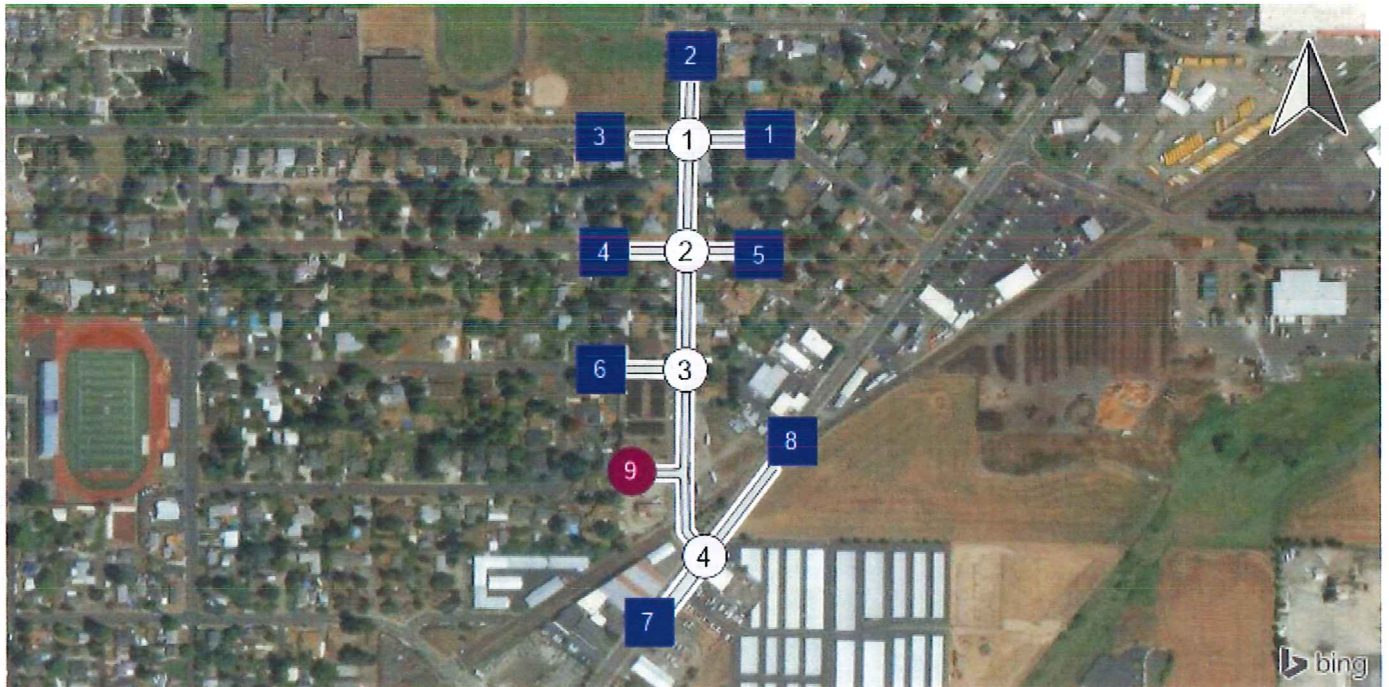
Report Figure 1: Lane Configuration and Traffic Control



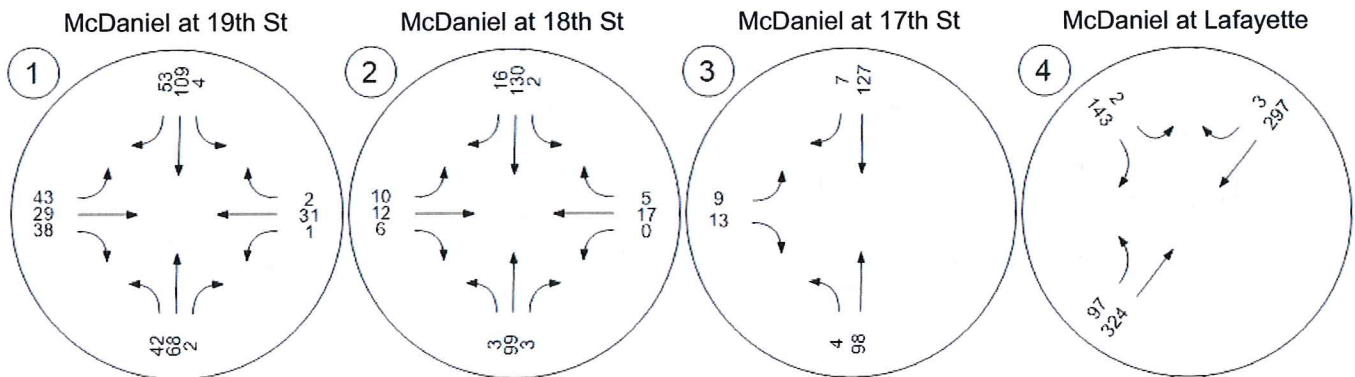
Report Figure 2a: Traffic Volume - Base Volume



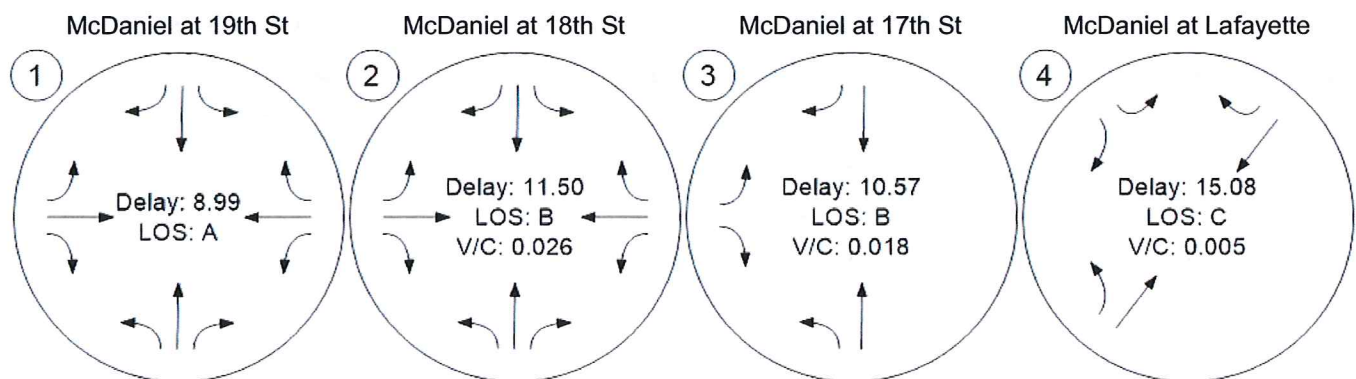
Report Figure 2d: Traffic Volume - Net New Site Trips



Report Figure 2f: Traffic Volume - Future Total Volume



Report Figure 3: Traffic Conditions



18-378 - 17th at McDaniels Apts TIA

Vistro File: J:\...\18-379 McDaniels St Apts TIA.vistro
Report File: J:\...\18-379 PM Existing.pdf

Scenario 2 PM Existing
4/3/2018

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	NB Thru	0.240	8.9	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	WB Thru	0.025	11.8	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.016	10.9	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.007	22.2	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: McDaniel at 19th St

Control Type: All-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 8.9
Level Of Service: A
Volume to Capacity (v/c): 0.240

Intersection Setup

Name	McDaniel St			McDaniel St			19th St			19th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	McDaniel St			McDaniel St			19th St			19th St		
Base Volume Input [veh/h]	35	125	2	5	117	41	47	36	15	2	56	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	125	2	5	117	41	47	36	15	2	56	4
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	36	1	1	34	12	14	10	4	1	16	1
Total Analysis Volume [veh/h]	40	144	2	6	134	47	54	41	17	2	64	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	775	806	734	732
Degree of Utilization, x	0.24	0.23	0.15	0.10

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.94	0.90	0.54	0.32
95th-Percentile Queue Length [ft]	23.39	22.43	13.40	8.03
Approach Delay [s/veh]	9.11	8.82	8.78	8.45
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.86			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 2: McDaniel at 18th St

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 11.8
Level Of Service: B
Volume to Capacity (v/c): 0.025

Intersection Setup

Name	McDaniel St			McDaniel St			18th St			18th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	McDaniel St			McDaniel St			18th St			18th St		
Base Volume Input [veh/h]	5	141	2	3	143	4	7	5	8	7	12	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	141	2	3	143	4	7	5	8	7	12	11
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	42	1	1	43	1	2	1	2	2	4	3
Total Analysis Volume [veh/h]	6	168	2	4	170	5	8	6	10	8	14	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.03	0.01
d_M, Delay for Movement [s/veh]	7.59	0.00	0.00	7.58	0.00	0.00	11.67	11.65	9.36	11.63	11.77	9.45
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh]	0.43	0.43	0.43	0.44	0.44	0.44	0.11	0.11	0.11	0.17	0.17	0.17
95th-Percentile Queue Length [ft]	10.80	10.80	10.80	10.96	10.96	10.96	2.85	2.85	2.85	4.28	4.28	4.28
d_A, Approach Delay [s/veh]	0.26			0.17			10.70			10.88		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	1.72											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: McDaniel at 17th St

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 10.9
Level Of Service: B
Volume to Capacity (v/c): 0.016

Intersection Setup

Name	McDaniel St		McDaniel St		17th St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	McDaniel St		McDaniel St		17th St	
Base Volume Input [veh/h]	15	144	144	12	9	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.60	0.60	0.60	0.60	0.60	0.60
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	144	144	12	9	2
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	41	41	3	3	1
Total Analysis Volume [veh/h]	17	166	166	14	10	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	7.60	0.00	0.00	0.00	10.89	9.22
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.45	0.45	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft]	11.21	11.21	0.00	0.00	1.40	1.40
d_A, Approach Delay [s/veh]	0.71		0.00		10.61	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.68					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: McDaniel at Lafayette

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 22.2
Level Of Service: C
Volume to Capacity (v/c): 0.007

Intersection Setup

Name	Lafayette Ave		Lafayette Ave		McDaniel St	
Approach	Northeastbound		Southwestbound		Southeastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Lafayette Ave		Lafayette Ave		McDaniel St	
Base Volume Input [veh/h]	138	486	622	12	2	127
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.30	3.30	3.30	3.30	3.30	3.30
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	138	486	622	12	2	127
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	135	173	3	1	35
Total Analysis Volume [veh/h]	153	540	691	13	2	141
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	2
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.01	0.01	0.00	0.01	0.32
d_M, Delay for Movement [s/veh]	9.90	0.00	0.00	0.00	22.20	17.00
Movement LOS	A	A	A	A	C	C
95th-Percentile Queue Length [veh]	0.62	0.00	0.00	0.00	1.37	1.37
95th-Percentile Queue Length [ft]	15.51	0.00	0.00	0.00	34.29	34.29
d_A, Approach Delay [s/veh]	2.19		0.00		17.07	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	2.57					
Intersection LOS	C					

18-378 - 17th at McDaniels Apts TIA

Vistro File: J:\...\18-379 McDaniels St Apts TIA.vistro

Scenario 2 PM Existing

Report File: J:\...\18-379 PM Existing.pdf

4/3/2018

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	McDaniel at 19th St	35	125	2	5	117	41	47	36	15	2	56	4	485

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	McDaniel at 18th St	5	141	2	3	143	4	7	5	8	7	12	11	348

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
3	McDaniel at 17th St	15	144	144	12	9	2	326

ID	Intersection Name	Northeastbound		Southwestbound		Southeastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
4	McDaniel at Lafayette	138	486	622	12	2	127	1387

18-378 - 17th at McDaniels Apts TIA

Vistro File: J:\...\18-379 McDaniels St Apts TIA.vistro

Scenario 2 PM Existing

Report File: J:\...\18-379 PM Existing.pdf

4/3/2018

Turning Movement Volume: Detail

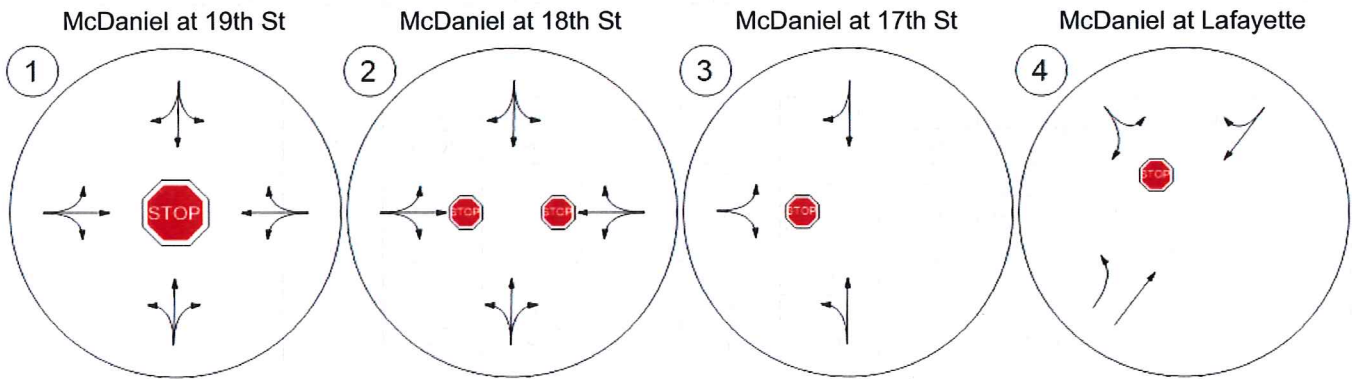
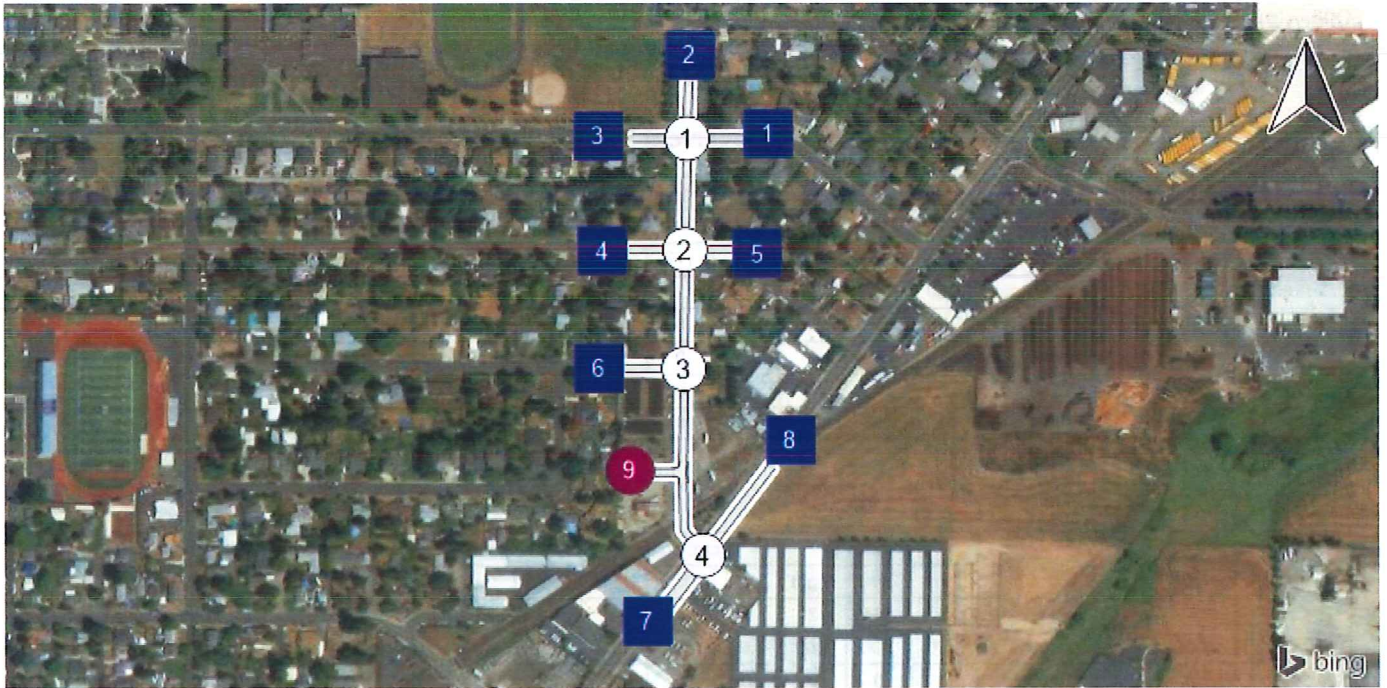
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	McDaniel at 19th St	Final Base	35	125	2	5	117	41	47	36	15	2	56	4	485
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	35	125	2	5	117	41	47	36	15	2	56	4	485

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	McDaniel at 18th St	Final Base	5	141	2	3	143	4	7	5	8	7	12	11	348
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	141	2	3	143	4	7	5	8	7	12	11	348

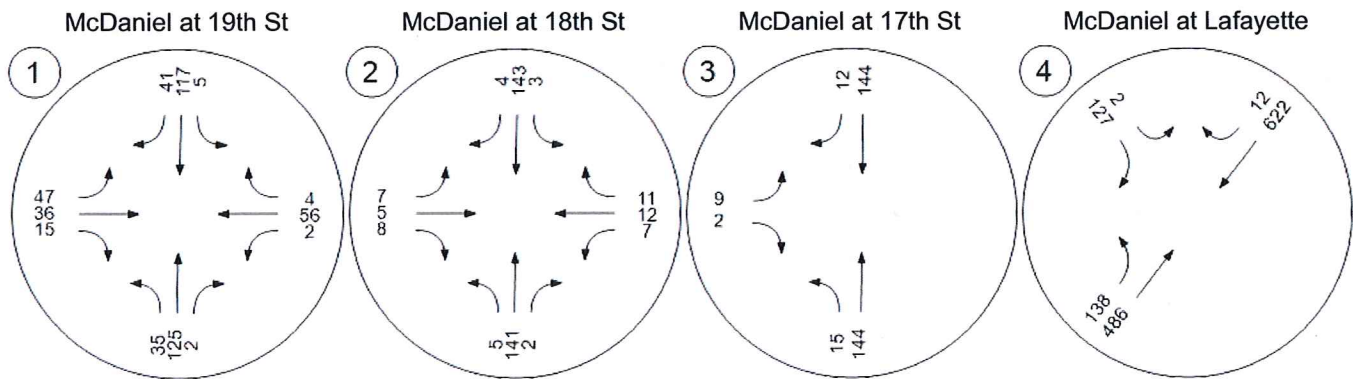
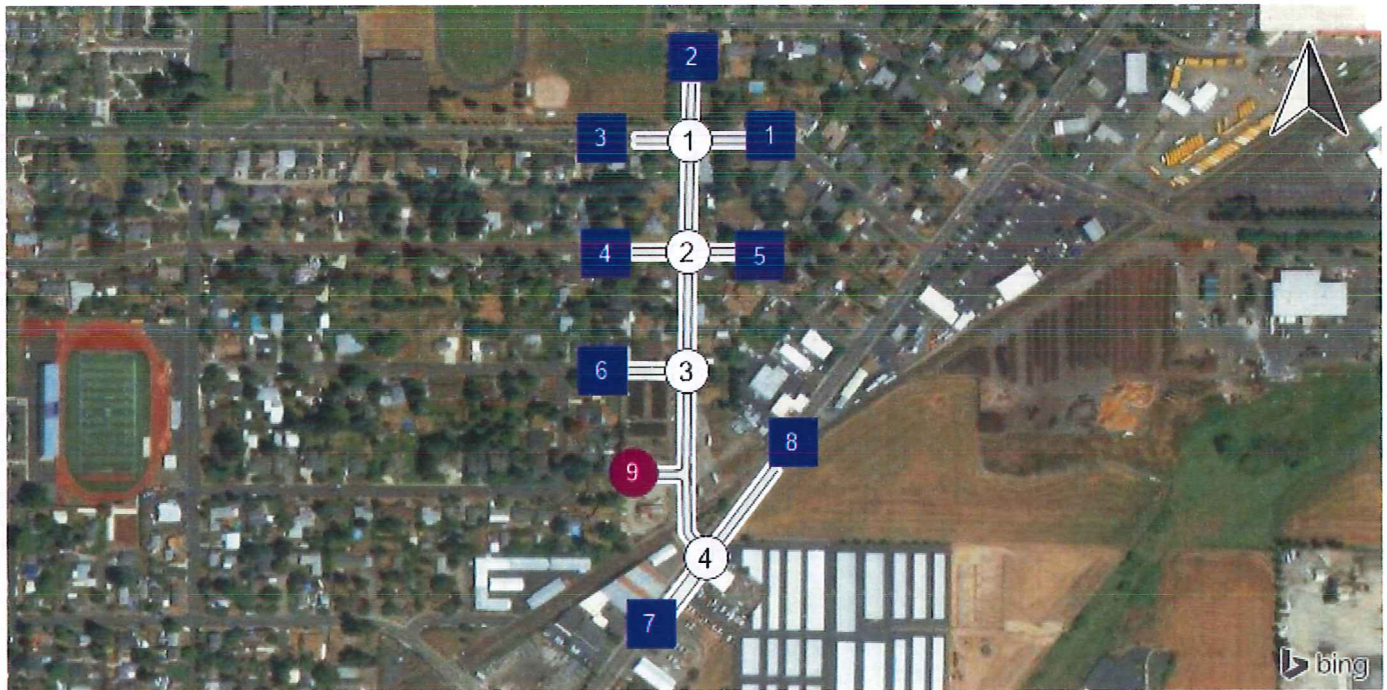
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
3	McDaniel at 17th St	Final Base	15	144	144	12	9	2	326
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	15	144	144	12	9	2	326

ID	Intersection Name	Volume Type	Northeastbound		Southwestbound		Southeastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
4	McDaniel at Lafayette	Final Base	138	486	622	12	2	127	1387
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	138	486	622	12	2	127	1387

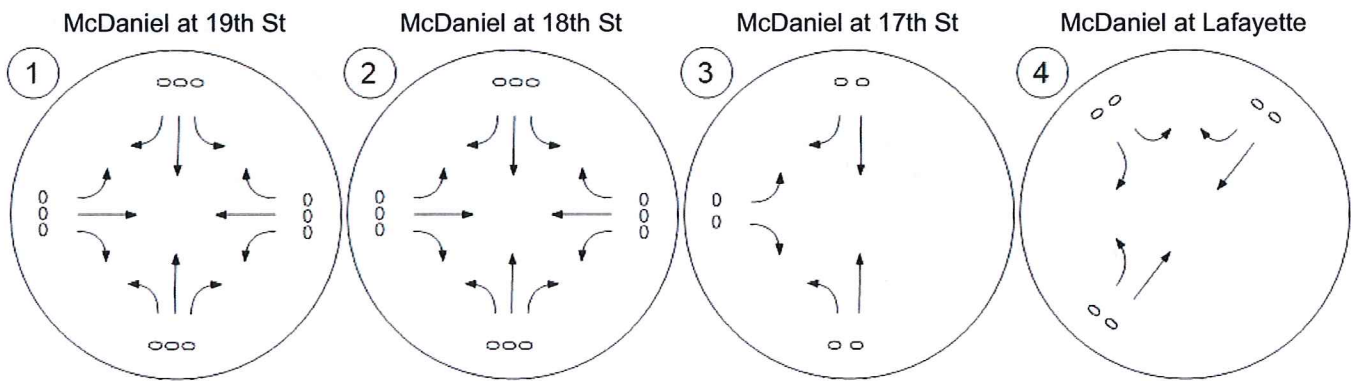
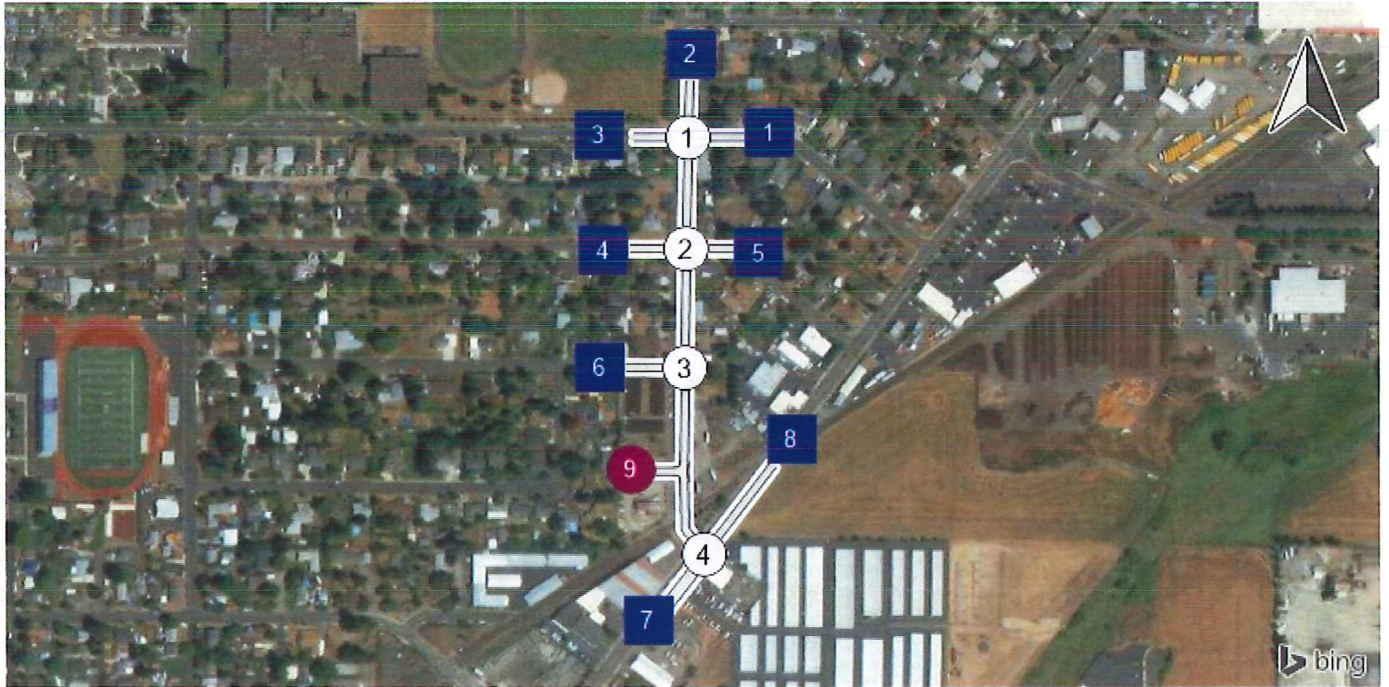
Report Figure 1: Lane Configuration and Traffic Control



