



**City of McMinnville**  
**Planning Department**  
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## MEMO

**DATE:** July 21, 2022  
**TO:** Planning Commission Members  
**FROM:** Tom Schauer, Senior Planner  
**SUBJECT:** Response to Questions – Planned Development Amendment PDA 3-22, Large Format Commercial Review with Waivers (LFW 1-22), Landscape Plan Review (L 6-22), and Partition (MP 1-22)

### STRATEGIC PRIORITY & GOAL:



### GROWTH & DEVELOPMENT CHARACTER

Guide growth & development strategically, responsively & responsibly to enhance our unique character.

**OBJECTIVE/S:** Strategically plan for short and long-term growth and development that will create enduring value for the community

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Staff received questions from Planning Commissioners in advance of the July 21, 2022 public hearing for the above-referenced applications for the proposed Burger King at the southwest corner of Booth Bend Road and Highway 99.

Below are staff's responses to the questions. Please let me know if you have any additional questions or if you would like any further clarification regarding the responses below.

In addition, the City contracted with David Evans and Associated to review and comment on traffic issues. The substance of their response was addressed in the staff report and decision document, but their memo wasn't included in the record. A copy of that memo is attached.

1. *My first impression based on looking at the various maps at the beginning of the info packet, is that the majority of the lot is going to have an impervious surface on it. Can we suggest permeable pavement anywhere?*

**STAFF RESPONSE:** Staff would recommend that "suggestions" be clearly identified as such and that non-binding suggestions not be part of the motion on the decision.

Conditions should be applied when they are necessary for the application to comply with the criteria when the application wouldn't otherwise meet the applicable criteria without a condition.

If there is a criterion you find wouldn't be met without a condition, please identify the criterion that wouldn't otherwise be satisfied and how the condition would bring the application into compliance with the applicable criterion.

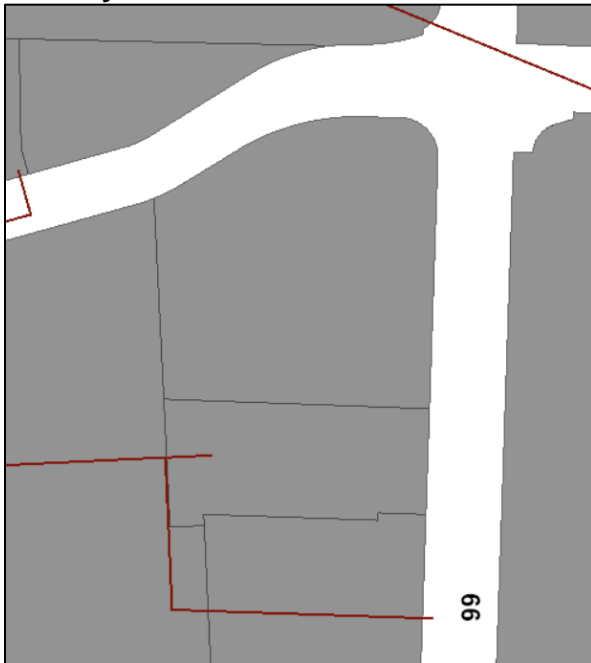
City development standards don't typically require pervious pavement for commercial development. A legislative amendment would generally be the best avenue for establishing standards that would consistently apply to developments.

2. P23. The applicant's answer indicates a buildable pad of 5500 Square feet would be considered for the remaining parcel. I already read the utilities review indicated no service to that parcel at this time. Typical for an undeveloped lot? Do we even worry about that now or assume it gets covered when someone wants to develop that?

**STAFF RESPONSE:** The current Planned Development Amendment and partition applications are the appropriate time to ensure the new parcels have an approved utility plan to serve the properties. The applicant will be required to comply with the conditions of approval in order to file the partition plat and divide the property. Conditions include approval of the utility plan to provide utilities to the parcels.

There is a public sewer line on the property to the south and a public sewer easement extending to the southerly boundary of the subject property. While sewer isn't extended to the subject property, sewer services can be extended to the sewer main. The Engineering Department doesn't foresee sewer depth issues. As a condition of approval, the applicant is required to provide a utility plan and provide required easements.

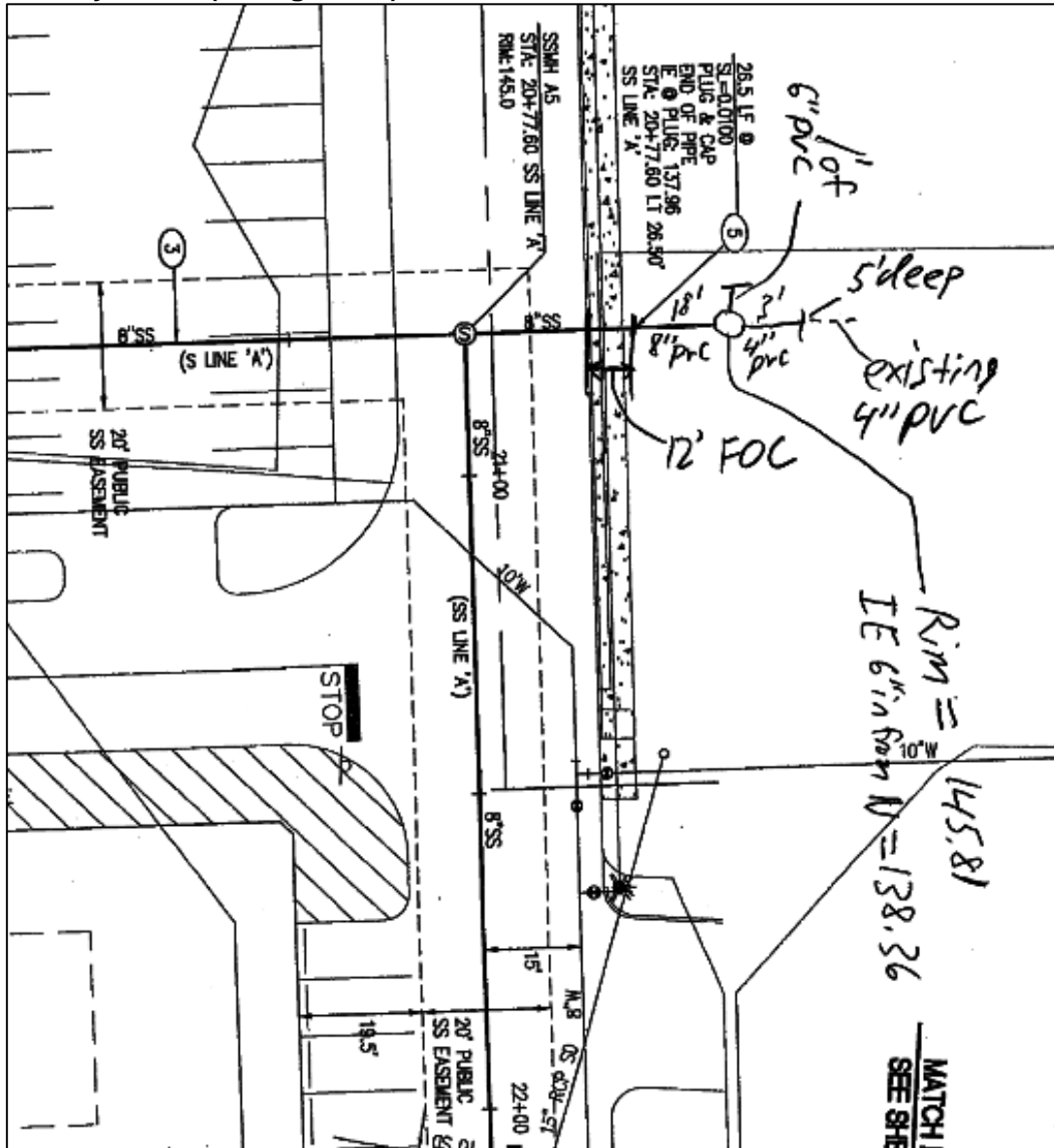
**Sanitary Sewer**



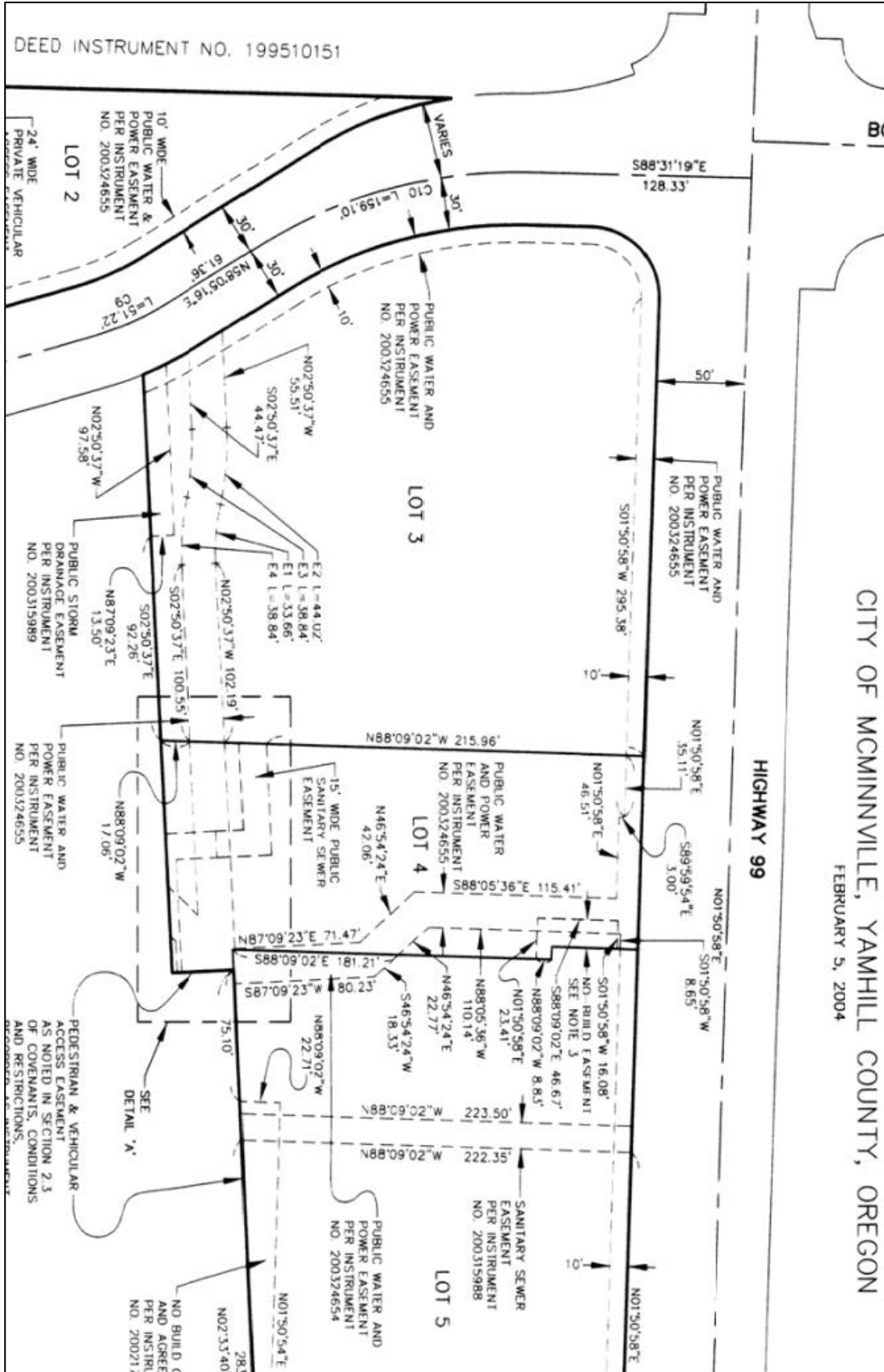
**Water**



Sanitary Sewer (Enlargement)



**Easements**



3. *P 31 (or 154 of the packet) Walkways. Where the pedestrian walkway crosses the parking lot or any vehicular way and must have a different pavement type, can we add permeable pavement or pavers to that offered list?*

**STAFF RESPONSE:** The required standard is, "Pedestrian walkways shall be distinguished from driving surfaces through use of durable, low maintenance surface materials such as pavers, bricks, or scored or dyed concrete...Walkways within parking lots shall be raised or enhanced with a paved surface not less than six (6) feet in width."

The standard doesn't prohibit the applicant from selecting permeable pavement or pavers as long as they would meet the requirements above to be sufficiently distinguished from the driving surface, which is asphalt.

There is only one location where the pedestrian walkway crosses the parking lot near the exit of the drive-through lane, which is approximately six feet wide by fourteen feet long.