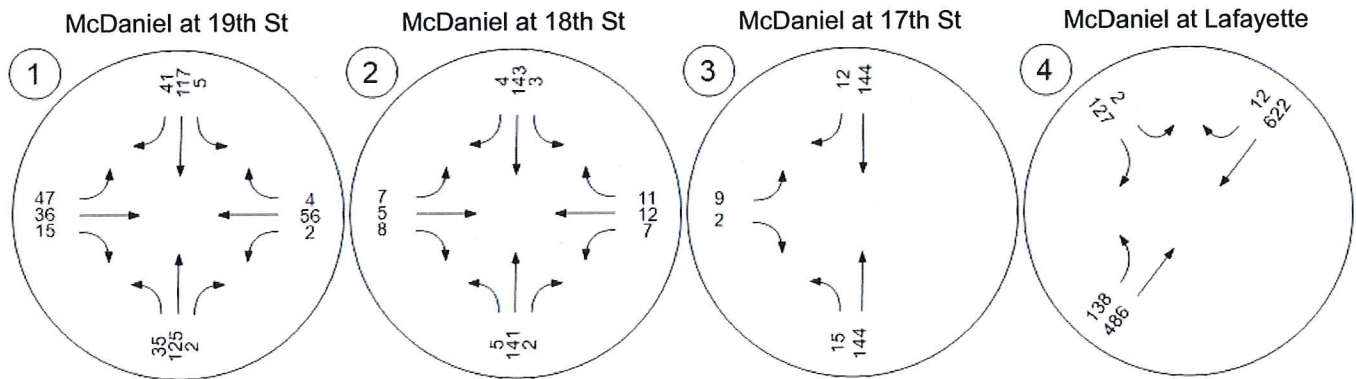
Report Figure 2a: Traffic Volume - Base Volume



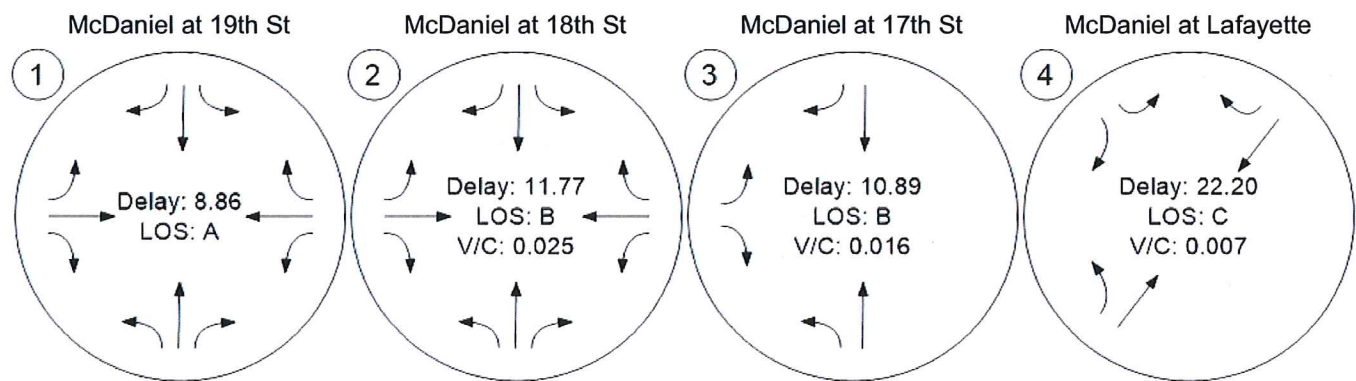
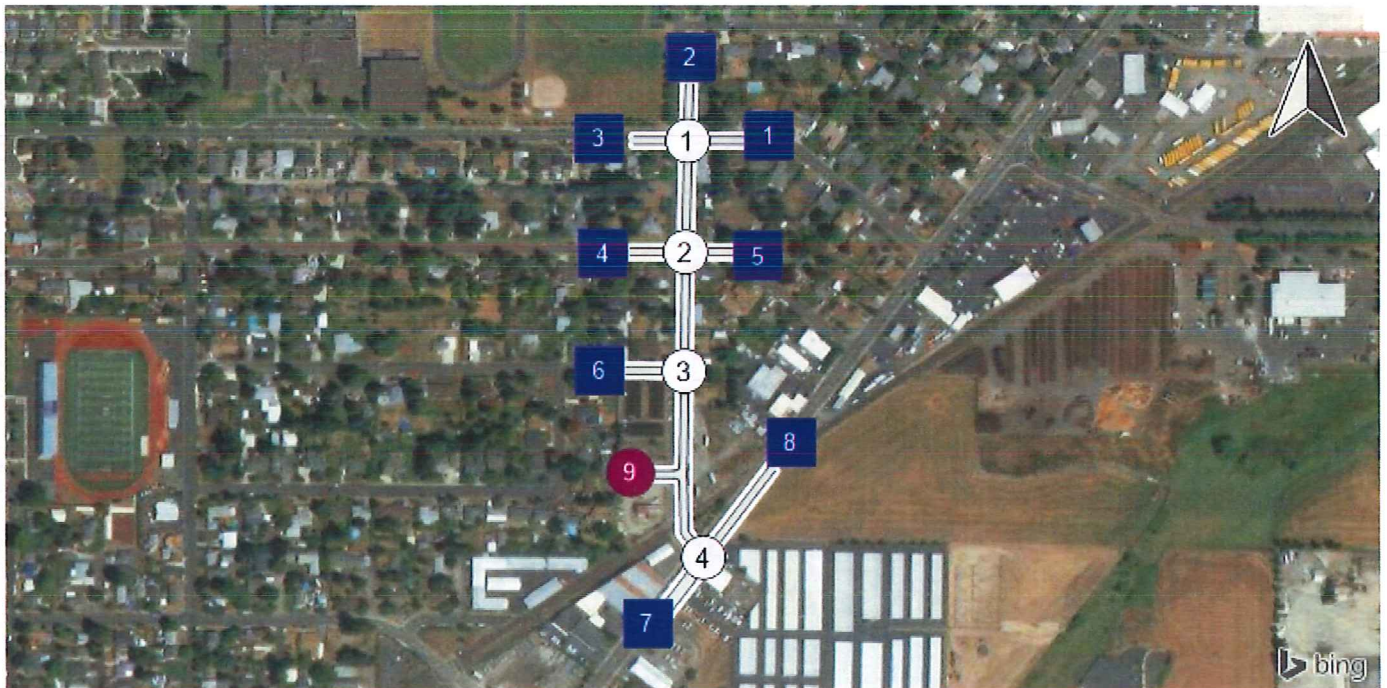
Report Figure 2d: Traffic Volume - Net New Site Trips



Report Figure 2f: Traffic Volume - Future Total Volume



Report Figure 3: Traffic Conditions



18-378 - 17th at McDaniels Apts TIA

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Report File: J:\...\18-379 AM Developed.pdf

Scenario 3 AM Developed
4/3/2018

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	SB Thru	0.275	9.0	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	EB Thru	0.026	11.5	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.018	10.6	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.005	15.2	C
5	McDaniel at Site Access	Two-way stop	HCM 6th Edition	EB Left	0.006	10.6	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: McDaniel at 19th St

Control Type: All-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 9.0
Level Of Service: A
Volume to Capacity (v/c): 0.275

Intersection Setup

Name	McDaniel St			McDaniel St			19th St			19th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	McDaniel St			McDaniel St			19th St			19th St		
Base Volume Input [veh/h]	42	68	2	4	109	53	43	29	38	1	31	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	0	1	0	0	0	0	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	68	3	4	109	53	43	29	39	1	31	2
Peak Hour Factor	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	23	1	1	36	18	14	10	13	0	10	1
Total Analysis Volume [veh/h]	59	91	4	5	145	71	57	39	52	1	41	3
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	751	804	750	714
Degree of Utilization, x	0.21	0.27	0.20	0.06

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.77	1.12	0.73	0.20
95th-Percentile Queue Length [ft]	19.15	27.99	18.26	5.04
Approach Delay [s/veh]	9.03	9.16	8.98	8.38
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	9.02			
Intersection LOS	A			

Intersection Level Of Service Report

Intersection 2: McDaniel at 18th St

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 11.5
Level Of Service: B
Volume to Capacity (v/c): 0.026

Intersection Setup

Name	McDaniel St			McDaniel St			18th St			18th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	McDaniel St			McDaniel St			18th St			18th St		
Base Volume Input [veh/h]	3	99	3	2	130	16	10	12	6	0	17	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.90	5.90	5.90	5.90	5.90	5.90	5.90	5.90	5.90	5.90	5.90	5.90
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	0	0	1	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	102	3	2	131	16	10	12	6	0	17	5
Peak Hour Factor	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	33	1	1	42	5	3	4	2	0	5	2
Total Analysis Volume [veh/h]	4	131	4	3	168	21	13	15	8	0	22	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.03	0.01	0.00	0.04	0.01
d_M, Delay for Movement [s/veh]	7.65	0.00	0.00	7.53	0.00	0.00	11.53	11.54	9.56	11.38	11.53	9.25
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh]	0.34	0.34	0.34	0.47	0.47	0.47	0.18	0.18	0.18	0.14	0.14	0.14
95th-Percentile Queue Length [ft]	8.51	8.51	8.51	11.64	11.64	11.64	4.56	4.56	4.56	3.52	3.52	3.52
d_A, Approach Delay [s/veh]	0.22			0.12			11.10			11.04		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	1.93											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: McDaniel at 17th St

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 10.6
Level Of Service: B
Volume to Capacity (v/c): 0.018

Intersection Setup

Name	McDaniel St		McDaniel St		17th St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	McDaniel St		McDaniel St		17th St	
Base Volume Input [veh/h]	4	98	127	7	9	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.86	3.86	3.86	3.86	3.86	3.86
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	101	128	7	9	13
Peak Hour Factor	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	34	43	2	3	4
Total Analysis Volume [veh/h]	5	136	173	9	12	18
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.02
d_M, Delay for Movement [s/veh]	7.61	0.00	0.00	0.00	10.61	9.37
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.34	0.34	0.00	0.00	0.12	0.12
95th-Percentile Queue Length [ft]	8.50	8.50	0.00	0.00	3.04	3.04
d_A, Approach Delay [s/veh]	0.27		0.00		9.87	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.95					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: McDaniel at Lafayette

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 15.2
Level Of Service: C
Volume to Capacity (v/c): 0.005

Intersection Setup

Name	Lafayette Ave		Lafayette Ave		McDaniel St	
Approach	Northeastbound		Southwestbound		Southeastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Lafayette Ave		Lafayette Ave		McDaniel St	
Base Volume Input [veh/h]	97	324	297	3	2	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	7.37	7.37	7.37	7.37	7.37	7.37
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	0	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	98	324	297	3	2	148
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	93	85	1	1	43
Total Analysis Volume [veh/h]	113	372	341	3	2	170
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	2
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.00	0.00	0.00	0.00	0.25
d_M, Delay for Movement [s/veh]	8.36	0.00	0.00	0.00	15.20	11.92
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.32	0.00	0.00	0.00	0.97	0.97
95th-Percentile Queue Length [ft]	7.88	0.00	0.00	0.00	24.25	24.25
d_A, Approach Delay [s/veh]	1.95		0.00		11.96	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.00					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 5: McDaniel at Site Access

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 10.6
Level Of Service: B
Volume to Capacity (v/c): 0.006

Intersection Setup

Name	McDaniel St		McDaniel St		Site Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	McDaniel St		McDaniel St		Site Access	
Base Volume Input [veh/h]	0	102	145	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	4.00	4.00	4.00	4.00	4.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	1	3	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	102	145	1	3	5
Peak Hour Factor	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	34	49	0	1	2
Total Analysis Volume [veh/h]	1	138	196	1	4	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	7.64	0.00	0.00	0.00	10.57	9.36
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.34	0.34	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft]	8.49	8.49	0.00	0.00	1.10	1.10
d_A, Approach Delay [s/veh]	0.05		0.00		9.80	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.33					
Intersection LOS	B					

18-378 - 17th at McDaniels Apts TIA

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Scenario 3 AM Developed
4/3/2018

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	McDaniel at 19th St	44	68	3	4	109	53	43	29	39	1	31	2	426

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	McDaniel at 18th St	3	102	3	2	131	16	10	12	6	0	17	5	307

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
3	McDaniel at 17th St	4	101	128	7	9	13	262

ID	Intersection Name	Northeastbound		Southwestbound		Southeastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
4	McDaniel at Lafayette	98	324	297	3	2	148	872

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
5	McDaniel at Site Access	1	102	145	1	3	5	257

18-378 - 17th at McDaniels Apts TIA

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Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	McDaniel at 19th St	Final Base	42	68	2	4	109	53	43	29	38	1	31	2	422
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	2	0	1	0	0	0	0	0	1	0	0	0	4
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	44	68	3	4	109	53	43	29	39	1	31	2	426

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	McDaniel at 18th St	Final Base	3	99	3	2	130	16	10	12	6	0	17	5	303
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	3	0	0	1	0	0	0	0	0	0	0	4
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	3	102	3	2	131	16	10	12	6	0	17	5	307

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
3	McDaniel at 17th St	Final Base	4	98	127	7	9	13	258
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	3	1	0	0	0	4
		Other	0	0	0	0	0	0	0
		Future Total	4	101	128	7	9	13	262

ID	Intersection Name	Volume Type	Northeastbound		Southwestbound		Southeastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
4	McDaniel at Lafayette	Final Base	97	324	297	3	2	143	866
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	1	0	0	0	0	5	6
		Other	0	0	0	0	0	0	0
		Future Total	98	324	297	3	2	148	872

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
5	McDaniel at Site Access	Final Base	0	102	145	0	0	0	247
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	1	0	0	1	3	5	10
		Other	0	0	0	0	0	0	0
		Future Total	1	102	145	1	3	5	257

18-378 - 17th at McDaniels Apts TIA

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Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
9: McDaniel St Apts	Apartments	ITE 220	Apartment Unit	0.510	29.000	20.00	80.00	3	12	15	100.00
Added Trips Total								3	12	15	100.00

18-378 - 17th at McDaniels Apts TIA

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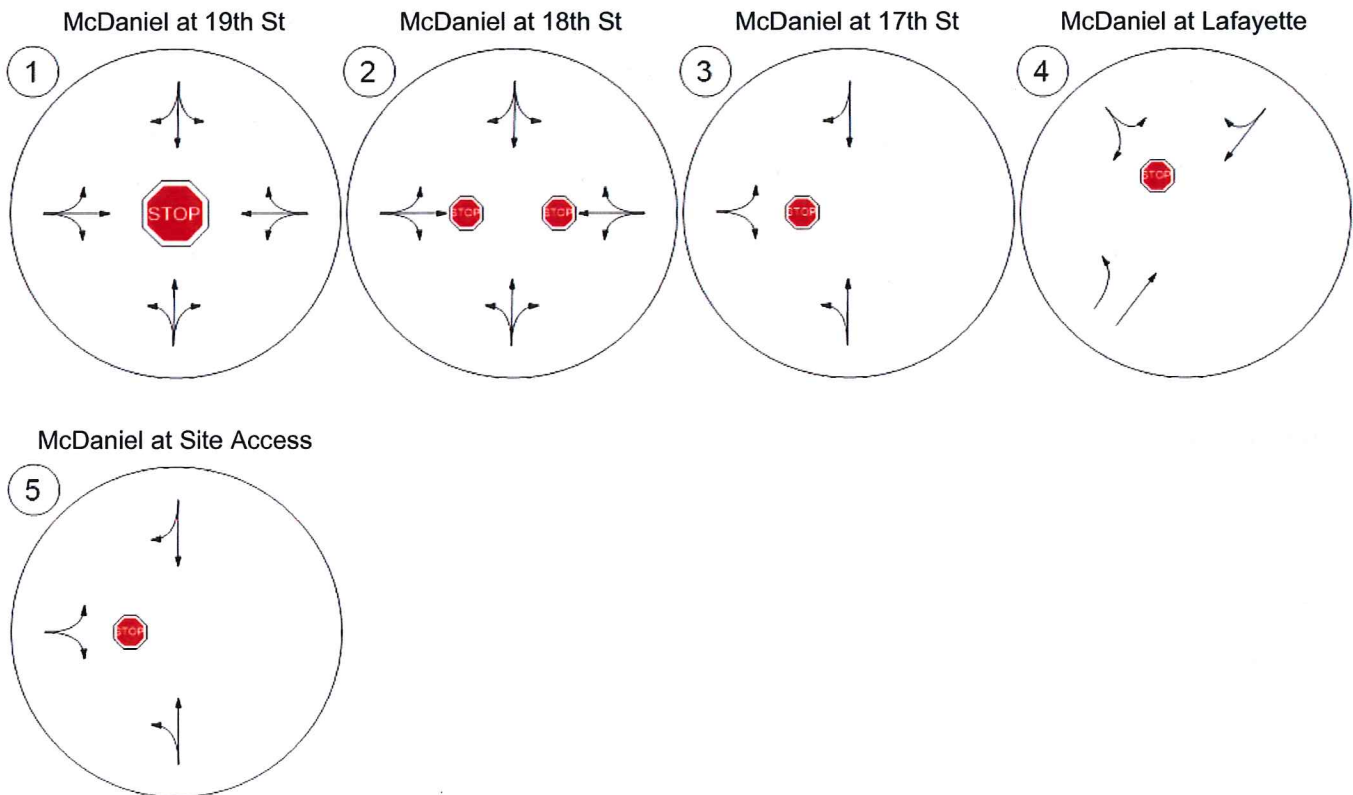
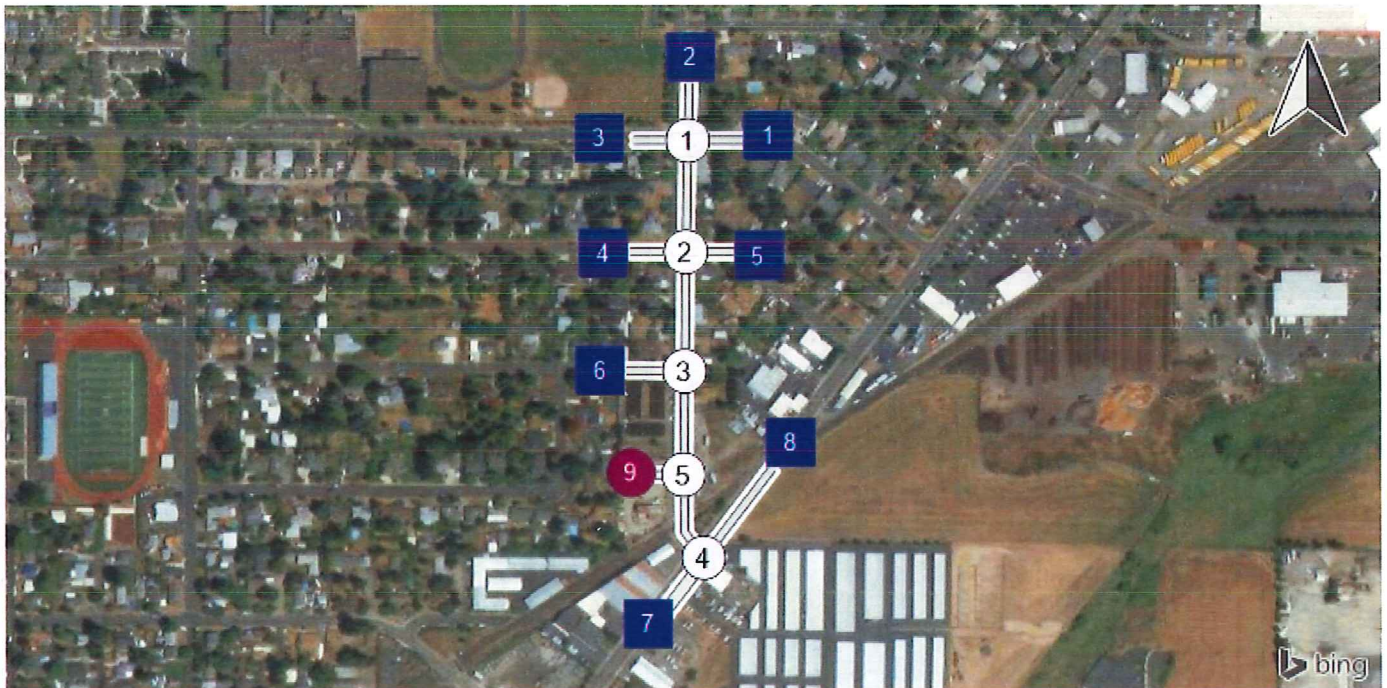
Report File: J:\...\18-379 AM Developed.pdf

4/3/2018

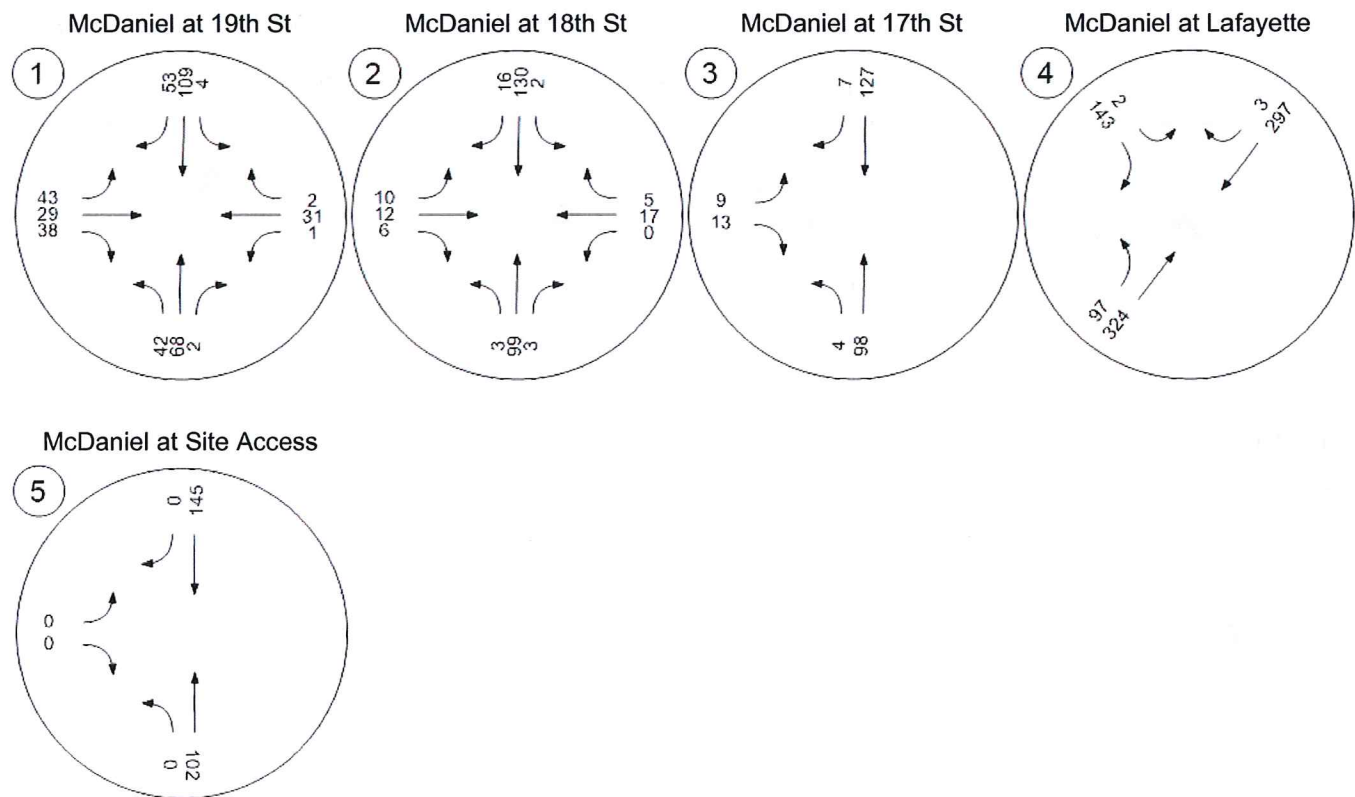
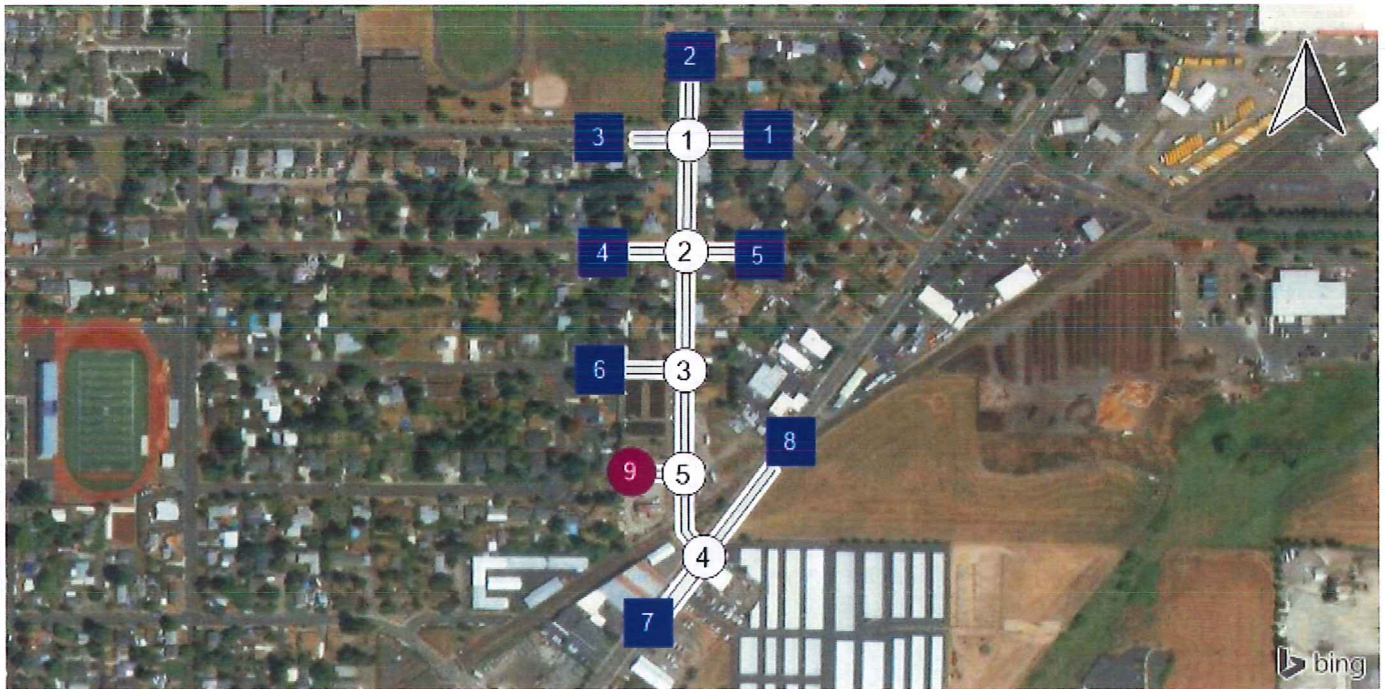
Trip Distribution summary

Zone / Gate	Zone 9: McDaniel St Apts			
	To McDaniel St Apts:		From McDaniel St Apts:	
	Share %	Trips	Share %	Trips
1: Gate	10.00	0	10.00	1
2: Gate	0.00	0	0.00	0
3: Gate	20.00	1	20.00	2
4: Gate	0.00	0	0.00	0
5: Gate	0.00	0	0.00	0
6: Gate	0.00	0	0.00	0
7: Gate	40.00	1	40.00	5
8: Gate	0.00	0	0.00	0
Total	70.00	2	70.00	8

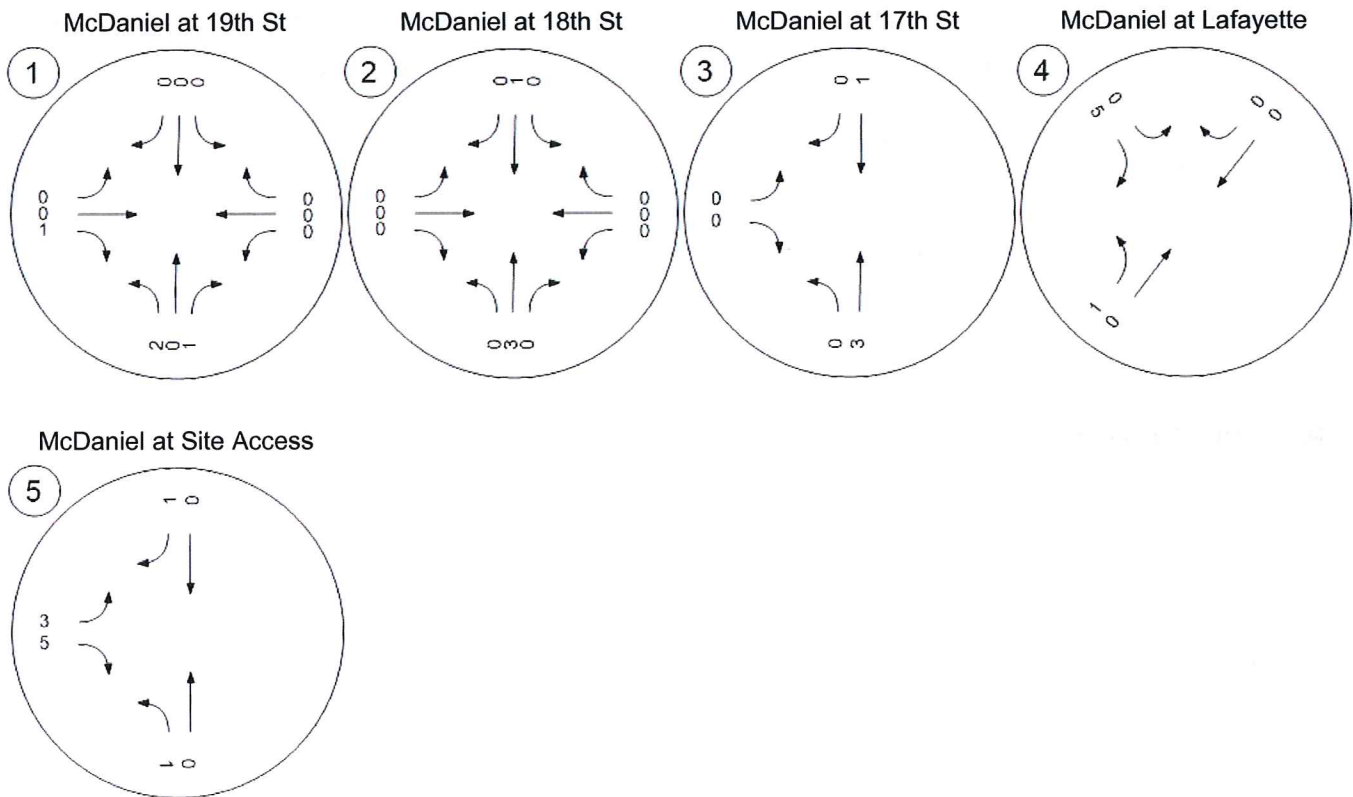
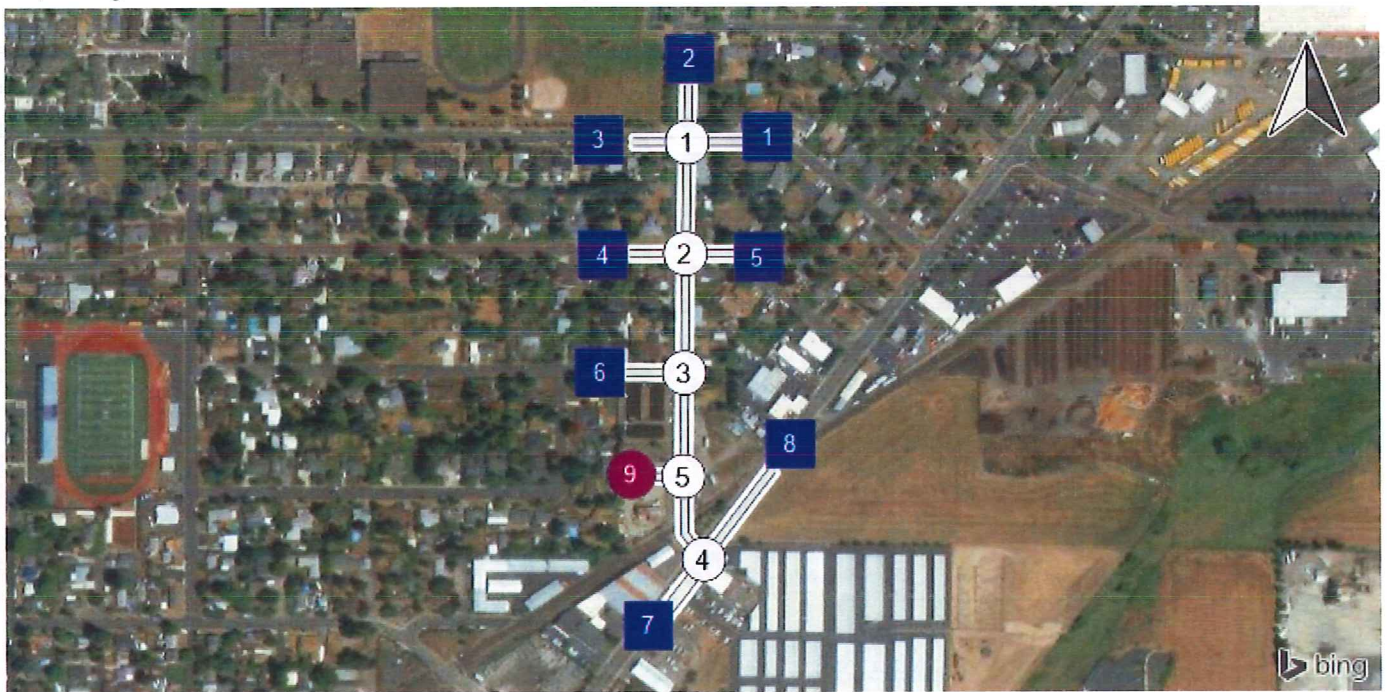
Report Figure 1: Lane Configuration and Traffic Control



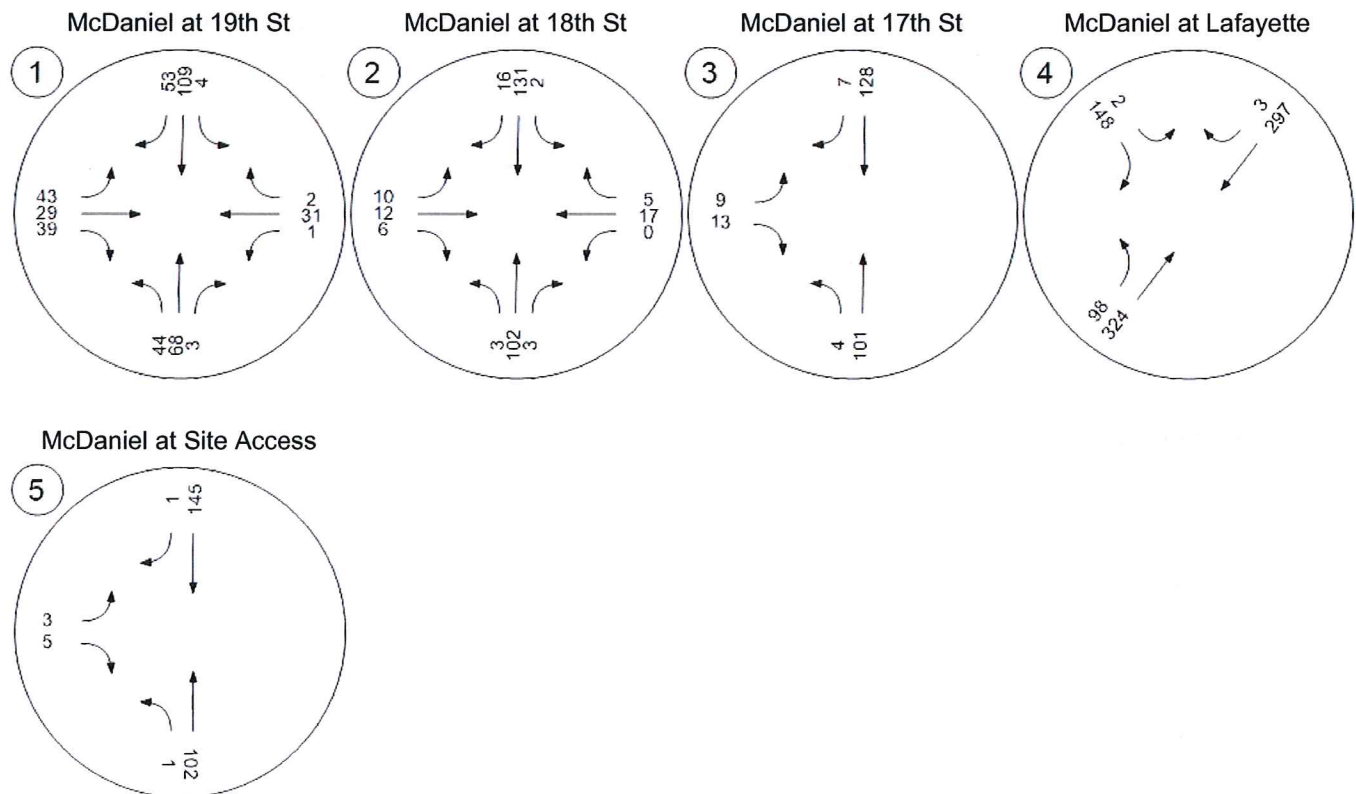
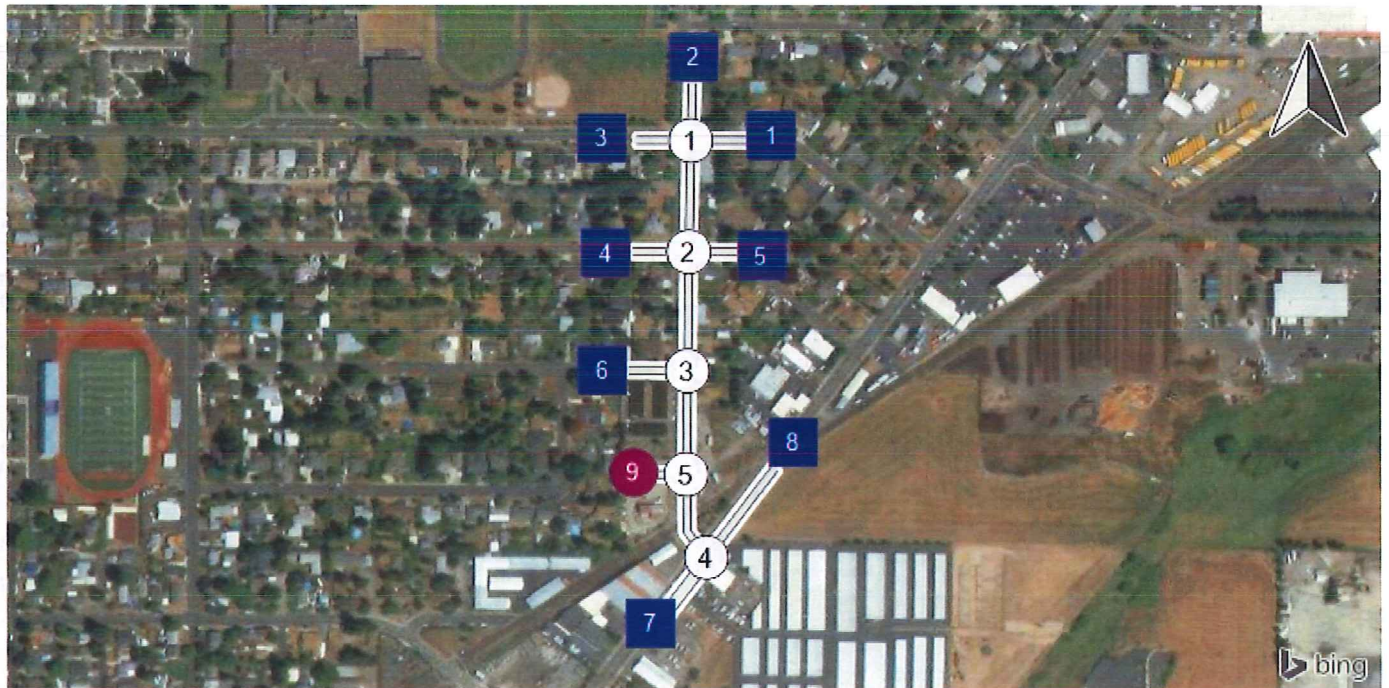
Report Figure 2a: Traffic Volume - Base Volume



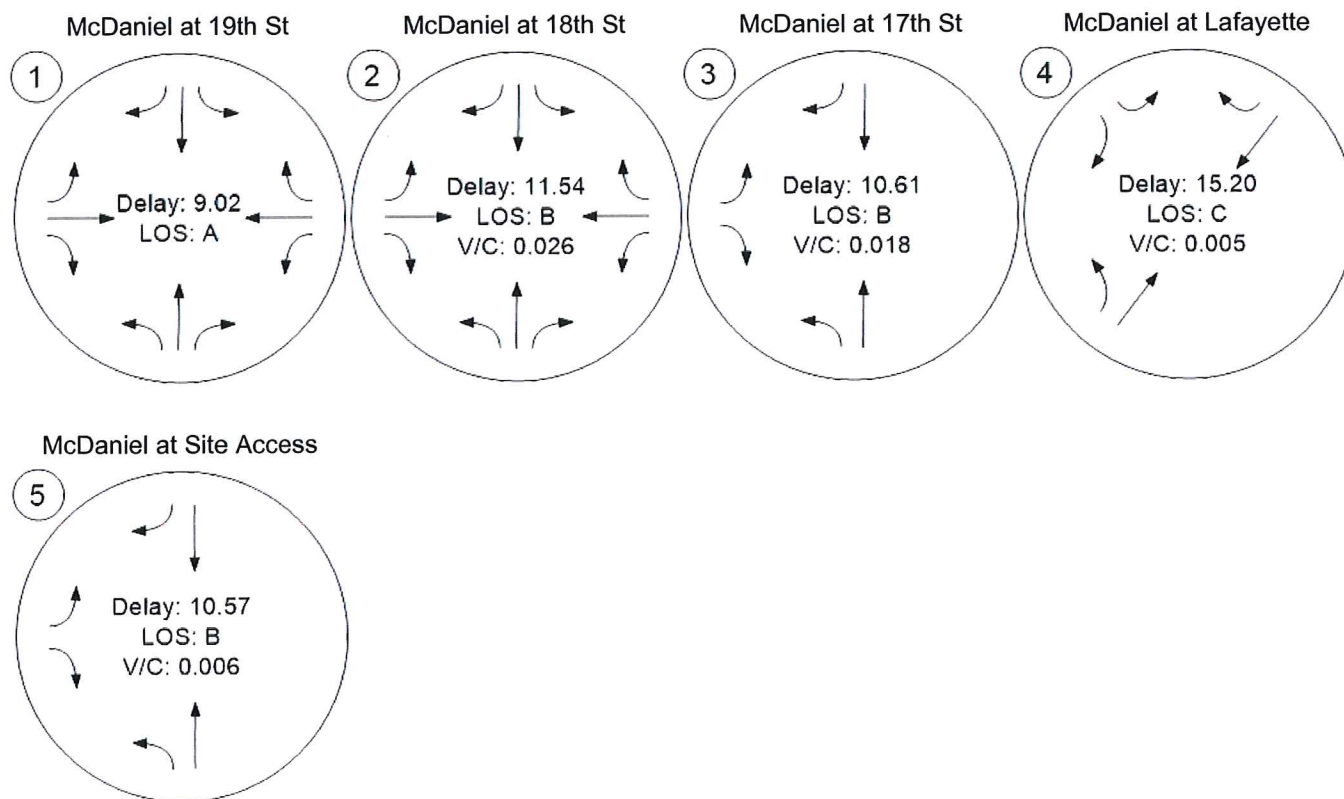
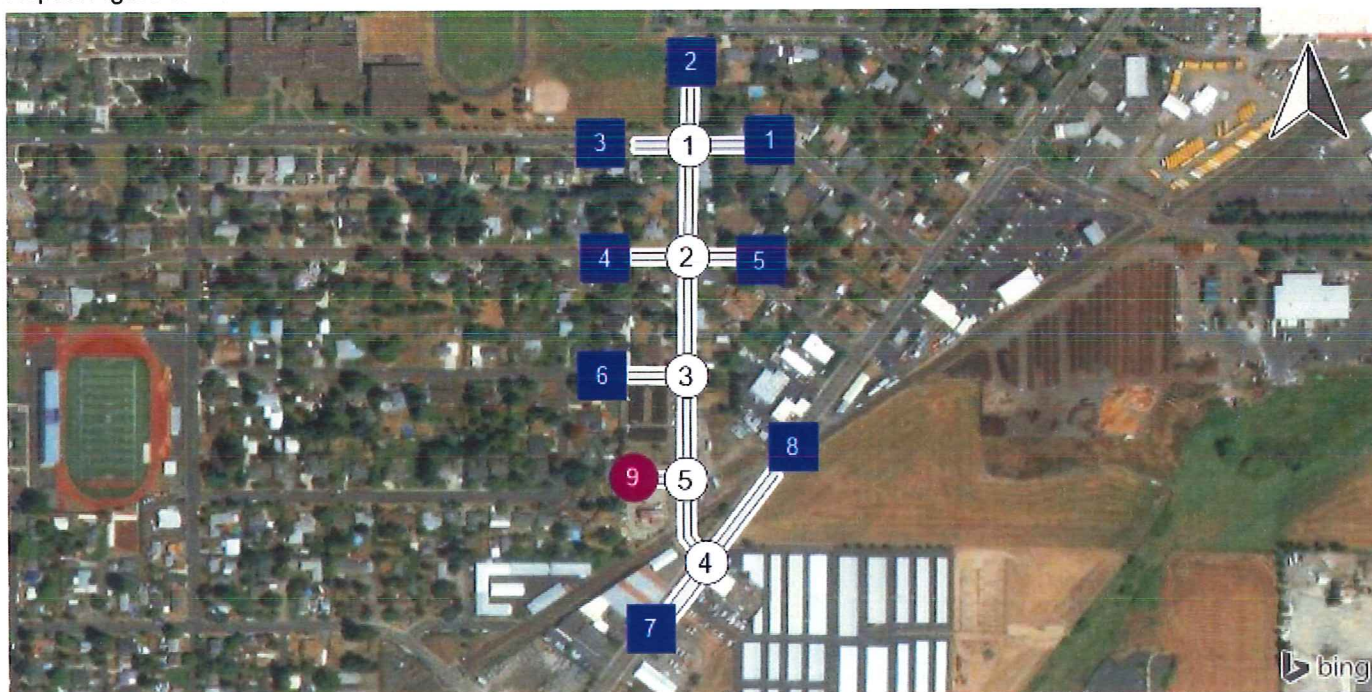
Report Figure 2d: Traffic Volume - Net New Site Trips



Report Figure 2f: Traffic Volume - Future Total Volume



Report Figure 3: Traffic Conditions



18-378 - 17th at McDaniels Apts TIA

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Scenario 4 PM Developed
4/3/2018

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	NB Thru	0.243	8.9	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	WB Thru	0.025	11.8	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.016	10.9	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.008	22.5	C
5	McDaniel at Site Access	Two-way stop	HCM 6th Edition	EB Left	0.003	10.7	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: McDaniel at 19th St

Control Type: All-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 8.9
Level Of Service: A
Volume to Capacity (v/c): 0.243

Intersection Setup

Name	McDaniel St			McDaniel St			19th St			19th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	McDaniel St			McDaniel St			19th St			19th St		
Base Volume Input [veh/h]	35	125	2	5	117	41	47	36	15	2	56	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	1	0	0	0	0	0	2	1	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	125	3	5	117	41	47	36	17	3	56	4
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	36	1	1	34	12	14	10	5	1	16	1
Total Analysis Volume [veh/h]	41	144	3	6	134	47	54	41	20	3	64	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	774	803	736	730
Degree of Utilization, x	0.24	0.23	0.16	0.10

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.95	0.90	0.55	0.33
95th-Percentile Queue Length [ft]	23.78	22.51	13.80	8.18
Approach Delay [s/veh]	9.14	8.84	8.80	8.47
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.89			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 2: McDaniel at 18th St

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 11.8
Level Of Service: B
Volume to Capacity (v/c): 0.025

Intersection Setup

Name	McDaniel St			McDaniel St			18th St			18th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	McDaniel St			McDaniel St			18th St			18th St		
Base Volume Input [veh/h]	5	141	2	3	143	4	7	5	8	7	12	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	0	0	3	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	143	2	3	146	4	7	5	8	7	12	11
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	43	1	1	43	1	2	1	2	2	4	3
Total Analysis Volume [veh/h]	6	170	2	4	174	5	8	6	10	8	14	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.03	0.01
d_M, Delay for Movement [s/veh]	7.60	0.00	0.00	7.58	0.00	0.00	11.73	11.70	9.38	11.70	11.83	9.46
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh]	0.44	0.44	0.44	0.45	0.45	0.45	0.11	0.11	0.11	0.17	0.17	0.17
95th-Percentile Queue Length [ft]	10.98	10.98	10.98	11.26	11.26	11.26	2.87	2.87	2.87	4.31	4.31	4.31
d_A, Approach Delay [s/veh]	0.26			0.17			10.75			10.92		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	1.70											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: McDaniel at 17th St

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 10.9
Level Of Service: B
Volume to Capacity (v/c): 0.016

Intersection Setup

Name	McDaniel St		McDaniel St		17th St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	McDaniel St		McDaniel St		17th St	
Base Volume Input [veh/h]	15	144	144	12	9	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.60	0.60	0.60	0.60	0.60	0.60
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	3	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	146	147	12	9	2
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	42	42	3	3	1
Total Analysis Volume [veh/h]	17	168	169	14	10	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	7.60	0.00	0.00	0.00	10.93	9.24
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.46	0.46	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft]	11.38	11.38	0.00	0.00	1.41	1.41
d_A, Approach Delay [s/veh]	0.70		0.00		10.65	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.68					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 4: McDaniel at Lafayette

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 22.5
Level Of Service: C
Volume to Capacity (v/c): 0.008

Intersection Setup

Name	Lafayette Ave		Lafayette Ave		McDaniel St	
Approach	Northeastbound		Southwestbound		Southeastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Lafayette Ave		Lafayette Ave		McDaniel St	
Base Volume Input [veh/h]	138	486	622	12	2	127
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.30	3.30	3.30	3.30	3.30	3.30
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	0	0	0	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	486	622	12	2	129
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	135	173	3	1	36
Total Analysis Volume [veh/h]	159	540	691	13	2	143
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	2
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.01	0.01	0.00	0.01	0.33
d_M, Delay for Movement [s/veh]	9.94	0.00	0.00	0.00	22.52	17.08
Movement LOS	A	A	A	A	C	C
95th-Percentile Queue Length [veh]	0.65	0.00	0.00	0.00	1.40	1.40
95th-Percentile Queue Length [ft]	16.25	0.00	0.00	0.00	34.98	34.98
d_A, Approach Delay [s/veh]	2.26		0.00		17.15	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	2.63					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 5: McDaniel at Site Access

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 10.7
Level Of Service: B
Volume to Capacity (v/c): 0.003

Intersection Setup

Name	McDaniel St		McDaniel St		Site Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	McDaniel St		McDaniel St		Site Access	
Base Volume Input [veh/h]	0	159	146	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.60	0.60	0.60	0.60	0.60	0.60
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	0	0	3	2	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	159	146	3	2	2
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	46	42	1	1	1
Total Analysis Volume [veh/h]	6	183	168	3	2	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.56	0.00	0.00	0.00	10.70	9.13
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.46	0.46	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft]	11.53	11.53	0.00	0.00	0.41	0.41
d_A, Approach Delay [s/veh]	0.24		0.00		9.91	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	B					