4. *P35 Finding: Satisfied paragraph states that almost 50% of the site will be in landscaping. Looking at Figure 6, it doesn't look that significant. It is more than 7%. But please verify that math. Maybe that pavement area is distracting me from the patch of grass?*

**STAFF RESPONSE:** The subject parcel is 1.8 acres. The proposed partition would divide the property into 2 parcels: The northerly parcel of 0.94 acres (40,946 sf) with Burger King and the southerly parcel of 0.86 acres (37.462 sf) to remain vacant at this time.

The landscape plan indicates that lawn alone would be 14,355 sf, which would be approximately 35% of the site area of the Burger King parcel in lawn, with a small portion of that 14,355 sf extending onto the southerly parcel adjacent to the access easement. Other than that small area, the southerly parcel would remain undeveloped at this time with the existing previous groundcover.

There is also substantial additional landscape area proposed on the Burger King site with other groundcover, shrubs, and trees distributed throughout the site and parking lot, including 37 trees, 425 shrubs, and additional groundcover.

5. *I see the map with the possible future striping of a double yellow line on Booth Bend Road to persuade people not to turn left there. I suspect it will be as effective as the double yellow line on 2<sup>nd</sup> "restricting" access into the First Federal bank parking lot from eastbound traffic.*

**STAFF RESPONSE:** This was a map submitted by the applicant, and the proposed striping "after the fact" only if there is an issue is not what is recommended by staff in the conditions of approval. Staff has recommended a condition that the applicant provide queuing data and use of physical barriers (median or "pork cop") to restrict left-turn movements as needed to address the queuing issued).

6. *This has no bearing on the role of the Commission for this project, but I was surprised to see the traffic estimate was a max of 9 cars per peak hour. Playing a bit, assuming 4 peak hours and then 8 on next adjacent hours and 7 the rest of the working day, assuming 2 orders per car amounting to \$20, the gross income would be under a million annually. I'm probably way off because there are so many estimates, but that's a hard way to make money. Carl Jrs is essentially across the street, and there is a Subway in that area, I think. No other chain fast foods nearby, but may people prefer the predictability of a chain restaurant.*

**STAFF RESPONSE:** The traffic estimate isn't 9 total trips during the peak hour. The applicant has provided information regarding net new trips that would be generated after accounting for the share of pass-by trips. The applicant's analysis indicates that most trips would be those already driving by the site and stopping at the restaurant during an existing trip rather than additional new trips where new traffic would be generated by vehicles specifically making a special trip to go to the site that wouldn't already be passing by.

Pass-by traffic may include different vehicular turning movements to and from a site and through adjacent intersections, but it doesn't create new trips on the roadways.



DAVID EVANS  
AND ASSOCIATES INC.

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## MEMORANDUM

**DATE:** July 14, 2022  
**TO:** Tom Schauer, AICP, City of McMinnville  
**FROM:** Andrew Mortensen and Brad Choi, PE – David Evans and Associates, Inc.  
**SUBJECT:** McMinnville Burger King – Transportation Letter review comments

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David Evans and Associates, Inc. (DEA) staff has reviewed the McMinnville Burger King Transportation Letter prepared by DKS Associates dated December 27, 2021. We offer the following comments:

- For the purpose of documenting driveway volumes and potential queueing issues, we recommend the applicant include the full trip generation calculation including the gross AM and PM peak hour trips, in addition to the pass-by-adjusted and trip length-adjusted net new PM peak hour trips on page 5 of the Transportation Letter.
- For a proper understanding of future queueing impact, a queueing analysis including the intersection of Hwy 99W/Booth Bend Rd is recommended
- Without a queueing analysis, to be conservative for safety and operational purposes, we recommend restricting the easterly site access at Booth Bend Road to right-in, right-out only with one of the following two possible treatments options. The determination of the final treatment shall be made by the City.
  - Solid double yellow centerline marking on Booth Bend Rd, and a non-traversable right-in right-out channelizing island (“porkchop”) at the site driveway
  - A non-traversable median (raised curb) on Booth Bend Road extending from 99W intersection to past site driveway; “right-turn only” signage and pavement marking is recommended at the site driveway.
- Sight distance analysis for the proposed site driveway prepared by a registered professional engineer shall be submitted to the City, as stated on page 2 of the Transportation Letter submitted by the applicant.

Thank you for the opportunity to review and provide comments on this project.