18-378 - 17th at McDaniels Apts TIA

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Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	McDaniel at 19th St	36	125	3	5	117	41	47	36	17	3	56	4	490

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	McDaniel at 18th St	5	143	2	3	146	4	7	5	8	7	12	11	353

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
3	McDaniel at 17th St	15	146	147	12	9	2	331

ID	Intersection Name	Northeastbound		Southwestbound		Southeastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
4	McDaniel at Lafayette	143	486	622	12	2	129	1394

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
5	McDaniel at Site Access	5	159	146	3	2	2	317

18-378 - 17th at McDaniels Apts TIA

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4/3/2018

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	McDaniel at 19th St	Final Base	35	125	2	5	117	41	47	36	15	2	56	4	485
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	1	0	1	0	0	0	0	0	2	1	0	0	5
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	36	125	3	5	117	41	47	36	17	3	56	4	490

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	McDaniel at 18th St	Final Base	5	141	2	3	143	4	7	5	8	7	12	11	348
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	2	0	0	3	0	0	0	0	0	0	0	5
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	143	2	3	146	4	7	5	8	7	12	11	353

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
3	McDaniel at 17th St	Final Base	15	144	144	12	9	2	326
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	2	3	0	0	0	5
		Other	0	0	0	0	0	0	0
		Future Total	15	146	147	12	9	2	331

ID	Intersection Name	Volume Type	Northeastbound		Southwestbound		Southeastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
4	McDaniel at Lafayette	Final Base	138	486	622	12	2	127	1387
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	5	0	0	0	0	2	7
		Other	0	0	0	0	0	0	0
		Future Total	143	486	622	12	2	129	1394

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
5	McDaniel at Site Access	Final Base	0	159	146	0	0	0	305
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	5	0	0	3	2	2	12
		Other	0	0	0	0	0	0	0
		Future Total	5	159	146	3	2	2	317

18-378 - 17th at McDaniels Apts TIA

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Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
9: McDaniel St Apts	Apartments	ITE 220	Apartm ent Unit	0.620	29.000	65.00	35.00	12	6	18	100.00
Added Trips Total								12	6	18	100.00

18-378 - 17th at McDaniels Apts TIA

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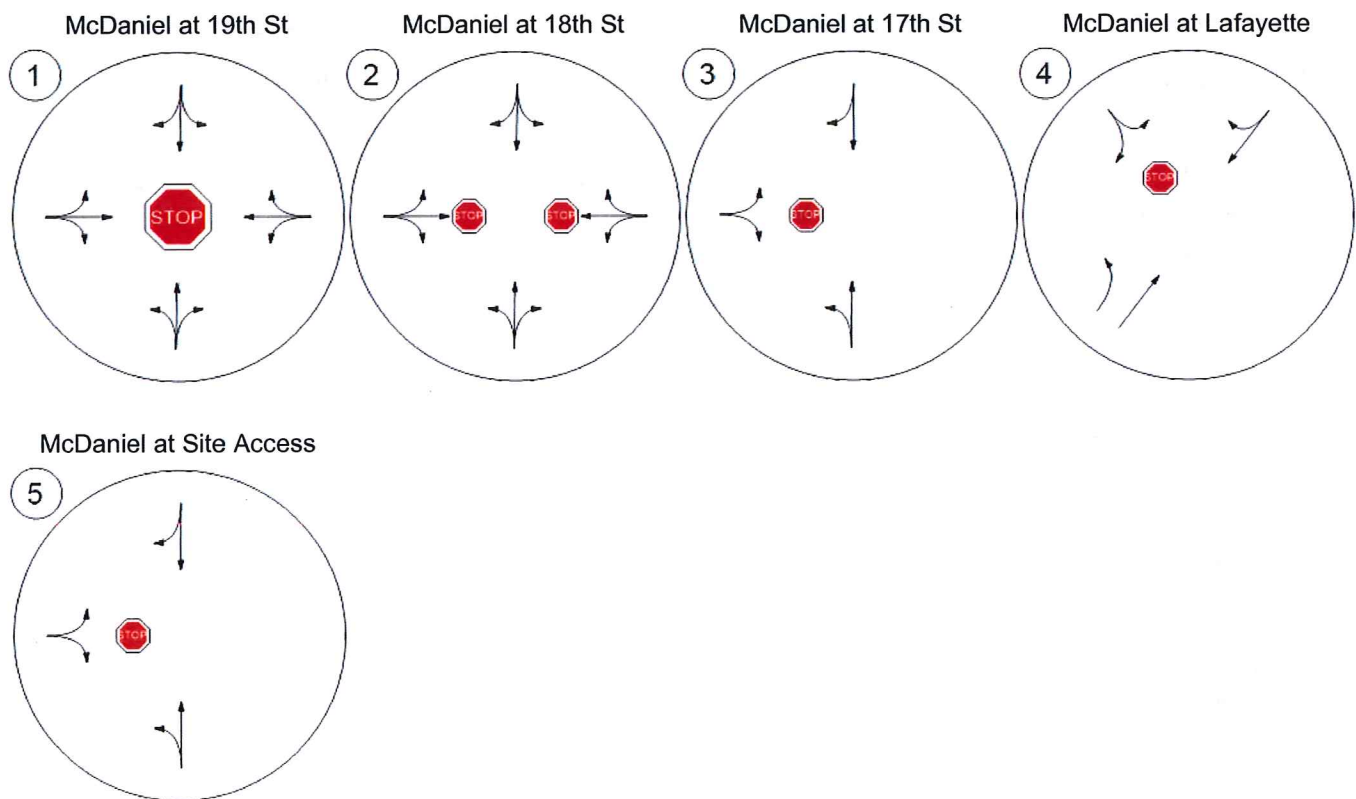
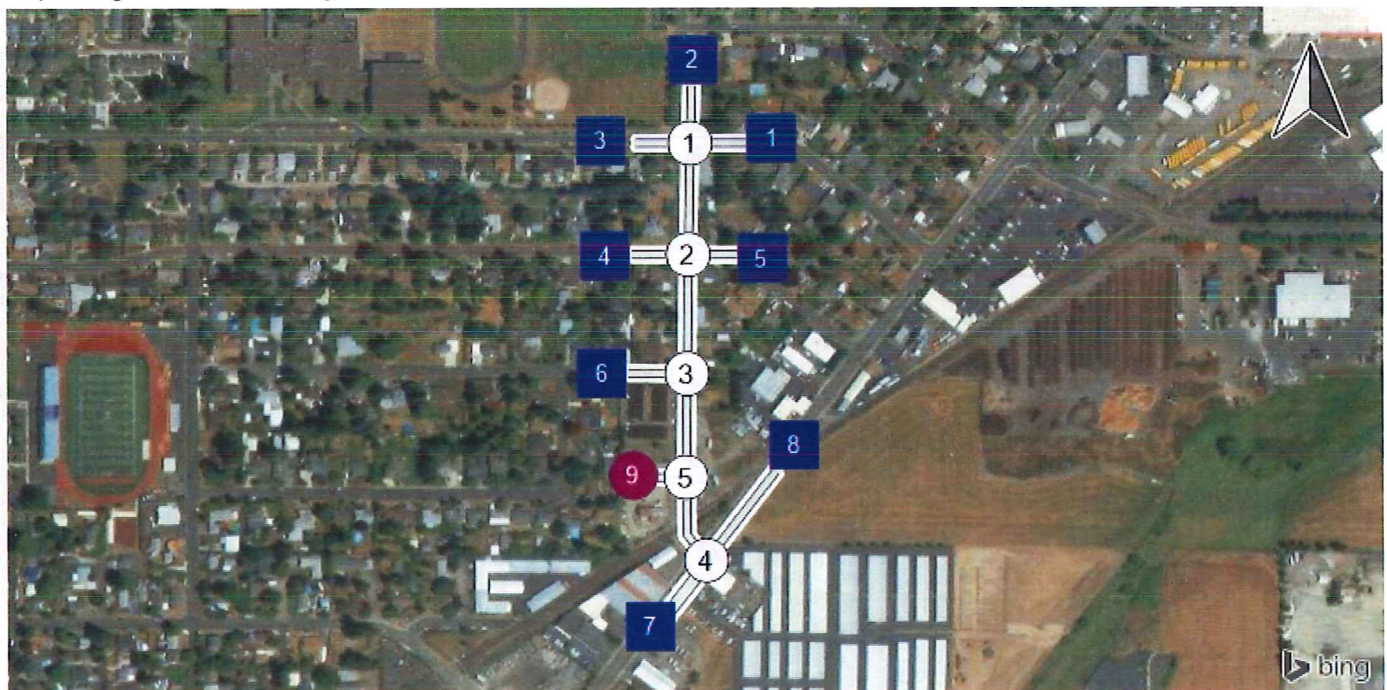
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4/3/2018

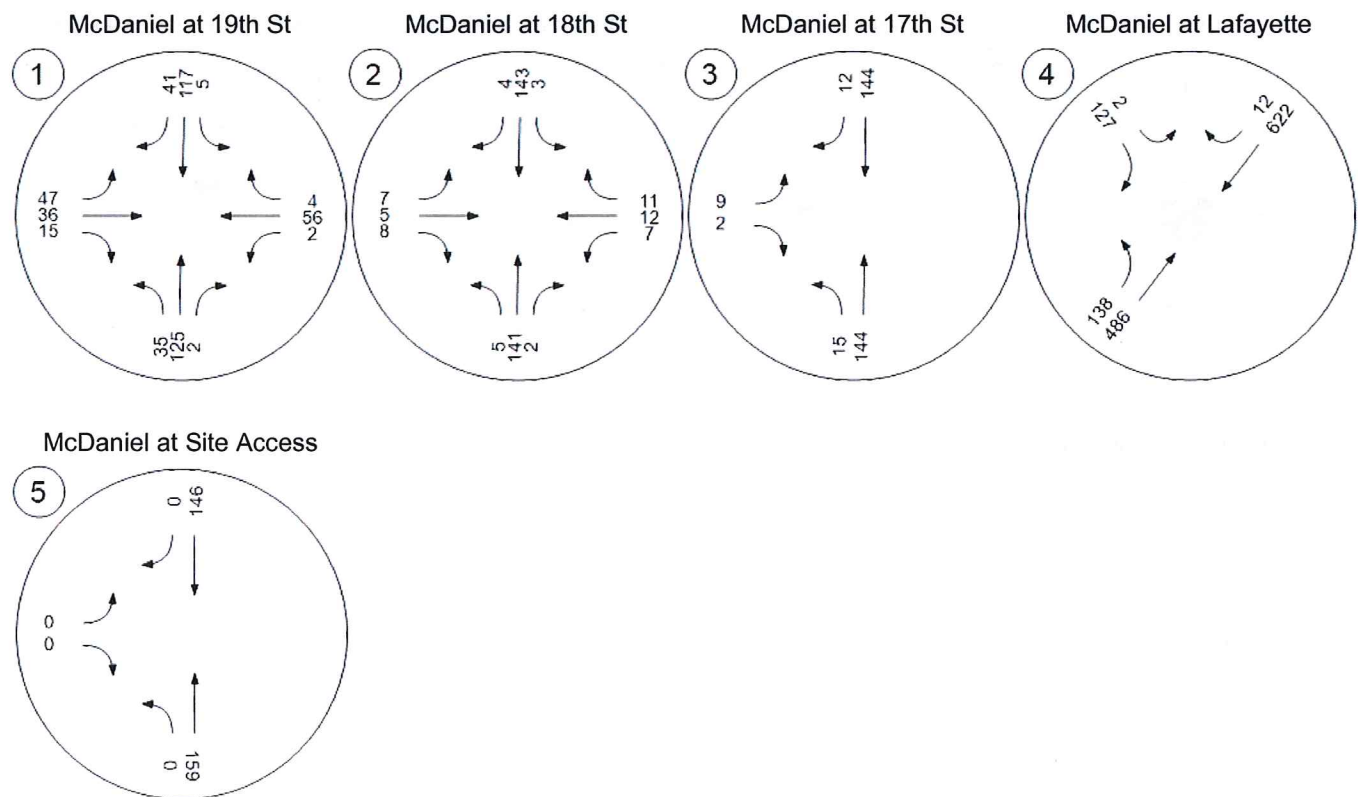
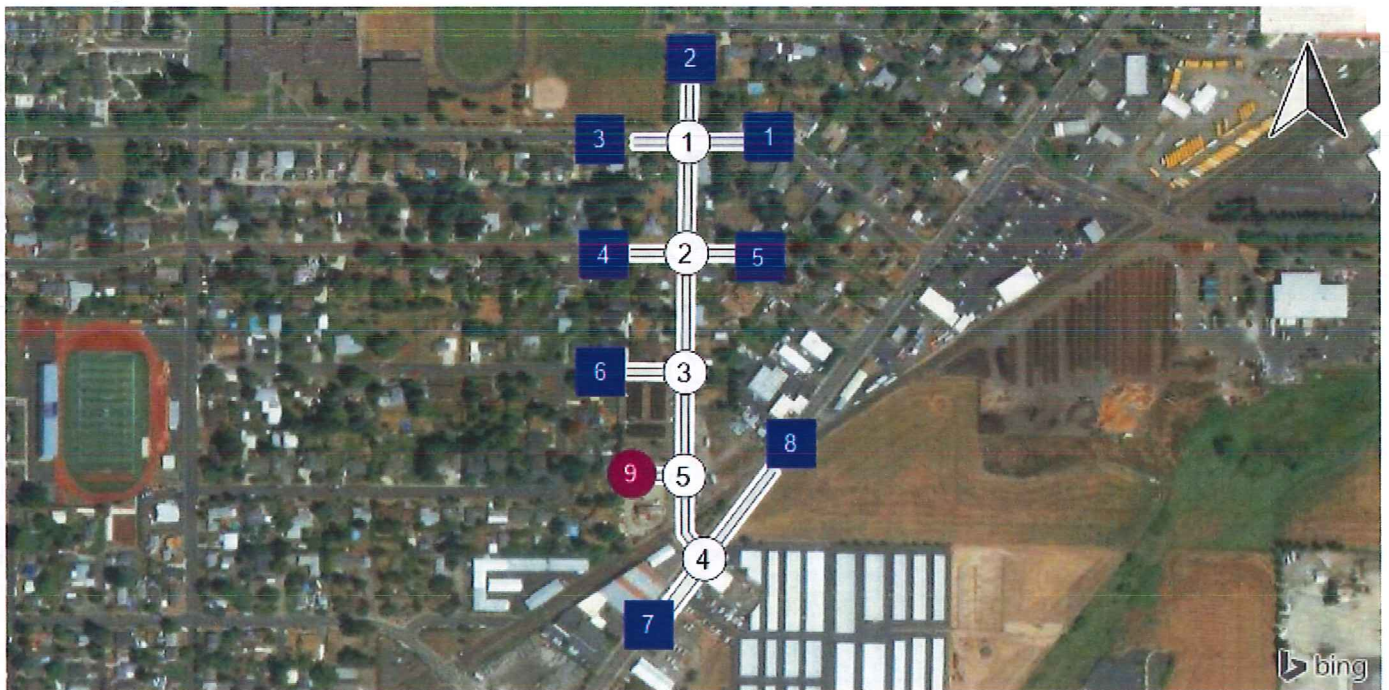
Trip Distribution summary

Zone / Gate	Zone 9: McDaniel St Apts			
	To McDaniel St Apts:		From McDaniel St Apts:	
	Share %	Trips	Share %	Trips
1: Gate	10.00	1	10.00	1
2: Gate	0.00	0	0.00	0
3: Gate	20.00	2	20.00	1
4: Gate	0.00	0	0.00	0
5: Gate	0.00	0	0.00	0
6: Gate	0.00	0	0.00	0
7: Gate	40.00	5	40.00	2
8: Gate	0.00	0	0.00	0
Total	70.00	8	70.00	4

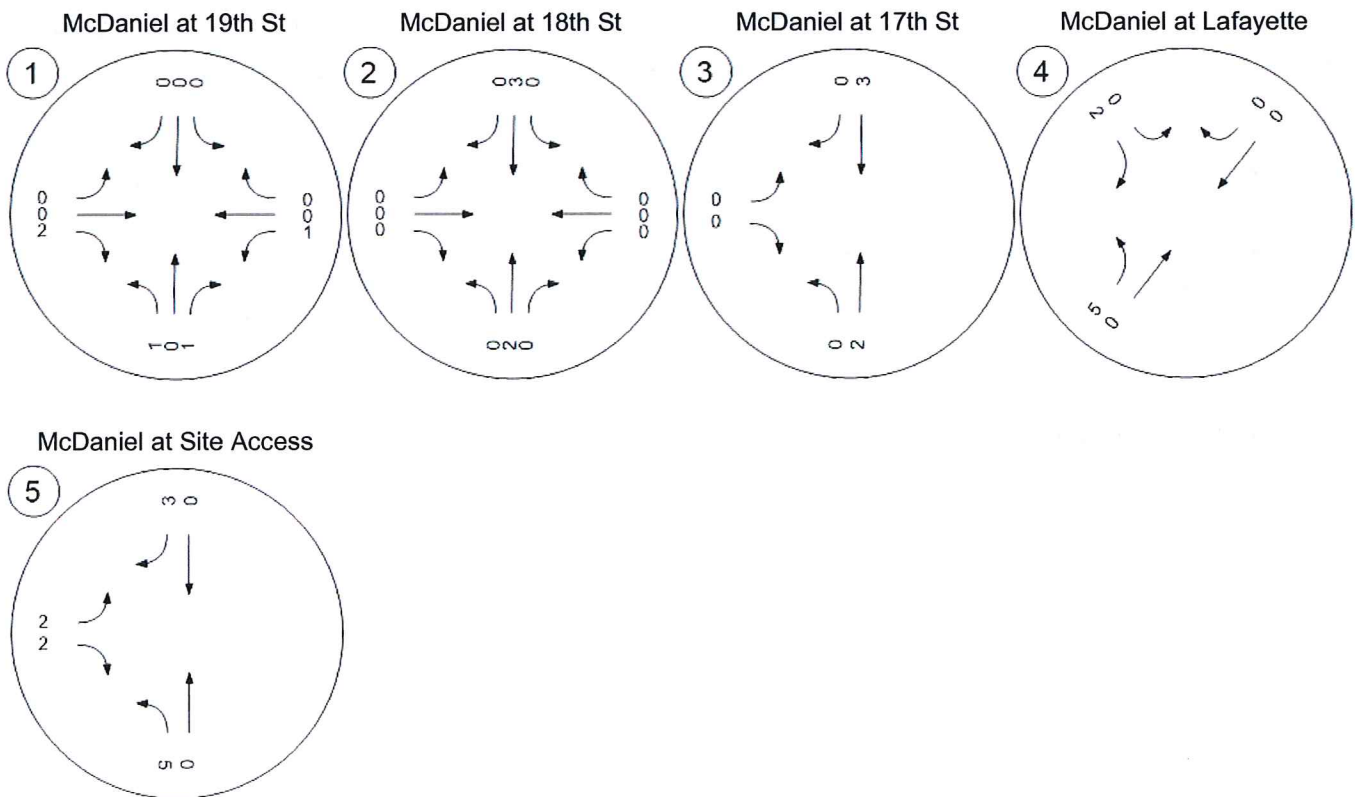
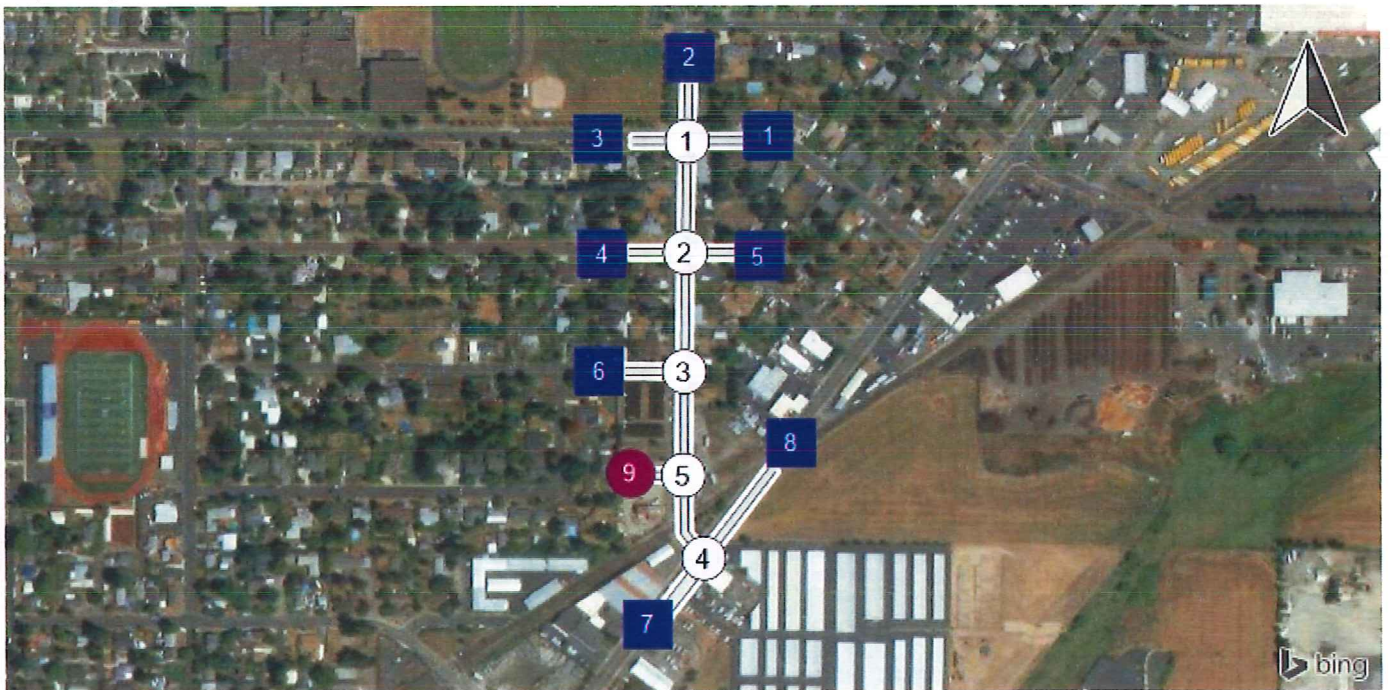
Report Figure 1: Lane Configuration and Traffic Control



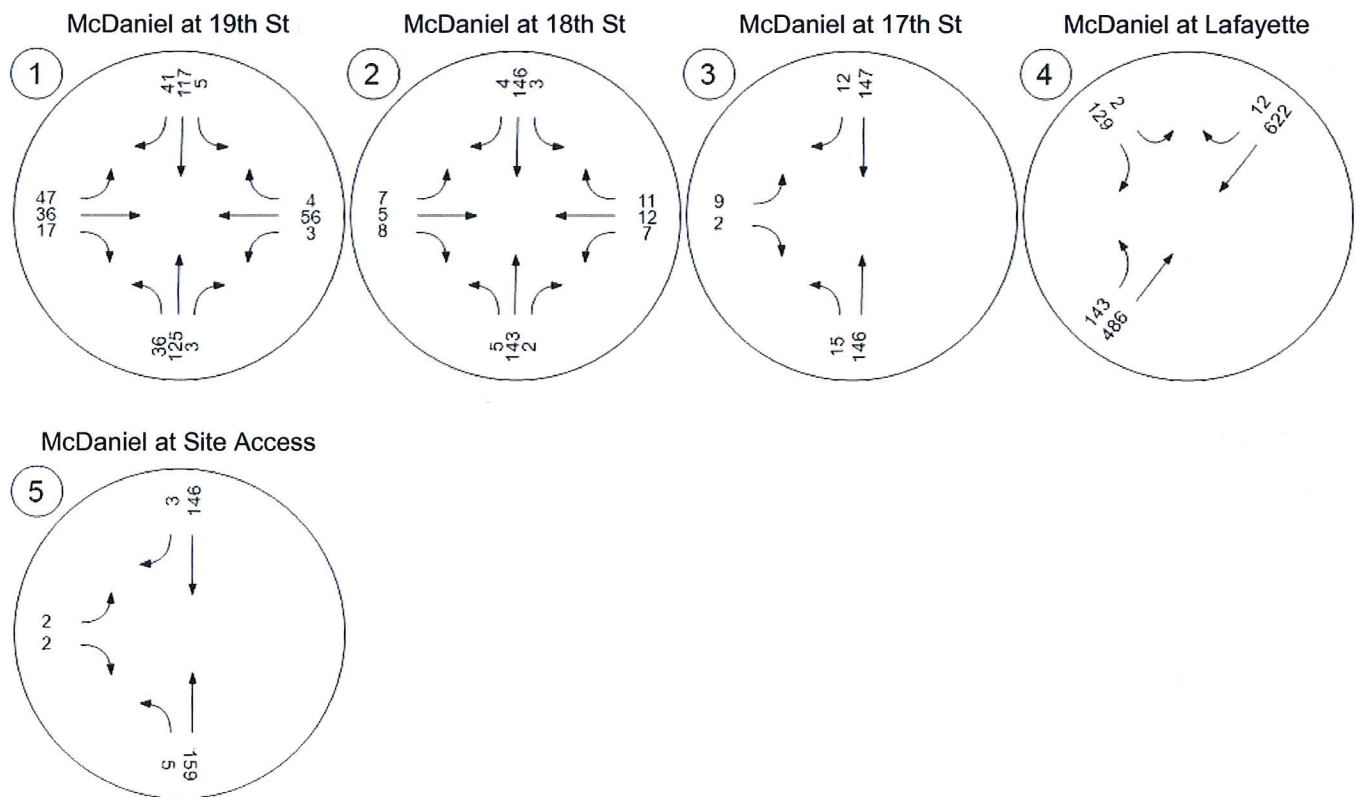
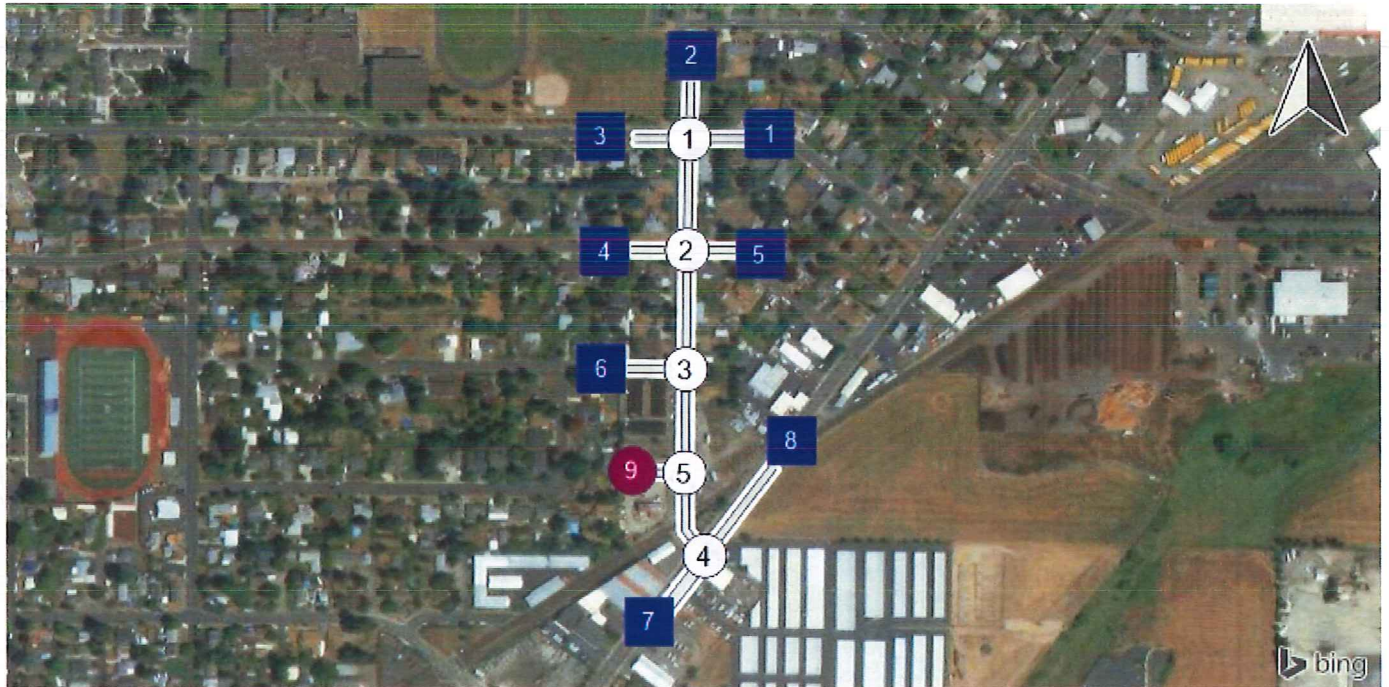
Report Figure 2a: Traffic Volume - Base Volume



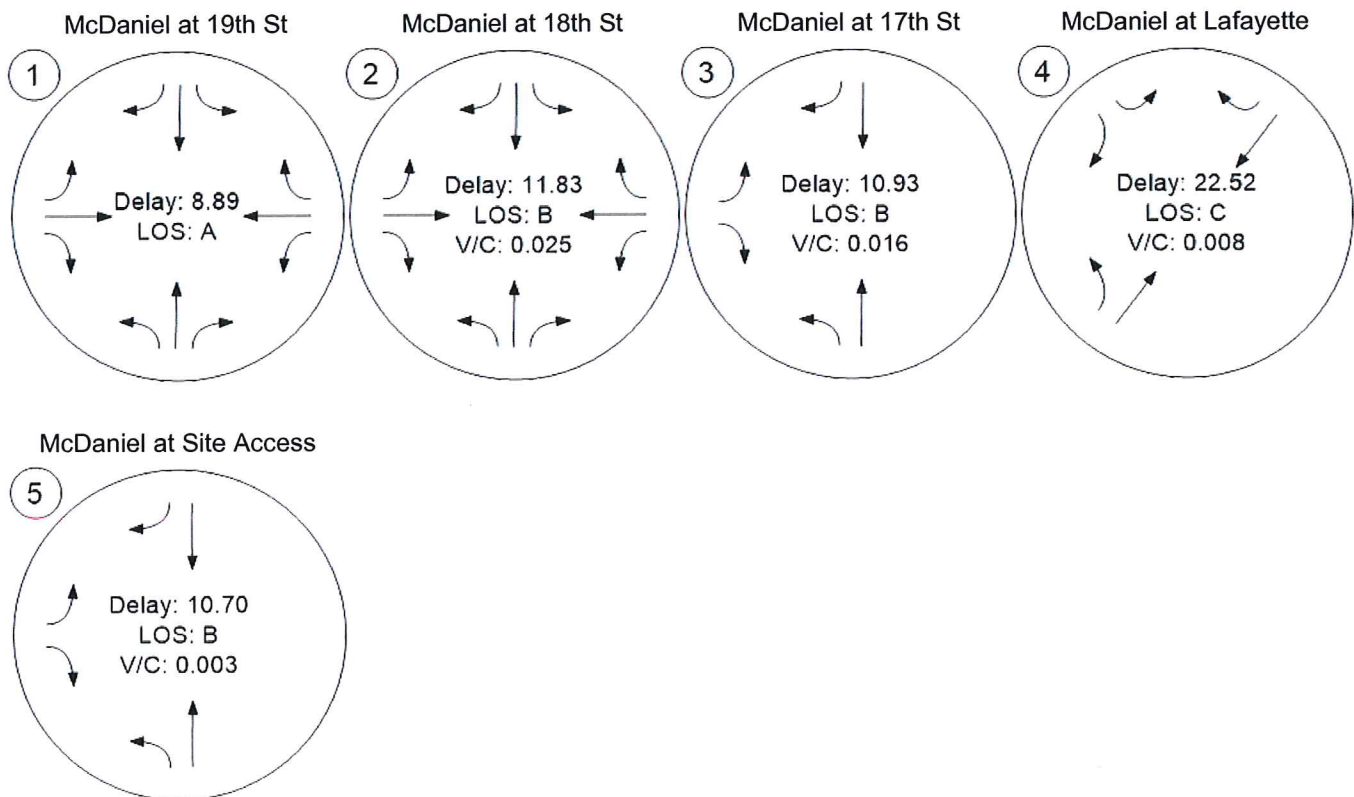
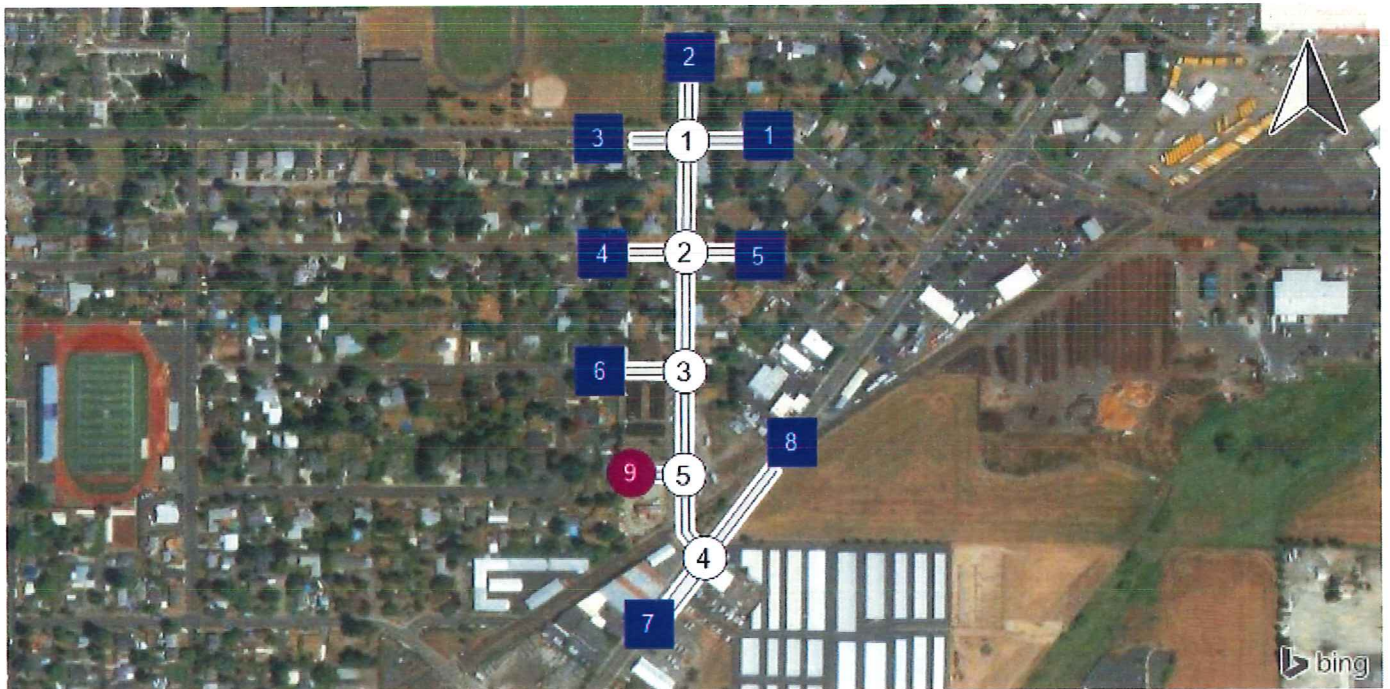
Report Figure 2d: Traffic Volume - Net New Site Trips



Report Figure 2f: Traffic Volume - Future Total Volume



Report Figure 3: Traffic Conditions



18-378 - 17th at McDaniels Apts TIA

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Scenario 5 AM Future - 2028
4/3/2018

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	SB Thru	0.307	9.4	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	EB Left	0.025	12.0	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.022	10.9	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.005	16.4	C
5	McDaniel at Site Access	Two-way stop	HCM 6th Edition	EB Left	0.006	10.8	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: McDaniel at 19th St

Control Type:	All-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.307

Intersection Setup

Name	McDaniel St			McDaniel St			19th St			19th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	McDaniel St			McDaniel St			19th St			19th St		
Base Volume Input [veh/h]	42	68	2	4	109	53	43	29	38	1	31	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70
Growth Rate	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	0	1	0	0	0	0	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	75	3	4	120	58	47	32	43	1	34	2
Peak Hour Factor	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	25	1	1	40	19	16	11	14	0	11	1
Total Analysis Volume [veh/h]	64	100	4	5	160	77	63	43	57	1	45	3
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	737	789	734	695
Degree of Utilization, x	0.23	0.31	0.22	0.07

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.88	1.30	0.85	0.23
95th-Percentile Queue Length [ft]	21.89	32.55	21.17	5.67
Approach Delay [s/veh]	9.33	9.57	9.30	8.57
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	9.35			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 2: McDaniel at 18th St

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 12.0
Level Of Service: B
Volume to Capacity (v/c): 0.025

Intersection Setup

Name	McDaniel St			McDaniel St			18th St			18th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	McDaniel St			McDaniel St			18th St			18th St		
Base Volume Input [veh/h]	3	99	3	2	130	16	10	12	6	0	17	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.90	5.90	5.90	5.90	5.90	5.90	5.90	5.90	5.90	5.90	5.90	5.90
Growth Rate	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	0	0	1	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	112	3	2	144	18	11	13	7	0	19	6
Peak Hour Factor	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	36	1	1	46	6	4	4	2	0	6	2
Total Analysis Volume [veh/h]	4	144	4	3	185	23	14	17	9	0	24	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.03	0.01	0.00	0.04	0.01
d_M, Delay for Movement [s/veh]	7.69	0.00	0.00	7.56	0.00	0.00	11.96	11.87	9.74	11.78	11.85	9.37
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh]	0.38	0.38	0.38	0.53	0.53	0.53	0.21	0.21	0.21	0.17	0.17	0.17
95th-Percentile Queue Length [ft]	9.57	9.57	9.57	13.15	13.15	13.15	5.34	5.34	5.34	4.14	4.14	4.14
d_A, Approach Delay [s/veh]	0.20			0.11			11.42			11.23		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.00											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: McDaniel at 17th St

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	McDaniel St		McDaniel St		17th St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	McDaniel St		McDaniel St		17th St	
Base Volume Input [veh/h]	4	98	127	7	9	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.86	3.86	3.86	3.86	3.86	3.86
Growth Rate	1.10	1.10	1.10	1.10	1.10	1.10
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	111	141	8	10	14
Peak Hour Factor	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	38	48	3	3	5
Total Analysis Volume [veh/h]	5	150	191	11	14	19
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.02
d_M, Delay for Movement [s/veh]	7.66	0.00	0.00	0.00	10.89	9.51
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.39	0.39	0.00	0.00	0.14	0.14
95th-Percentile Queue Length [ft]	9.63	9.63	0.00	0.00	3.50	3.50
d_A, Approach Delay [s/veh]	0.25		0.00		10.10	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.95					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: McDaniel at Lafayette

Control Type:	Two-way stop	Delay (sec / veh):	16.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Lafayette Ave		Lafayette Ave		McDaniel St	
Approach	Northeastbound		Southwestbound		Southeastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Lafayette Ave		Lafayette Ave		McDaniel St	
Base Volume Input [veh/h]	97	324	297	3	2	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	7.37	7.37	7.37	7.37	7.37	7.37
Growth Rate	1.10	1.10	1.10	1.10	1.10	1.10
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	0	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	108	356	327	3	2	162
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	102	94	1	1	47
Total Analysis Volume [veh/h]	124	409	376	3	2	186
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	2
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.00	0.00	0.00	0.01	0.28
d_M, Delay for Movement [s/veh]	8.51	0.00	0.00	0.00	16.37	12.60
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.36	0.00	0.00	0.00	1.16	1.16
95th-Percentile Queue Length [ft]	9.03	0.00	0.00	0.00	29.03	29.03
d_A, Approach Delay [s/veh]	1.98		0.00		12.64	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.12					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 5: McDaniel at Site Access

Control Type:	Two-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	McDaniel St		McDaniel St		Site Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	McDaniel St		McDaniel St		Site Access	
Base Volume Input [veh/h]	0	102	145	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	4.00	4.00	4.00	4.00	4.00
Growth Rate	1.10	1.10	1.10	1.10	1.10	1.10
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	1	3	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	112	160	1	3	5
Peak Hour Factor	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	38	54	0	1	2
Total Analysis Volume [veh/h]	1	151	216	1	4	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	7.69	0.00	0.00	0.00	10.82	9.47
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.38	0.38	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft]	9.56	9.56	0.00	0.00	1.14	1.14
d_A, Approach Delay [s/veh]	0.05		0.00		9.96	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.31					
Intersection LOS	B					

18-378 - 17th at McDaniels Apts TIA

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Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	McDaniel at 19th St	48	75	3	4	120	58	47	32	43	1	34	2	467

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	McDaniel at 18th St	3	112	3	2	144	18	11	13	7	0	19	6	338

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
3	McDaniel at 17th St	4	111	141	8	10	14	288

ID	Intersection Name	Northeastbound		Southwestbound		Southeastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
4	McDaniel at Lafayette	108	356	327	3	2	162	958

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
5	McDaniel at Site Access	1	112	160	1	3	5	282

18-378 - 17th at McDaniels Apts TIA

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Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	McDaniel at 19th St	Final Base	42	68	2	4	109	53	43	29	38	1	31	2	422
		Growth Rate	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	2	0	1	0	0	0	0	0	1	0	0	0	4
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	48	75	3	4	120	58	47	32	43	1	34	2	467

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	McDaniel at 18th St	Final Base	3	99	3	2	130	16	10	12	6	0	17	5	303
		Growth Rate	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	3	0	0	1	0	0	0	0	0	0	0	4
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	3	112	3	2	144	18	11	13	7	0	19	6	338

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
3	McDaniel at 17th St	Final Base	4	98	127	7	9	13	258
		Growth Rate	1.10	1.10	1.10	1.10	1.10	1.10	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	3	1	0	0	0	4
		Other	0	0	0	0	0	0	0
		Future Total	4	111	141	8	10	14	288

ID	Intersection Name	Volume Type	Northeastbound		Southwestbound		Southeastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
4	McDaniel at Lafayette	Final Base	97	324	297	3	2	143	866
		Growth Rate	1.10	1.10	1.10	1.10	1.10	1.10	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	1	0	0	0	0	5	6
		Other	0	0	0	0	0	0	0
		Future Total	108	356	327	3	2	162	958

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
5	McDaniel at Site Access	Final Base	0	102	145	0	0	0	247
		Growth Rate	1.10	1.10	1.10	1.10	1.10	1.10	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	1	0	0	1	3	5	10
		Other	0	0	0	0	0	0	0
		Future Total	1	112	160	1	3	5	282

18-378 - 17th at McDaniels Apts TIA

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Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
9: McDaniel St Apts	Apartments	ITE 220	Apartment Unit	0.510	29.000	20.00	80.00	3	12	15	100.00
Added Trips Total								3	12	15	100.00

18-378 - 17th at McDaniels Apts TIA

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Scenario 5 AM Future - 2028

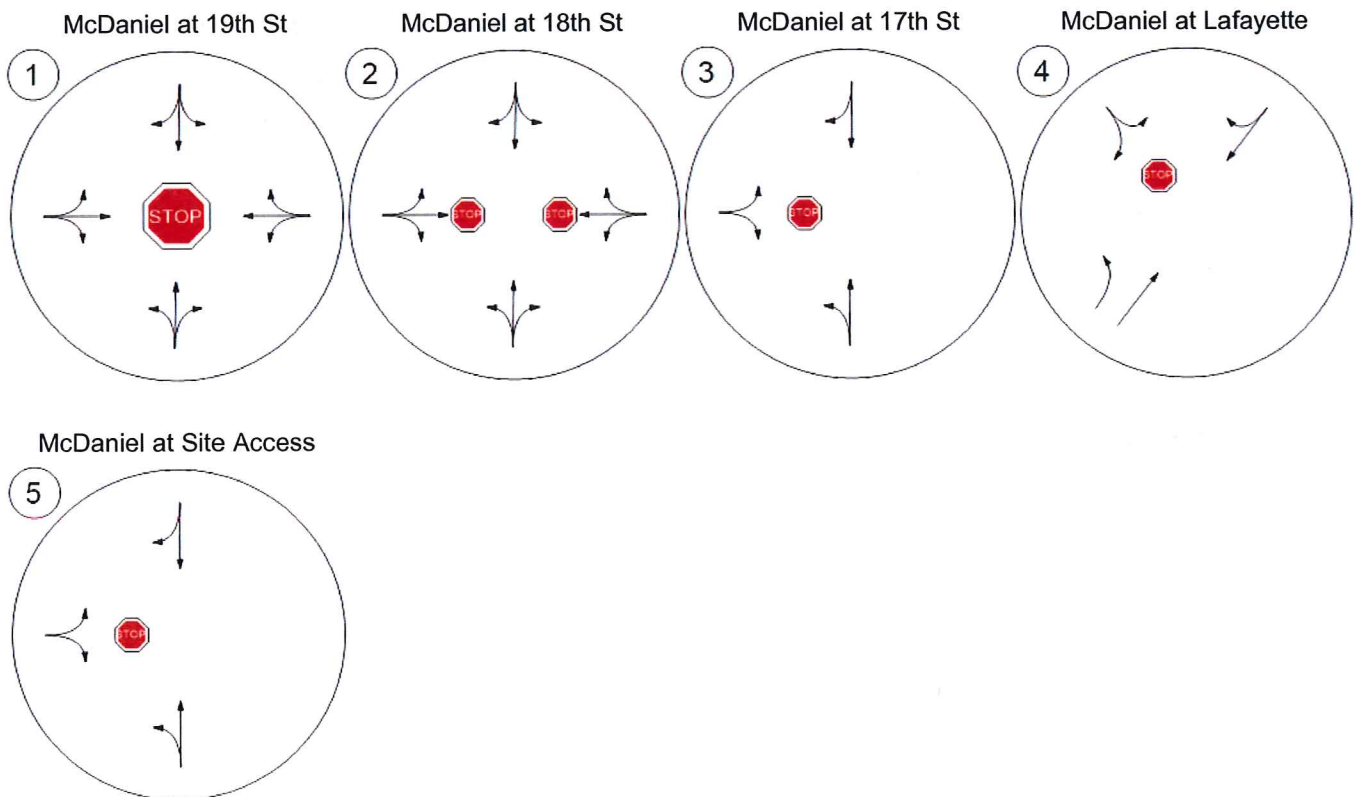
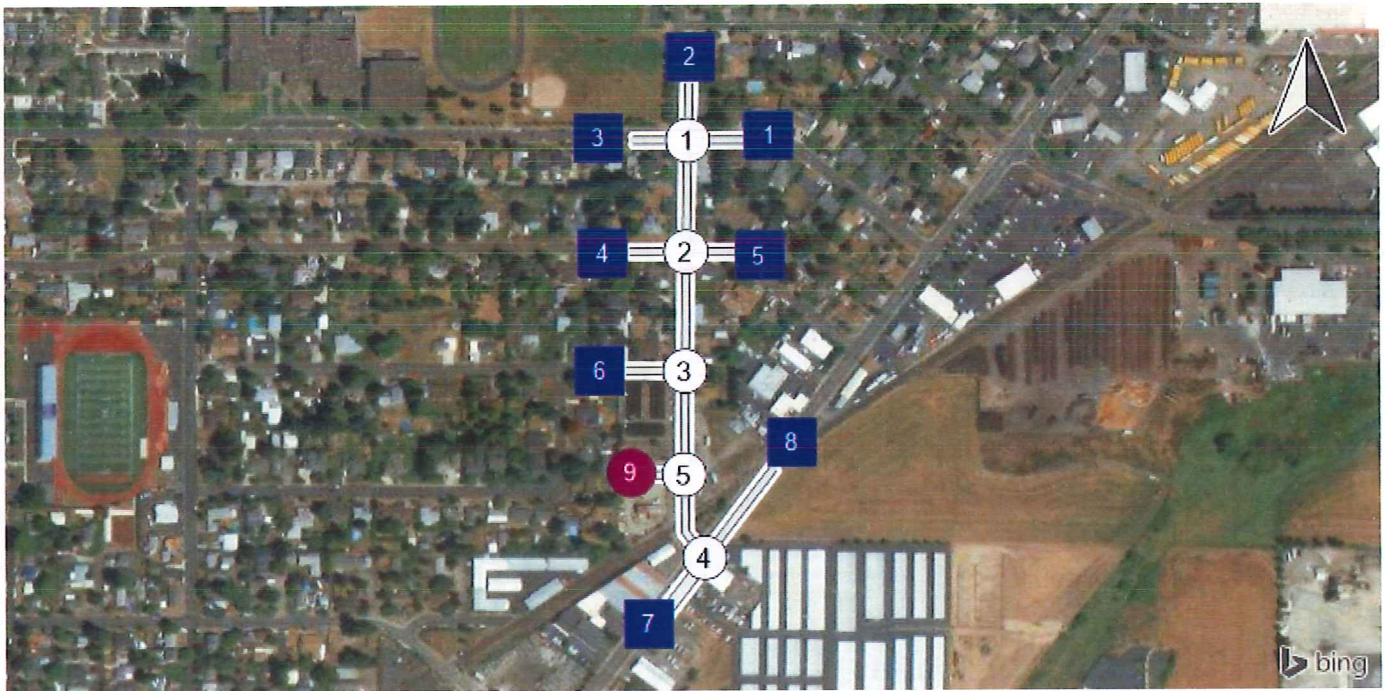
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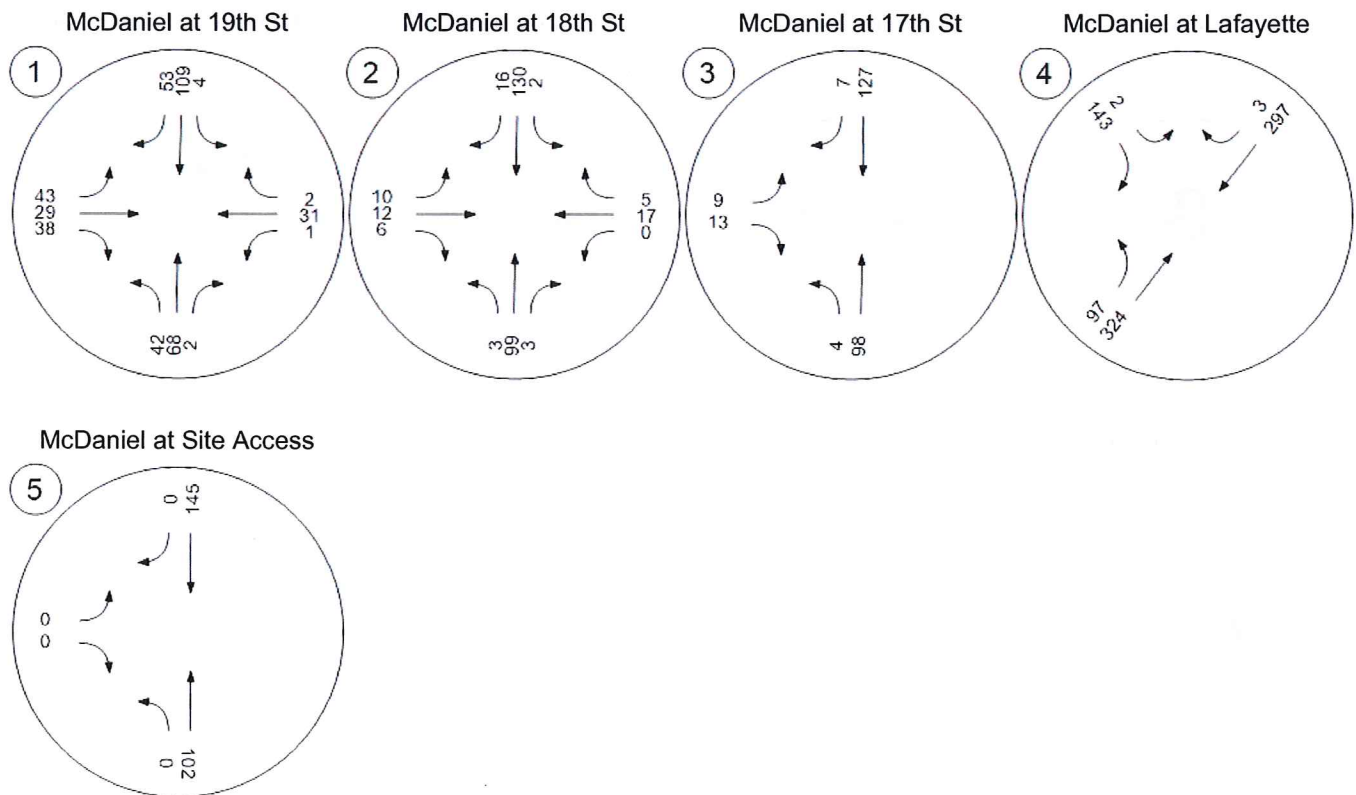
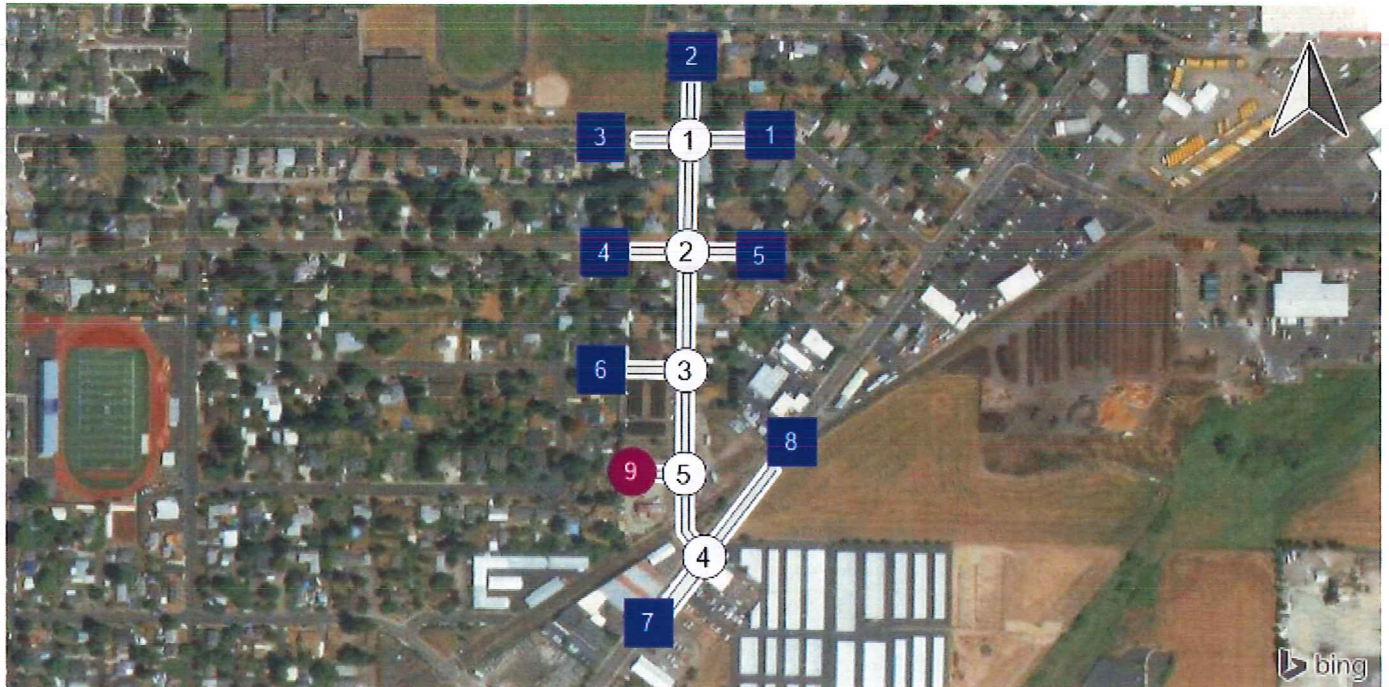
Trip Distribution summary

Zone / Gate	Zone 9: McDaniel St Apts			
	To McDaniel St Apts:		From McDaniel St Apts:	
	Share %	Trips	Share %	Trips
1: Gate	10.00	0	10.00	1
2: Gate	0.00	0	0.00	0
3: Gate	20.00	1	20.00	2
4: Gate	0.00	0	0.00	0
5: Gate	0.00	0	0.00	0
6: Gate	0.00	0	0.00	0
7: Gate	40.00	1	40.00	5
8: Gate	0.00	0	0.00	0
Total	70.00	2	70.00	8

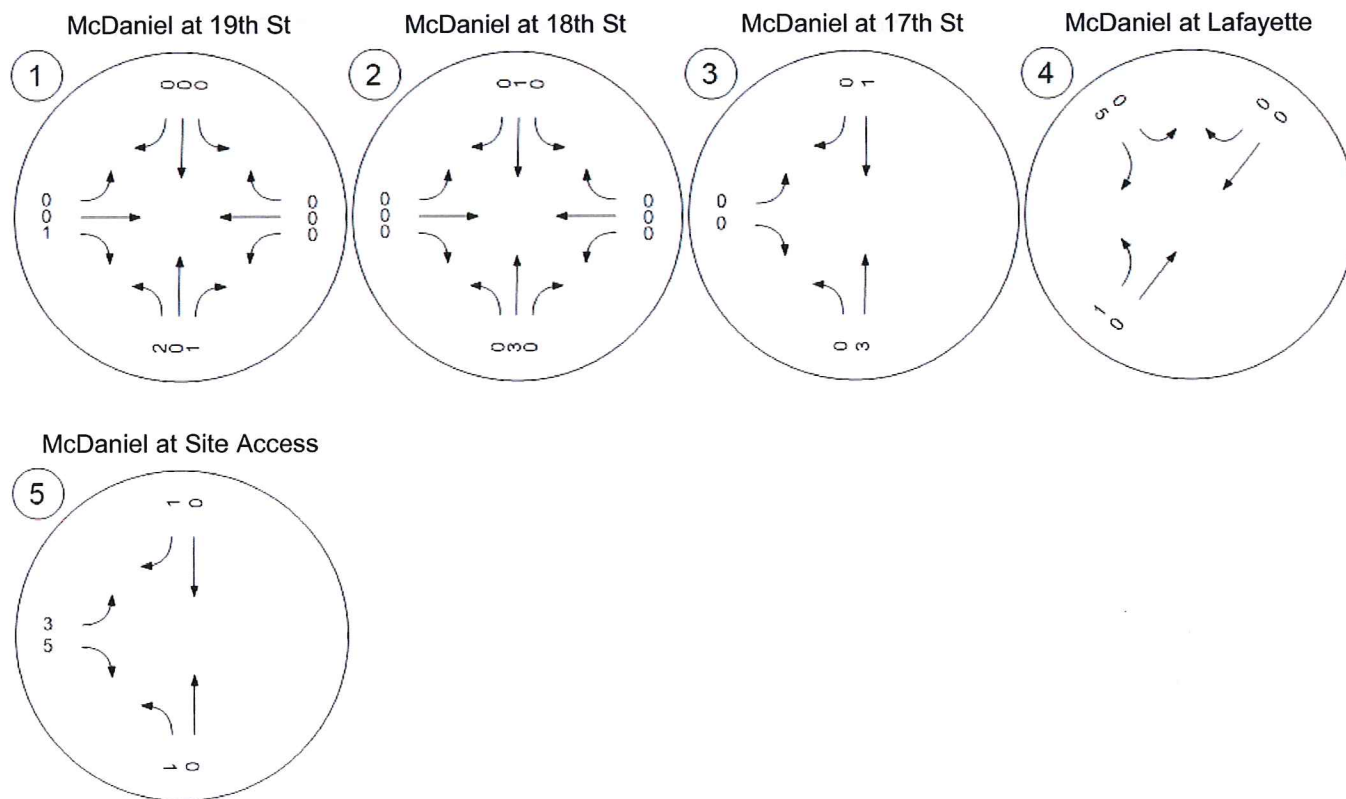
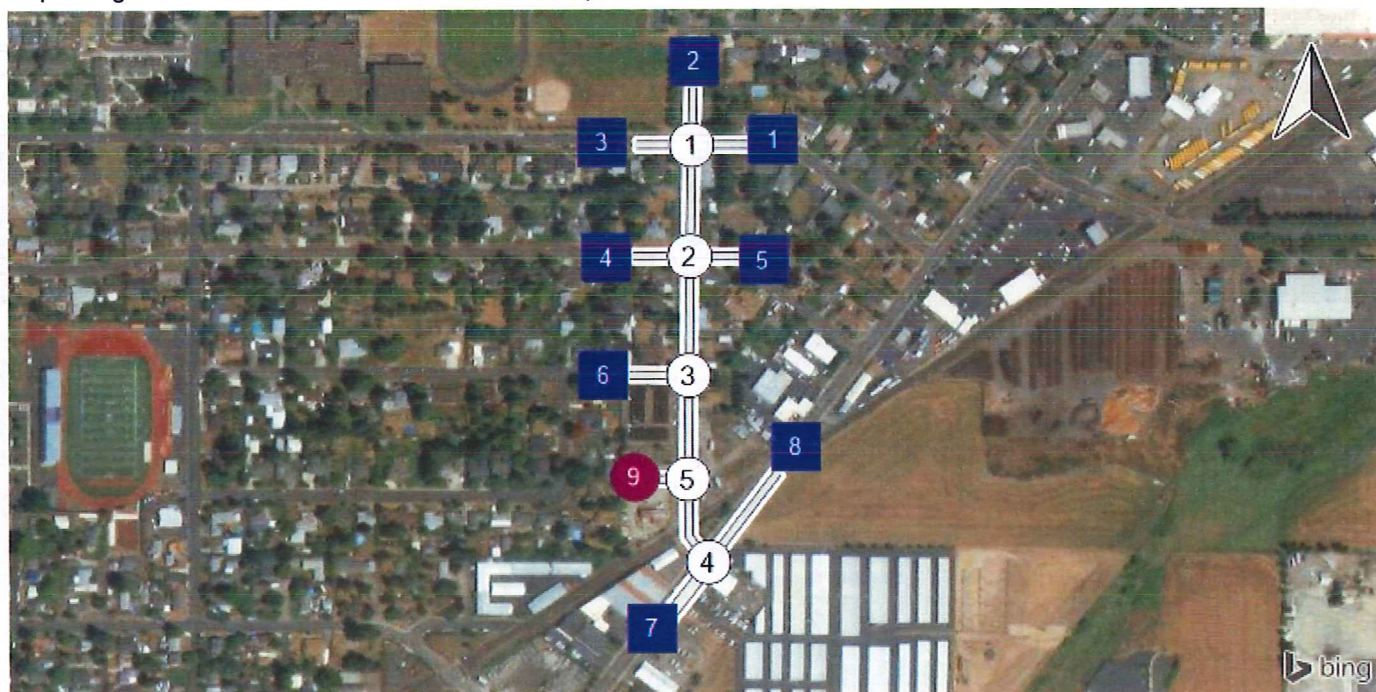
Report Figure 1: Lane Configuration and Traffic Control



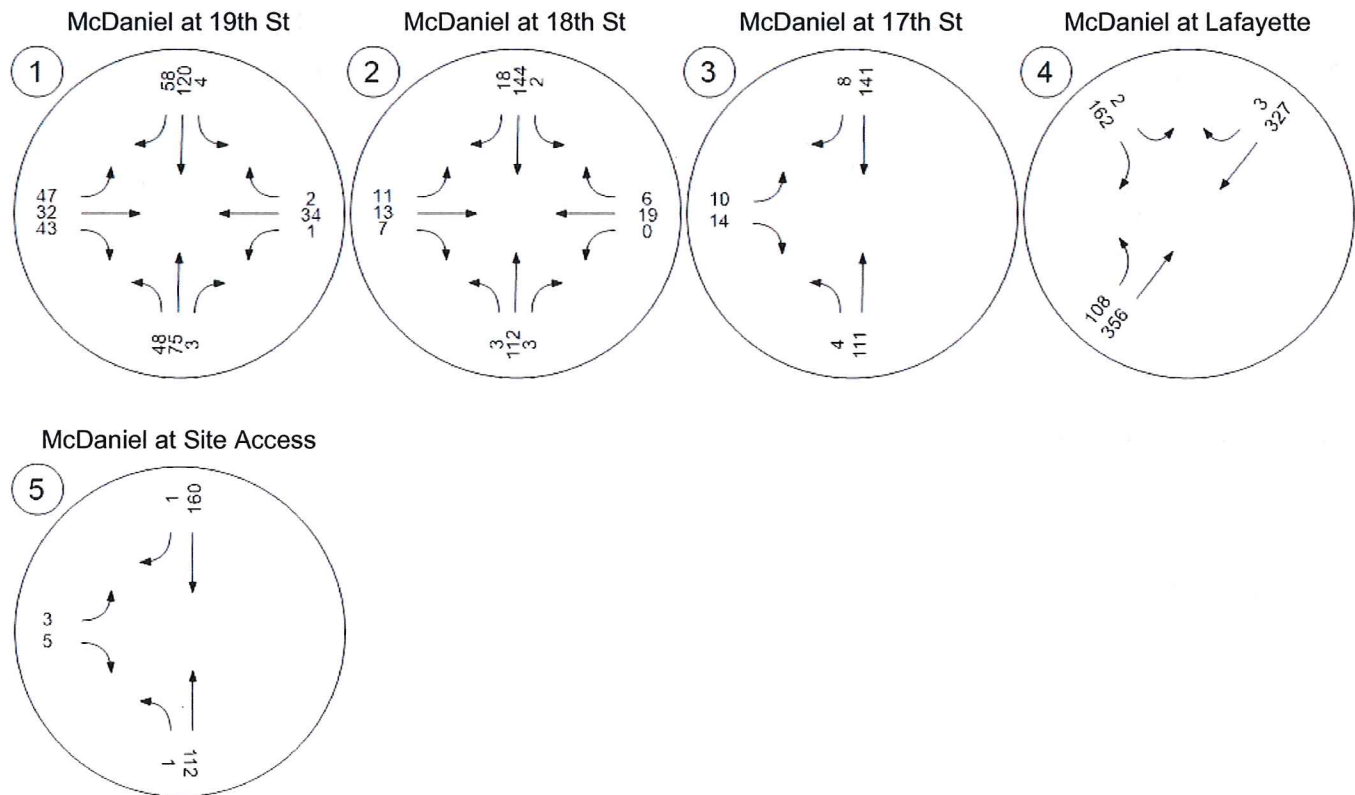
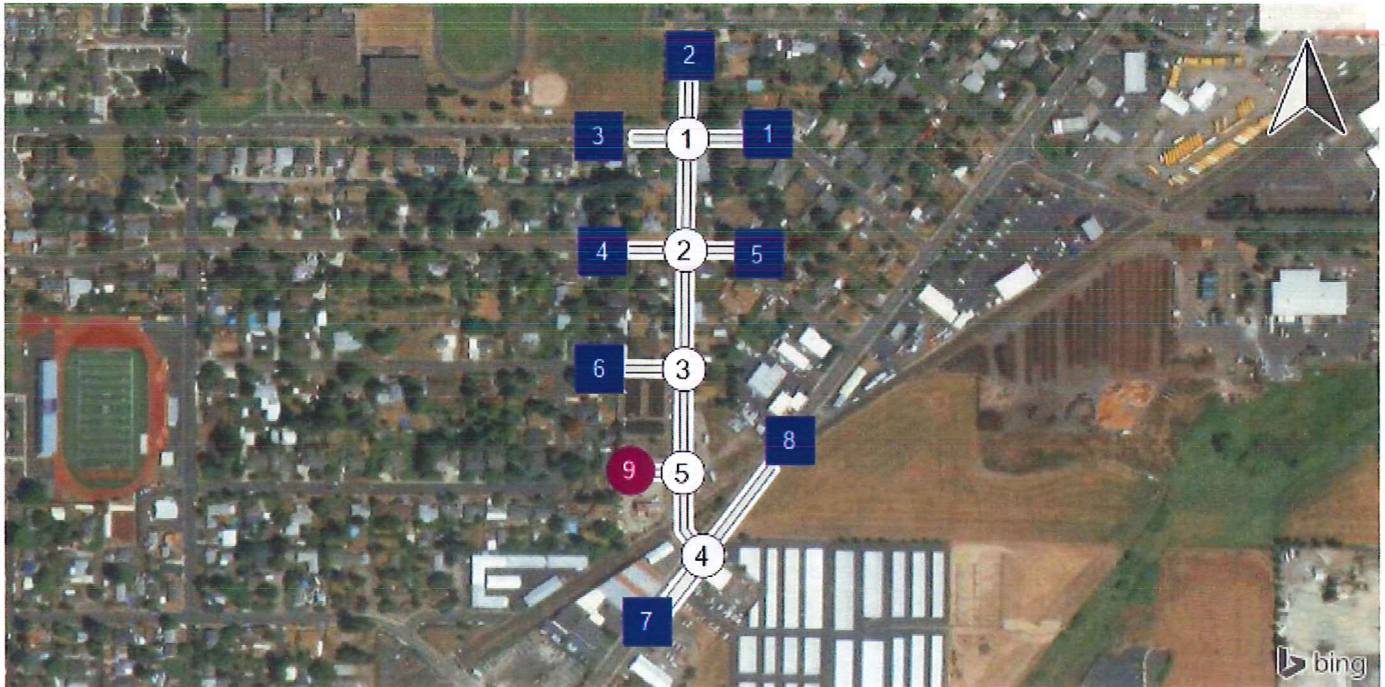
Report Figure 2a: Traffic Volume - Base Volume



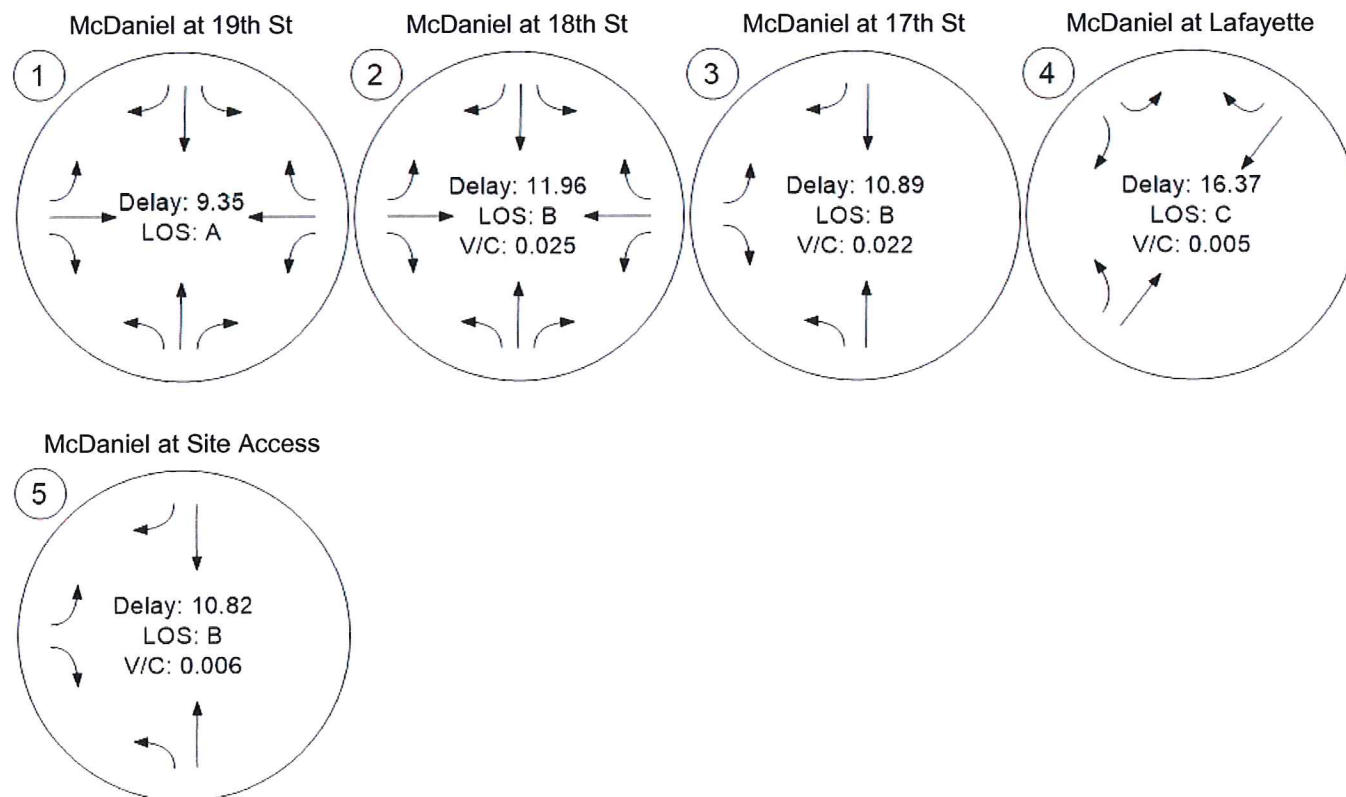
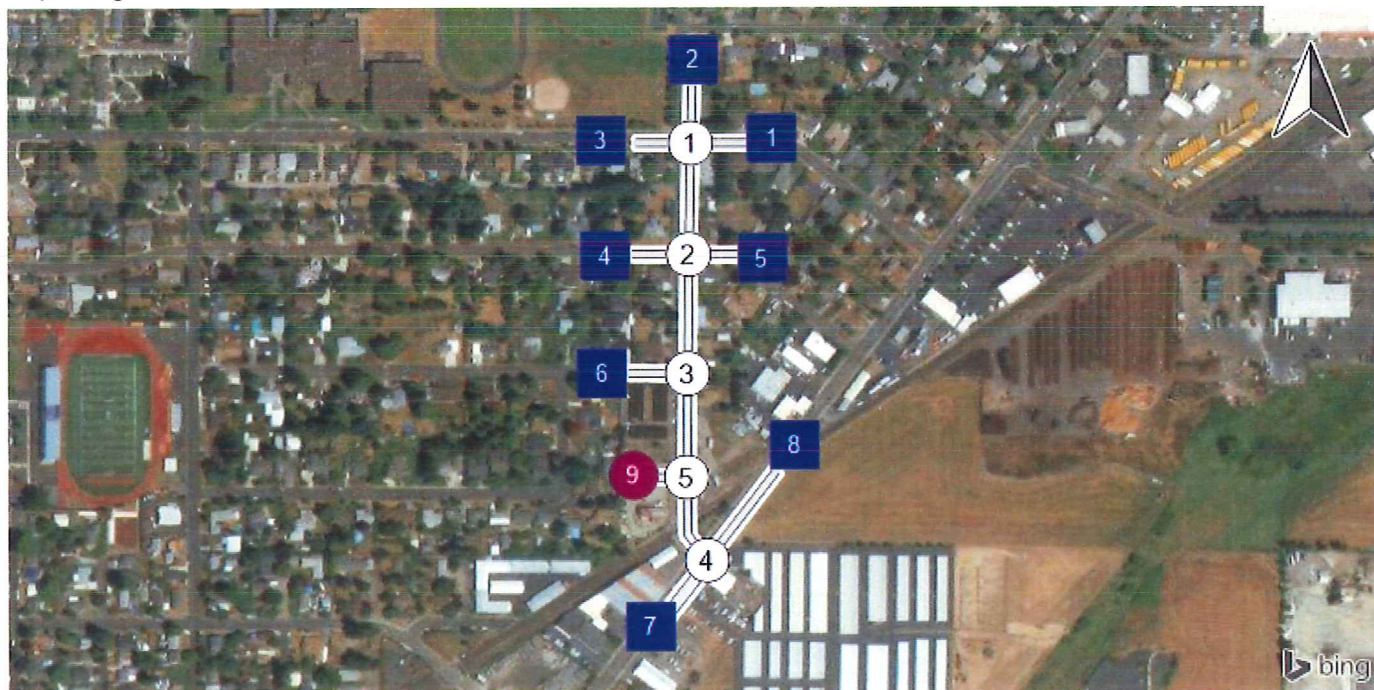
Report Figure 2d: Traffic Volume - Net New Site Trips



Report Figure 2f: Traffic Volume - Future Total Volume



Report Figure 3: Traffic Conditions



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Scenario 6 PM Future - 2028

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	McDaniel at 19th St	All-way stop	HCM 6th Edition	NB Thru	0.275	9.2	A
2	McDaniel at 18th St	Two-way stop	HCM 6th Edition	WB Thru	0.028	12.2	B
3	McDaniel at 17th St	Two-way stop	HCM 6th Edition	EB Left	0.019	11.3	B
4	McDaniel at Lafayette	Two-way stop	HCM 6th Edition	SEB Left	0.009	26.3	D
5	McDaniel at Site Access	Two-way stop	HCM 6th Edition	EB Left	0.003	11.0	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: McDaniel at 19th St

Control Type:	All-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.275

Intersection Setup

Name	McDaniel St			McDaniel St			19th St			19th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	McDaniel St			McDaniel St			19th St			19th St		
Base Volume Input [veh/h]	35	125	2	5	117	41	47	36	15	2	56	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Growth Rate	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	1	0	0	0	0	0	2	1	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	138	3	6	129	45	52	40	19	3	62	4
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	40	1	2	37	13	15	11	5	1	18	1
Total Analysis Volume [veh/h]	46	159	3	7	148	52	60	46	22	3	71	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	758	786	717	710
Degree of Utilization, x	0.27	0.26	0.18	0.11

Movement, Approach, & Intersection Results





95th-Percentile Queue Length [veh]	1.12	1.06	0.65	0.37
95th-Percentile Queue Length [ft]	27.93	26.44	16.16	9.36
Approach Delay [s/veh]	9.54	9.21	9.11	8.71
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	9.24			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 2: McDaniel at 18th St

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 12.2
Level Of Service: B
Volume to Capacity (v/c): 0.028

Intersection Setup

Name	McDaniel St			McDaniel St			18th St			18th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	McDaniel St			McDaniel St			18th St			18th St		
Base Volume Input [veh/h]	5	141	2	3	143	4	7	5	8	7	12	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10
Growth Rate	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	0	0	3	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	157	2	3	160	4	8	6	9	8	13	12
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	47	1	1	48	1	2	2	3	2	4	4
Total Analysis Volume [veh/h]	7	187	2	4	190	5	10	7	11	10	15	14
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.01	0.02	0.03	0.02
d_M, Delay for Movement [s/veh]	7.64	0.00	0.00	7.62	0.00	0.00	12.20	12.08	9.53	12.16	12.21	9.63
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh]	0.50	0.50	0.50	0.50	0.50	0.50	0.14	0.14	0.14	0.20	0.20	0.20
95th-Percentile Queue Length [ft]	12.46	12.46	12.46	12.61	12.61	12.61	3.56	3.56	3.56	5.08	5.08	5.08
d_A, Approach Delay [s/veh]	0.27			0.15			11.12			11.27		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	1.81											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: McDaniel at 17th St

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 11.3
Level Of Service: B
Volume to Capacity (v/c): 0.019

Intersection Setup

Name	McDaniel St		McDaniel St		17th St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	McDaniel St		McDaniel St		17th St	
Base Volume Input [veh/h]	15	144	144	12	9	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.60	0.60	0.60	0.60	0.60	0.60
Growth Rate	1.10	1.10	1.10	1.10	1.10	1.10
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	3	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	160	161	13	10	2
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	46	46	4	3	1
Total Analysis Volume [veh/h]	20	184	185	15	11	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	7.65	0.00	0.00	0.00	11.27	9.35
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.52	0.52	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft]	12.96	12.96	0.00	0.00	1.62	1.62
d_A, Approach Delay [s/veh]	0.75		0.00		10.98	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.71					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: McDaniel at Lafayette

Control Type:	Two-way stop	Delay (sec / veh):	26.3
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	Lafayette Ave		Lafayette Ave		McDaniel St	
Approach	Northeastbound		Southwestbound		Southeastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Lafayette Ave		Lafayette Ave		McDaniel St	
Base Volume Input [veh/h]	138	486	622	12	2	127
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.30	3.30	3.30	3.30	3.30	3.30
Growth Rate	1.10	1.10	1.10	1.10	1.10	1.10
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	0	0	0	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	157	535	684	13	2	142
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	149	190	4	1	39
Total Analysis Volume [veh/h]	174	594	760	14	2	158
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	2
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.01	0.01	0.00	0.01	0.39
d_M, Delay for Movement [s/veh]	10.44	0.00	0.00	0.00	26.32	19.68
Movement LOS	B	A	A	A	D	C
95th-Percentile Queue Length [veh]	0.78	0.00	0.00	0.00	1.85	1.85
95th-Percentile Queue Length [ft]	19.54	0.00	0.00	0.00	46.17	46.17
d_A, Approach Delay [s/veh]	2.36		0.00		19.76	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	2.92					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 5: McDaniel at Site Access

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	McDaniel St		McDaniel St		Site Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	McDaniel St		McDaniel St		Site Access	
Base Volume Input [veh/h]	0	159	146	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.60	0.60	0.60	0.60	0.60	0.60
Growth Rate	1.10	1.10	1.10	1.10	1.10	1.10
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	0	0	3	2	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	175	161	3	2	2
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	50	46	1	1	1
Total Analysis Volume [veh/h]	6	201	185	3	2	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.59	9.00	0.00	0.00	10.97	9.22
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.52	0.52	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft]	13.03	13.03	0.00	0.00	0.42	0.42
d_A, Approach Delay [s/veh]	0.22		0.00		10.09	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	B					

18-378 - 17th at McDaniels Apts TIA

Vistro File: J:\...\18-379 McDaniels St Apts TIA.vistro

Scenario 6 PM Future - 2028

Report File: J:\...\18-379 PM Future 2028.pdf

4/3/2018

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	McDaniel at 19th St	40	138	3	6	129	45	52	40	19	3	62	4	541

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	McDaniel at 18th St	6	157	2	3	160	4	8	6	9	8	13	12	388

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
3	McDaniel at 17th St	17	160	161	13	10	2	363

ID	Intersection Name	Northeastbound		Southwestbound		Southeastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
4	McDaniel at Lafayette	157	535	684	13	2	142	1533

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
5	McDaniel at Site Access	5	175	161	3	2	2	348

18-378 - 17th at McDaniels Apts TIA

Vistro File: J:\...\18-379 McDaniels St Apts TIA.vistro

Scenario 6 PM Future - 2028

Report File: J:\...\18-379 PM Future 2028.pdf

4/3/2018

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	McDaniel at 19th St	Final Base	35	125	2	5	117	41	47	36	15	2	56	4	485
		Growth Rate	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	1	0	1	0	0	0	0	0	2	1	0	0	5
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	40	138	3	6	129	45	52	40	19	3	62	4	541

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	McDaniel at 18th St	Final Base	5	141	2	3	143	4	7	5	8	7	12	11	348
		Growth Rate	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	2	0	0	3	0	0	0	0	0	0	0	5
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	6	157	2	3	160	4	8	6	9	8	13	12	388

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
3	McDaniel at 17th St	Final Base	15	144	144	12	9	2	326
		Growth Rate	1.10	1.10	1.10	1.10	1.10	1.10	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	2	3	0	0	0	5
		Other	0	0	0	0	0	0	0
		Future Total	17	160	161	13	10	2	363

ID	Intersection Name	Volume Type	Northeastbound		Southwestbound		Southeastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
4	McDaniel at Lafayette	Final Base	138	486	622	12	2	127	1387
		Growth Rate	1.10	1.10	1.10	1.10	1.10	1.10	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	5	0	0	0	0	2	7
		Other	0	0	0	0	0	0	0
		Future Total	157	535	684	13	2	142	1533

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
5	McDaniel at Site Access	Final Base	0	159	146	0	0	0	305
		Growth Rate	1.10	1.10	1.10	1.10	1.10	1.10	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	5	0	0	3	2	2	12
		Other	0	0	0	0	0	0	0
		Future Total	5	175	161	3	2	2	348

18-378 - 17th at McDaniels Apts TIA

Vistro File: J:\...\18-379 McDaniels St Apts TIA.vistro

Scenario 6 PM Future - 2028

Report File: J:\...\18-379 PM Future 2028.pdf

4/3/2018

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
9: McDaniel St Apts	Apartments	ITE 220	Apartment Unit	0.620	29.000	65.00	35.00	12	6	18	100.00
Added Trips Total								12	6	18	100.00

18-378 - 17th at McDaniels Apts TIA

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Scenario 6 PM Future - 2028

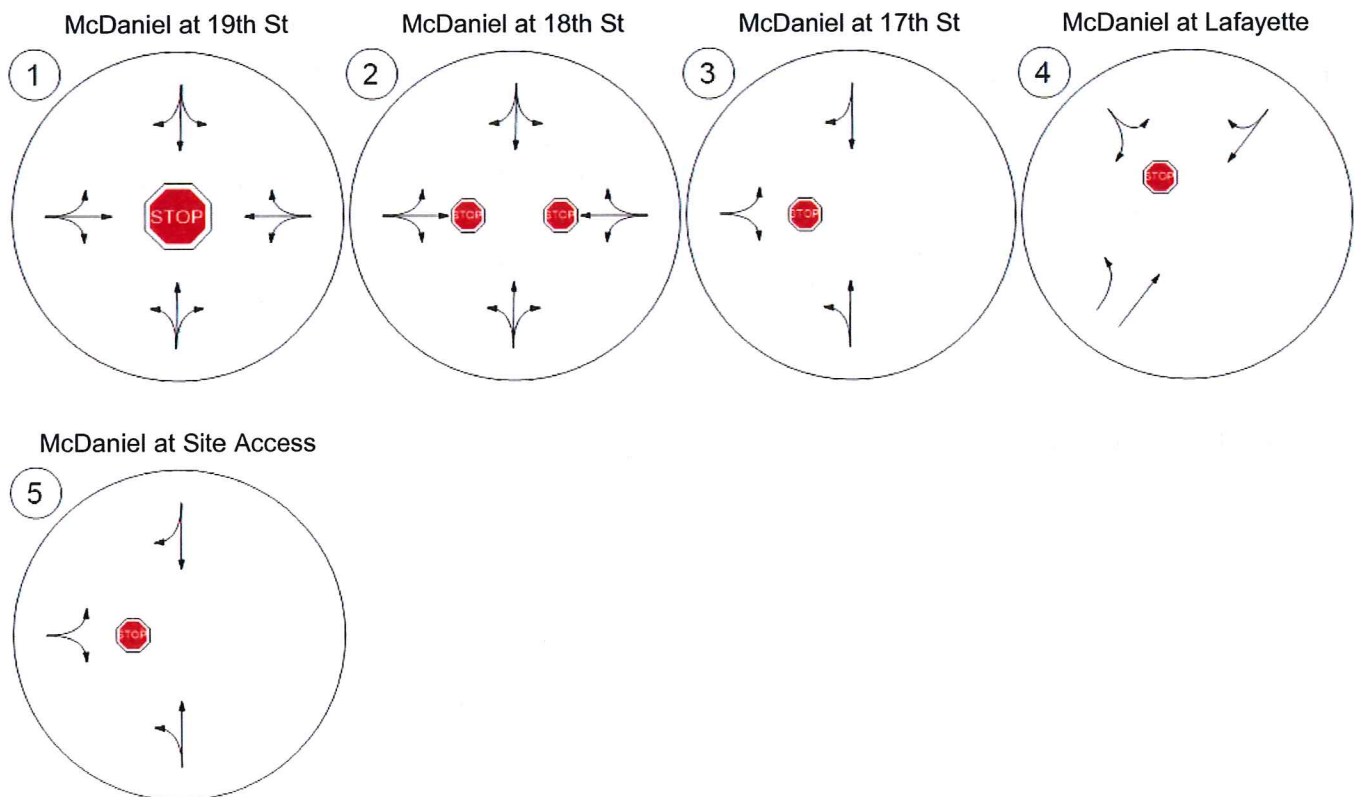
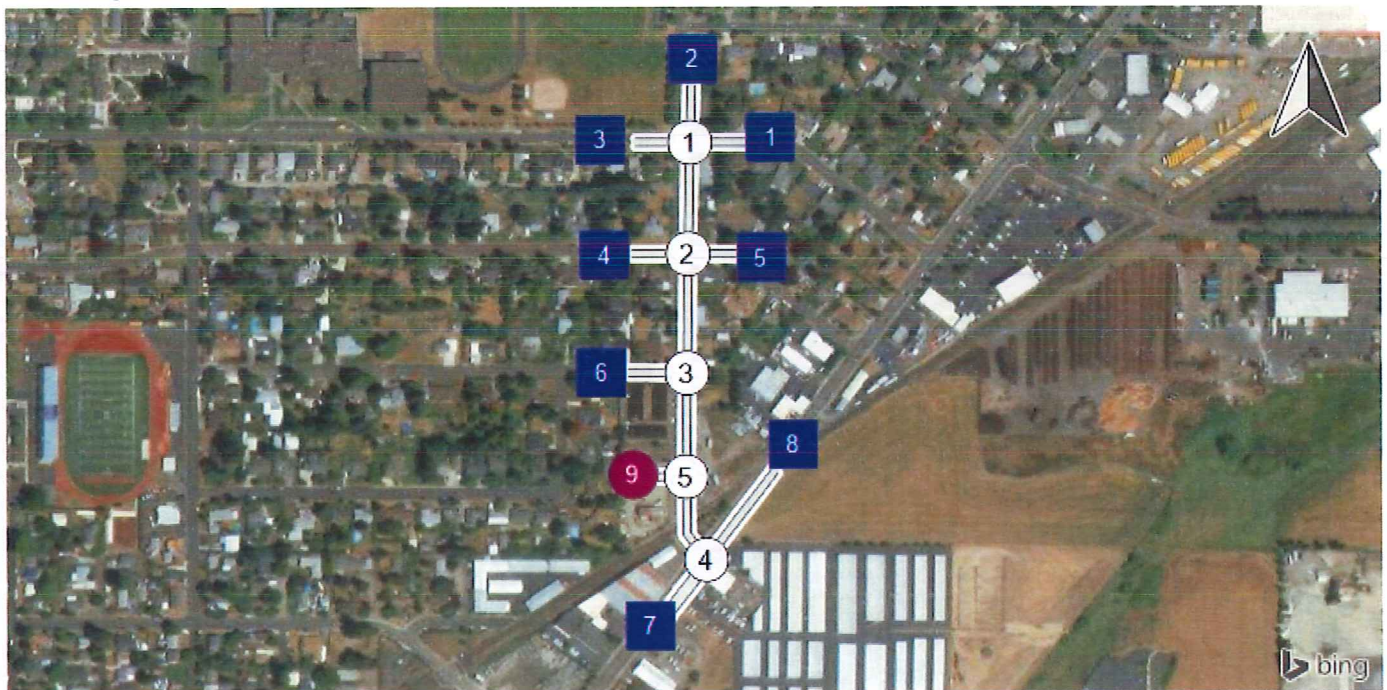
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4/3/2018

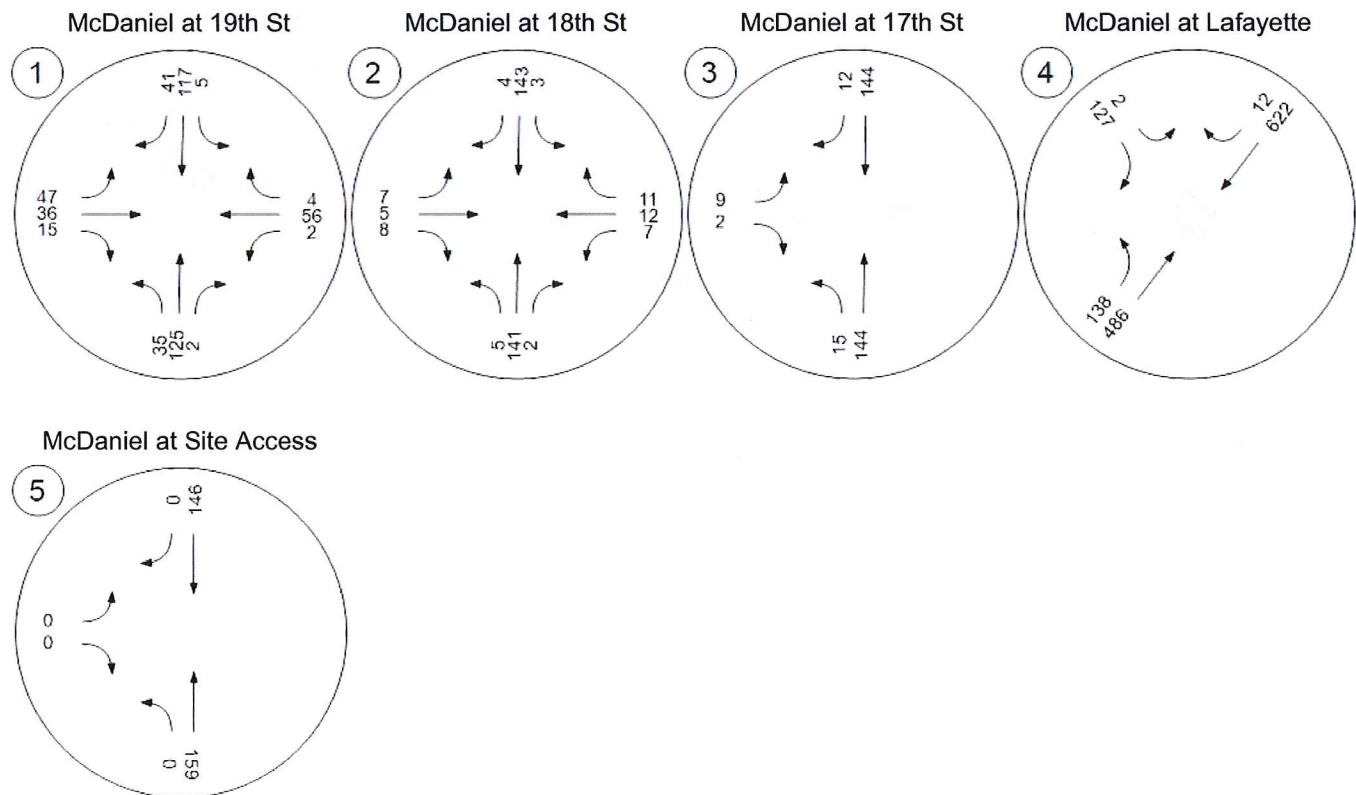
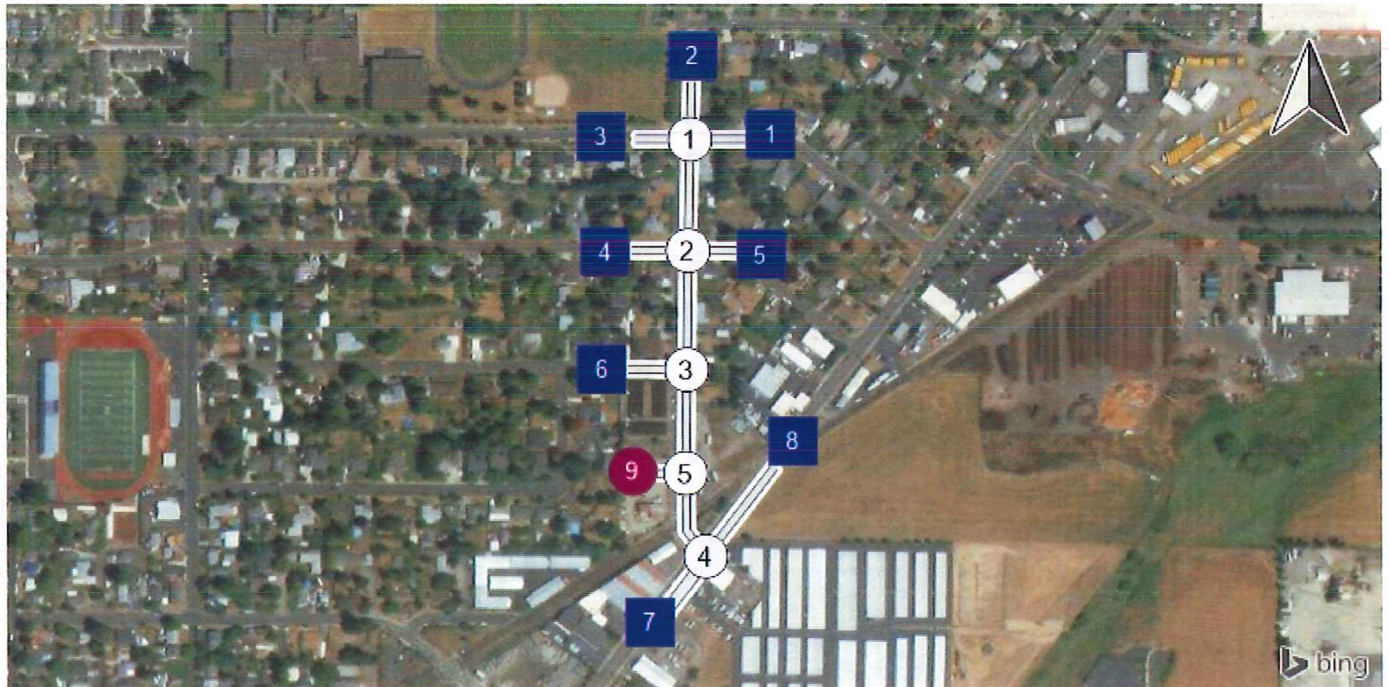
Trip Distribution summary

Zone / Gate	Zone 9: McDaniel St Apts			
	To McDaniel St Apts:		From McDaniel St Apts:	
	Share %	Trips	Share %	Trips
1: Gate	10.00	1	10.00	1
2: Gate	0.00	0	0.00	0
3: Gate	20.00	2	20.00	1
4: Gate	0.00	0	0.00	0
5: Gate	0.00	0	0.00	0
6: Gate	0.00	0	0.00	0
7: Gate	40.00	5	40.00	2
8: Gate	0.00	0	0.00	0
Total	70.00	8	70.00	4

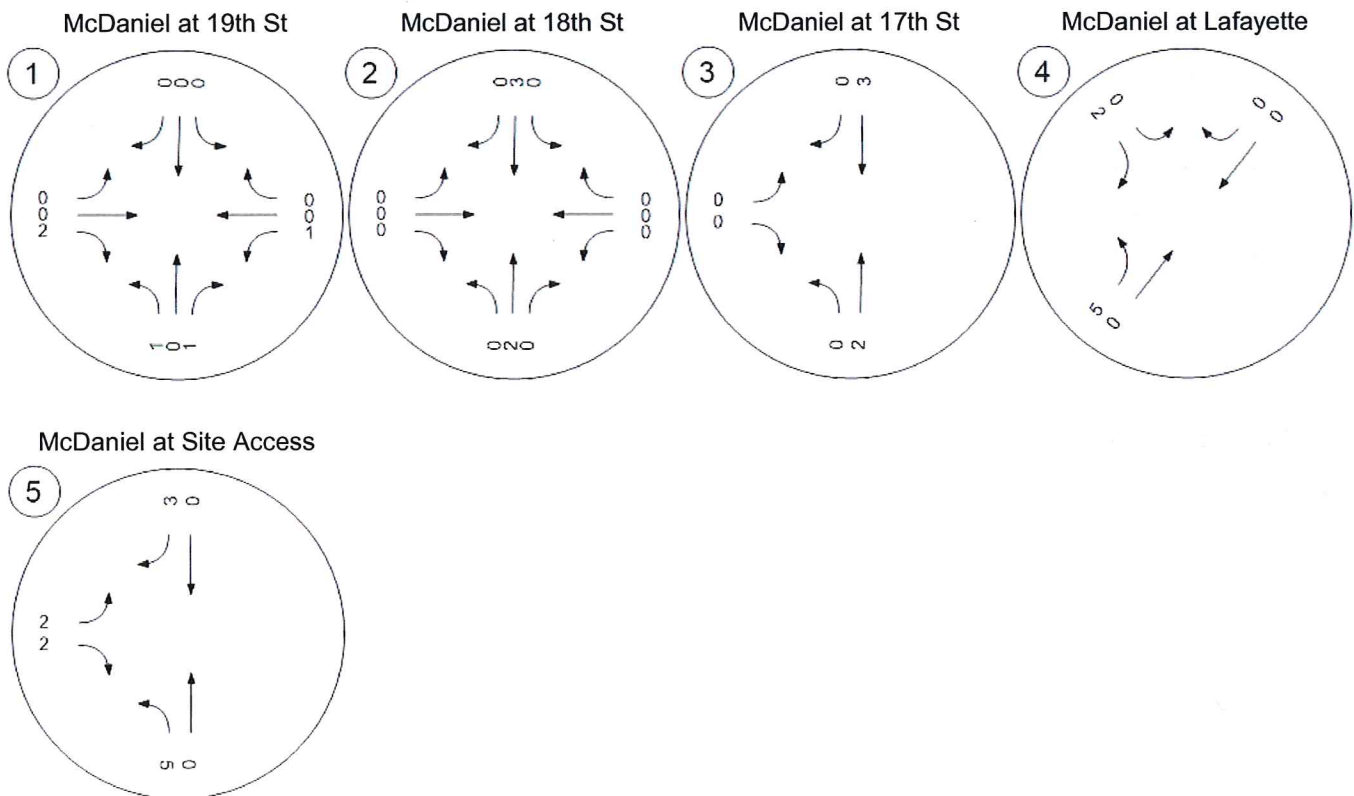
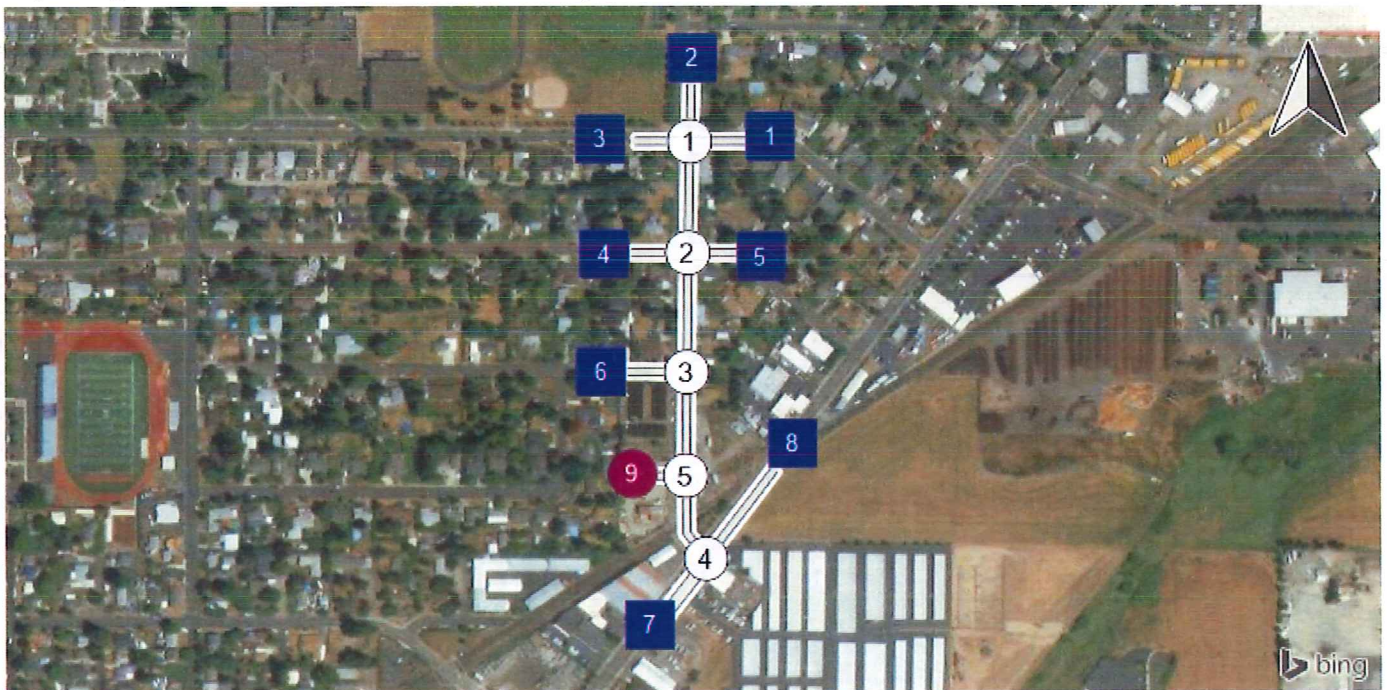
Report Figure 1: Lane Configuration and Traffic Control



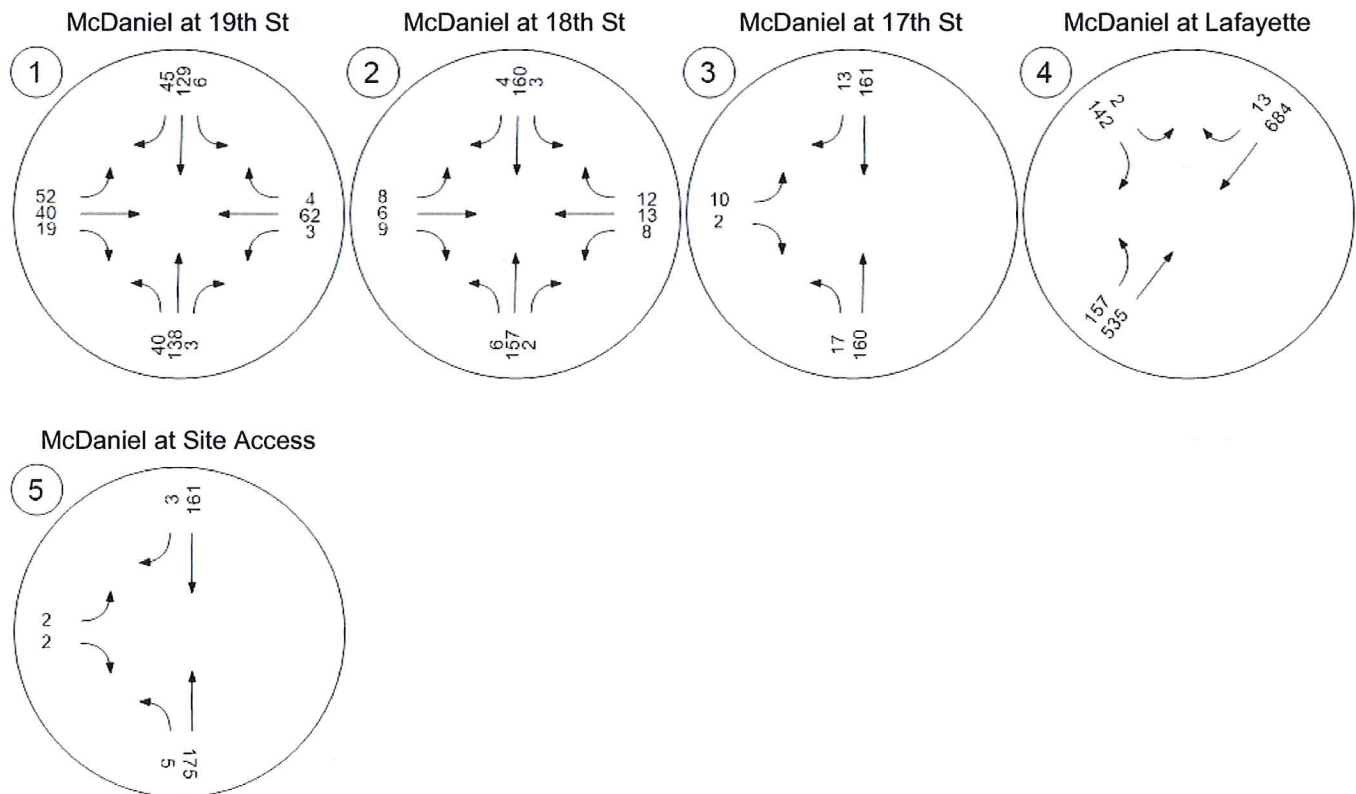
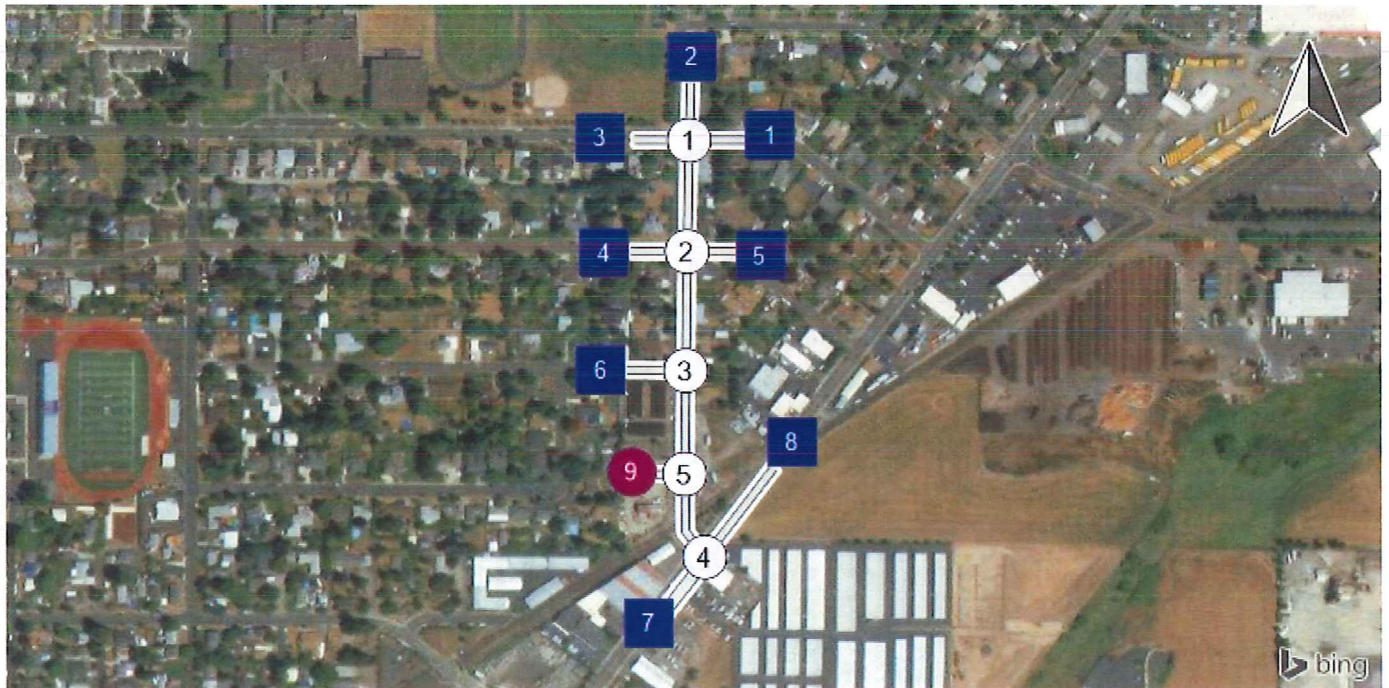
Report Figure 2a: Traffic Volume - Base Volume



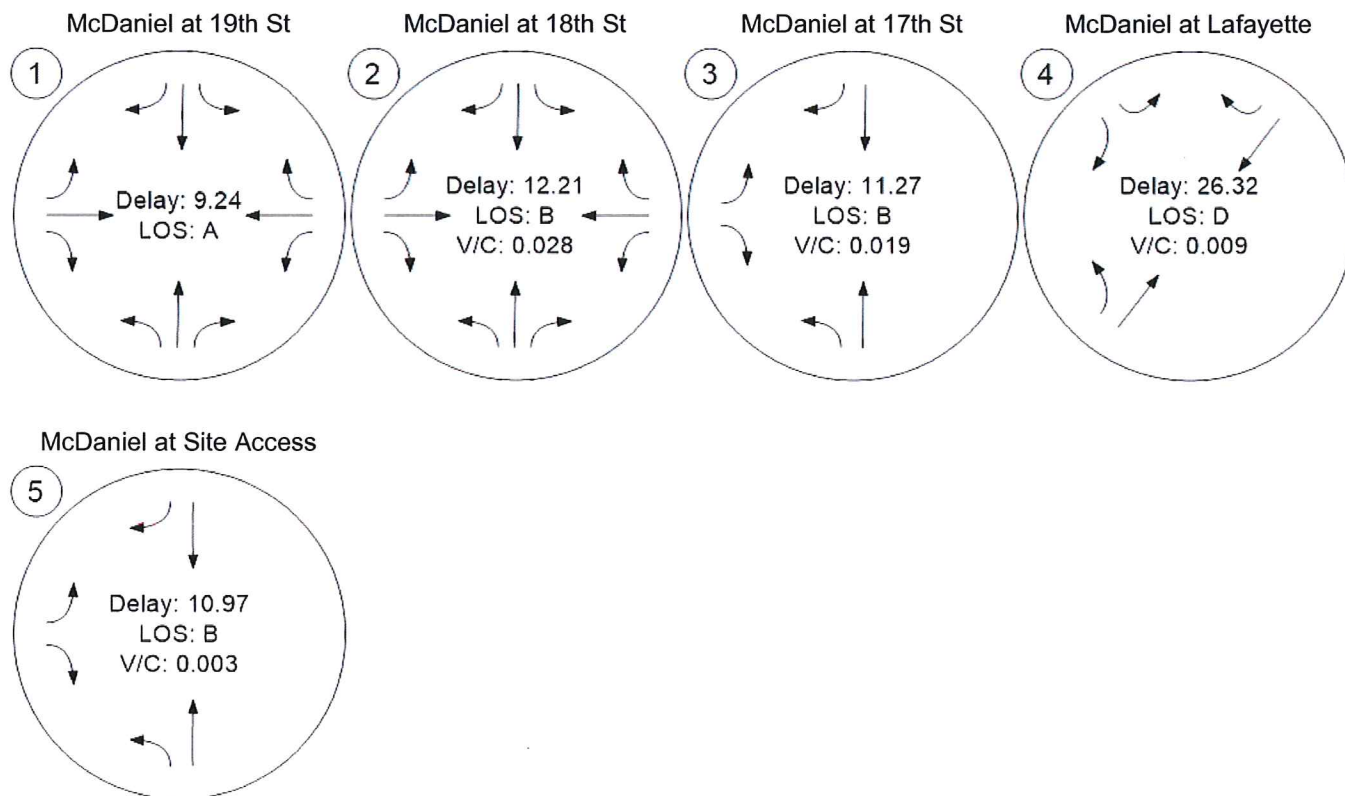
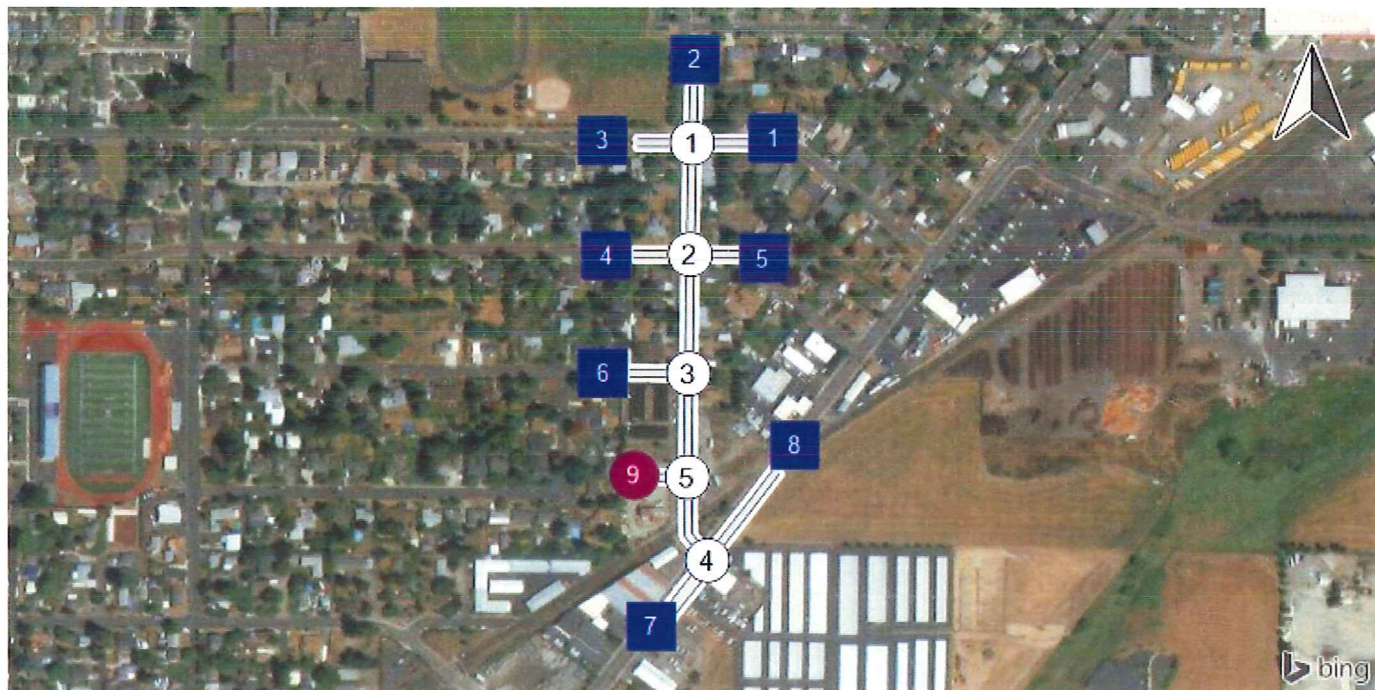
Report Figure 2d: Traffic Volume - Net New Site Trips



Report Figure 2f: Traffic Volume - Future Total Volume



Report Figure 3: Traffic Conditions





PLANNING DEPARTMENT, 231 NE Fifth Street, McMinnville, Oregon 97128
www.mcminnvilleoregon.gov

PUBLIC HEARING NOTICE
PLANNING COMMISSION REVIEW OF A
COMPREHENSIVE PLAN AMENDMENT & ZONE CHANGE REQUEST
1601 NE McDANIEL LANE

NOTICE IS HEREBY GIVEN that applications for a Comprehensive Plan Map amendment and a zone change 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.

DOCKET NUMBER: CPA 1-18 / ZC 1-18 (Comprehensive Plan Map Amendment & Zone Change)

REQUEST: Approval to amend the Comprehensive Plan Map designation of a property from Industrial to Residential, and to rezone the property from M-1 (Light Industrial) to R-4 (Multiple-Family Residential) to allow for development of residential uses that are permitted in the R-4 (Multiple-Family Residential) zone.

APPLICANT: Daniel Danicic

SITE LOCATION(S): 1601 NE McDaniel Lane (see attached map)

MAP & TAX LOT(S): R4416DB07100

ZONE(S): M-1 (Light Industrial)

MMC REQUIREMENTS: McMinnville City Code (MMC), Section 17.74.020
(see reverse side for specific review criteria)

NOTICE DATE: June 27, 2018

PUBLIC HEARING DATE: July 19, 2018 at 6:30 P.M.

HEARING LOCATION: McMinnville Civic Hall Building
200 NE 2nd Street, McMinnville, OR, 97128

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 5th Street, McMinnville, OR 97128, or by email to 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 5th Street, McMinnville, Oregon during working hours and on the Planning Department's portion of the City of McMinnville webpage at 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.

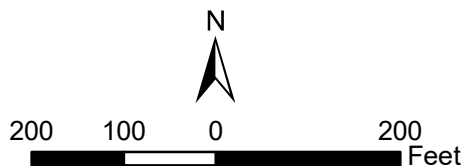
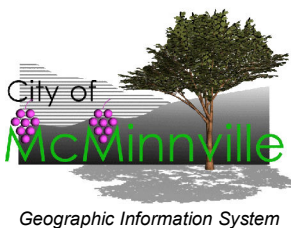
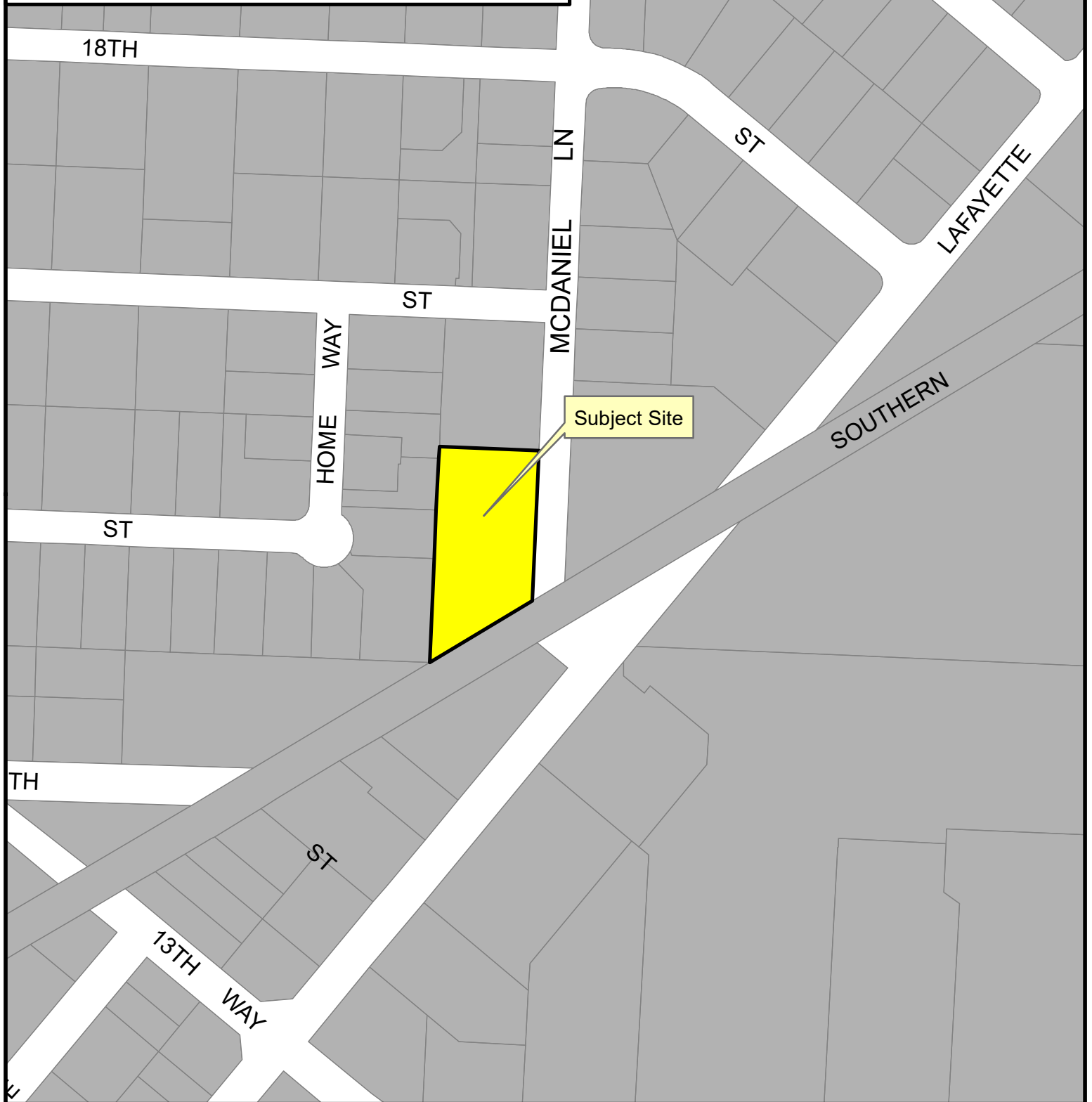
An amendment to the official zoning map may be authorized, provided that the proposal satisfies all relevant requirements of this ordinance, and also provided that the applicant demonstrates the following:

- 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.

Vicinity Map



City of McMinnville
Planning Department
231 NE Fifth Street
McMinnville, OR 97128
(503) 434-7311

Map No.	Tax Lot	Site Address	Owner	Attn:	Mailing Address	City State	Zip
1	R4416DB06600	1520 NE 16TH ST	PEREZ MIGUEL MARTINEZ	PEREZ MIGUEL MARTINEZ	1520 NE 16TH ST	MCMINNVILLE OR	97128
2	R4416DB02700	1525 NE 17TH ST	HILTON ELDON W & JUNE C	HILTON ELDON W & JUNE C	1525 E 17TH ST	MCMINNVILLE OR	97128
3	R4416DB06900	1550 NE 17TH ST	HAMILTON ROBERT K	HAMILTON ROBERT K	1550 NE 17TH ST	MCMINNVILLE OR	97128
4	R4416DB06400	1450 NE 16TH ST	NAVARRA DUANE P & CATHY A	NAVARRA DUANE P & CATHY A	1450 E 16TH ST	MCMINNVILLE OR	97128
5	R4416DB04501	1475 NE 16TH ST	CASPERS JAMES W	CASPERS JAMES W	1475 NE 16TH ST	MCMINNVILLE OR	97128
6	R4416DB06800	1618 NE HOME WAY	KING ROGER R	KING ROGER R	PO BOX 12962	SALEM OR	97309
7	R4416DB06300	1426 NE 16TH ST	VANTAGE HOMES LLC	VANTAGE HOMES LLC	1761 THIRD ST #103	NORCO CA	92860
8	R4416DB02500	1625 NE 17TH ST	SEWARD BLAKE E	SEWARD BLAKE E	1625 NE 17TH ST	MCMINNVILLE OR	97128
9	R4416DB04401	1625 NE HOME WAY	BREITENBUCHER CHERYL L	BREITENBUCHER CHERYL L	1625 NE HOME WY	MCMINNVILLE OR	97128
10	R4416 02200	1625 NE LAFAYTTE AVE	CSW INC	CSW INC	850 NE 18TH ST	MCMINNVILLE OR	97128
11	R4416DB06802	1610 NE HOME WY	MAFFIN MICHAEL S	MAFFIN MICHAEL S	1610 NE HOME WY	MCMINNVILLE OR	97128
12	R4416DA04600	1712 NE MCDANIEL LN	HANSEN TYSON	HANSEN TYSON	1712 MCDANIEL LN	MCMINNVILLE OR	97128
13	R4416DC03300	1439 NE LAFAYETTE AVE	BRINDLEY PROPERTY HOLDINGS LLC	BRINDLEY PROPERTY HOLDINGS LLC	1594 SW FELLOWS ST	MCMINNVILLE OR	97128
14	R4416DB04500	1621 NE HOME WAY	DRUSE STEPHENE	DRUSE STEPHENE	20101 SW TENINO CT	TUALATIN OR	97062
15	R4416DB02600	1575 NE 17TH ST	DOTY MICHAEL E	DOTY REBECCA & MICHAEL REVOCABLE LIVING	17980 NE HILLSIDE DR	NEWBERG OR	97132
16	R4416DA04800	1656 NE MCDANIEL LN	SHERMAN MARK A	SHERMAN MARK A	PO BOX 483	MCMINNVILLE OR	97128
17	R4416DB06901	1630 NE HOME WAY	CLARK ROBERT C	CLARK ROBERT C	1630 NE HOME WAY	MCMINNVILLE OR	97128
18	R4416DC00100	1445 NE 14TH ST	PACIFIC RENTALS AND STORAGE LLC	PACIFIC RENTALS AND STORAGE LLC	15055 SW 150TH CT	BEAVERTON OR	97007
19	R4416DA04100	1715 NE LAFAYETTE AVE	GORMLEY EDWARD J 50% &	GORMLEY EDWARD J 50% &	1020 NW BAKER CREST CT	MCMINNVILLE OR	97128
20	R4416DB07000	1600 NE 17TH ST	KAER STEVEN	KAER STEVEN	17110 CEDAR RD	LAKE OSWEGO OR	97034
21	R4416DB04400	1450 NE 17TH ST	WIDMER JACE D	WIDMER JACE D	1450 NE 17TH ST	MCMINNVILLE OR	97128
22	R4416DC03500	1405 NE LAFAYETTE AVE	M K MORRIS LLC	M K MORRIS LLC	1405 NE LAFAYETTE AVE STE E	MCMINNVILLE OR	97128
23	R4416DA04700	1702 NE MCDANIEL LN	SANDOVAL RICARDO	SANDOVAL RICARDO	1702 NE MCDANIEL LN	MCMINNVILLE OR	97128
24	R4416DB06801	1626 NE HOME WY	WILLIAMS MAXWELL	WILLIAMS MAXWELL	1626 NE HOME WAY	MCMINNVILLE OR	97128
26	R4416DC03400	1421 NE LAFAYETTE AVE	SCHOKO PROPERTIES LLC	SCHOKO PROPERTIES LLC	19191 SW PEAVINE RD	MCMINNVILLE OR	97128
27	R4416DB06700	1602 NE HOME WAY	AIKEN TIFFANNIE L	AIKEN TIFFANNIE L	1602 NE HOME WAY	MCMINNVILLE OR	97128
28	R4416DB06500	1508 NE 16TH ST	FISHER JODY S	FISHER JODY S	1508 NE 16TH ST	MCMINNVILLE OR	97128
29	R4416DB02601	1595 NE 17TH ST	DOTY MICHAEL E	DOTY REBECCA & MICHAEL REVOCABLE LIVING	17980 NE HILLSIDE DR	NEWBERG OR	97132
30	R4416 01500	1450 NE LAFAYETTE AVE	KLAUS DEAN C & DEBRA A	KLAUS DEAN C & DEBRA A	450 NW 7TH ST	MCMINNVILLE OR	97128
31	R4416 02100	n/a	HF PROPERTIES	HF PROPERTIES LLC	720 NW MICHELBOOK CT	MCMINNVILLE OR	97128
32	R4416 01700	1410 NE LAFAYETTE AVE	MILLER STEPHEN D & AUDREY 1/2 &	MILLER STEPHEN D & AUDREY 1/2 &	17211 NE 167TH AVE	BRUSH PRAIRIE WA	98606
33	R4416 01600	1500 NE LAFAYETTE AVE	YOUR SPACE PUBLIC STORAGE LLC	YOUR SPACE PUBLIC STORAGE LLC	450 NW 7TH ST	MCMINNVILLE OR	97128
Owner	R4416DB07100	1601 NE MCDANIEL LN	PARR CHARLES E II	PARR CHARLES E II	PO BOX 151	MCMINNVILLE OR	97128
Applicant			DANIEL DANICIC		3411 HAYSE ST #122	NEWBERG OR	97132