



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.	<u>TML 4-23</u>
Date Received	<u>8/14/23</u>
Fee	<u>\$2,087.00</u>
Receipt No.	<u>208597</u>
Received by	<u>AW</u>

569-23-000458-PLNG

Three Mile Lane Development Review

Applicant Information

Applicant is: Property Owner Contract Buyer Option Holder Agent Other Architect/Planner

Applicant Name Reiter Design Architect Incorporated Phone (503) 574-3036

Contact Name Scott Reiter Phone (503) 789-6461
(If different than above)

Address 6107 SW Murray Blvd., #480

City, State, Zip Beaverton, OR, 97008

Contact Email ScottRDG@aol.com

Property Owner Information

Property Owner Name KWDS, LLC Phone (503) 781-5685
(If different than above)

Contact Name Chad Juranek Phone _____

Address PO Box 145

City, State, Zip Wilsonville, OR, 97070

Contact Email Cjuranek@jkmanage.com

Site Location and Description

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

Property Address SE Norton Lane at SE Stratus Ave.

Assessor Map No. R4 4 - 4 - 27 Total Site Area 214,759 sf 4.93 acres

Subdivision _____ Block _____ Lot 701

Comprehensive Plan Designation Commercial Zoning Designation C-3 General Commercial

Describe the project in detail and how it will be consistent with the applicable requirements of the Three Mile Lane Planned Development Overlay ordinances (Nos. 4131 and 4572 and associated design standards). Please note the architectural features and materials to be used. (*Attach additional pages if necessary*).

See Attached Narrative

In addition to this completed application, the applicant must provide two (2) copies of the following:

- For new construction or for structural modifications, a site plan (drawn to scale, with a north arrow, legible, and of a reproducible size), indicating the existing site conditions including topography, structures, utilities, vegetation, and access.*
- Relevant building and construction drawings, including building elevations of all sides visible from a public street, and proposed signage and landscaping.*
- A narrative describing the architectural features that will be used in the building's design, including materials and colors.*
- Other information deemed necessary to show consistency with the requirements of the Three Mile Lane planned development ordinances and/or required by the Planning Director.*

I certify that 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

8/10/23
Date

Property Owner's Signature

Manager KWDS, LLC
8-11-23
Date

NORTON LANDING
APARTMENTS

McMinnville, Oregon

LAND-USE APPLICATION

THREE MILE LANE DESIGN REVIEW

AUGUST 14, 2023

KWDS, LLC
PO Box 145
Wilsonville, Oregon 97070

RDA

REITER DESIGN ARCHITECT
INCORPORATED

NORTON LANDING APARTMENTS

THREE MILE LANE DESIGN REVIEW

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	Ordinance 4709,	
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8.	APPLICATION DRAWINGS: Architectural, Civil and landscape	

LAND-USE APPLICATION
Three Mile Lane Design Review

Three Mile Lane Development Review Information & Submittal Requirements



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Overview

The area known as Three Mile Lane includes lands to the north and south of Oregon Highway 18, and from the eastern City limits west to the vicinity of the South Yamhill River bridge and Three Mile Lane Spur intersection with Highway 18. The Three Mile Lane Design Review Committee was formed to provide for the protection and enhancement of one of McMinnville's gateways through a review of any proposed development within the area. The review process by the Three Mile Lane Design Review Committee ensures that development, landscaping, and signage along Three Mile Lane is aesthetically pleasing and representative of the City of McMinnville as a whole.

For more information regarding development within the Three Mile Lane area, please refer to [Planned Development Ordinance Nos. 4131](#) and [4572](#).

Submittal Requirement

The following materials must be provided at the time of submittal, or the application will not be accepted for processing.

- A completed Three Mile Lane Development Review application form.
- For new construction or structural modifications, two copies of the following:
 - A site plan (drawn to scale, with a north arrow, legible, and of a reproducible size), indicating the existing site conditions including topography, structures, utilities, vegetation, and access.
 - Relevant building and construction drawings.
 - Building elevations of all sides visible from a public street.
 - Proposed signage and landscaping.
- A narrative describing the architectural features that will be used in the building's design, including materials and colors.
- Other information deemed necessary to show consistency with the requirements of the Three Mile Lane planned development ordinances and/or as required by the Planning Director.

Review Process

An application for development within the Three Mile Lane area shall be reviewed by the Three Mile Lane Design Review Committee as stated in Section 17.72.110 (Director's Review with Notification) of the Zoning Ordinance after notification of the application has been provided to property owners within 100 feet of the subject site.

The decision of the Three Mile Lane Design Review Committee may be appealed to the Planning Commission as outlined in Section 17.72.170 (Appeal from Ruling of Planning Director) of the Zoning Ordinance.

PROJECT DESIGN TEAM

2

NORTON LANDING APARTMENTS

PROJECT DESIGN TEAM

OWNER

KWDS, LLC
PO Box 145
Wilsonville, Oregon 97070
(503) 781-5685
Owner's Representative: Chad Juranek

ARCHITECT / PLANNER

REITER DESIGN ARCHITECT, INCORPORATED
6107 SW Murray Blvd., #480
Beaverton, Oregon 97008
(503) 574-3036
Project Architect, Project Planner: Scott A. Reiter

CIVIL ENGINEER

HARPER HOUF PETERSON RIGHELLIS, INC.
250 NW Franklin Avenue, Suite 404
Bend, Oregon 97703
(541) 318-1161
Project Civil Engineer: Jennifer VanCamp

LANDSCAPE ARCHITECT

HARPER HOUF PETERSON RIGHELLIS, INC.
205 SE Spokane St., Suite 200
Portland, Oregon 97202
(503) 221-1131
Project Landscape Architect: Jeffery Creel

STRUCTURAL ENGINEER

HARPER HOUF PETERSON RIGHELLIS, INC.
205 SE Spokane St., Suite 200
Portland, Oregon 97202
(503) 221-1131
Project Engineer: Jeff Schwindt

TRANSPORATION ENGINEER

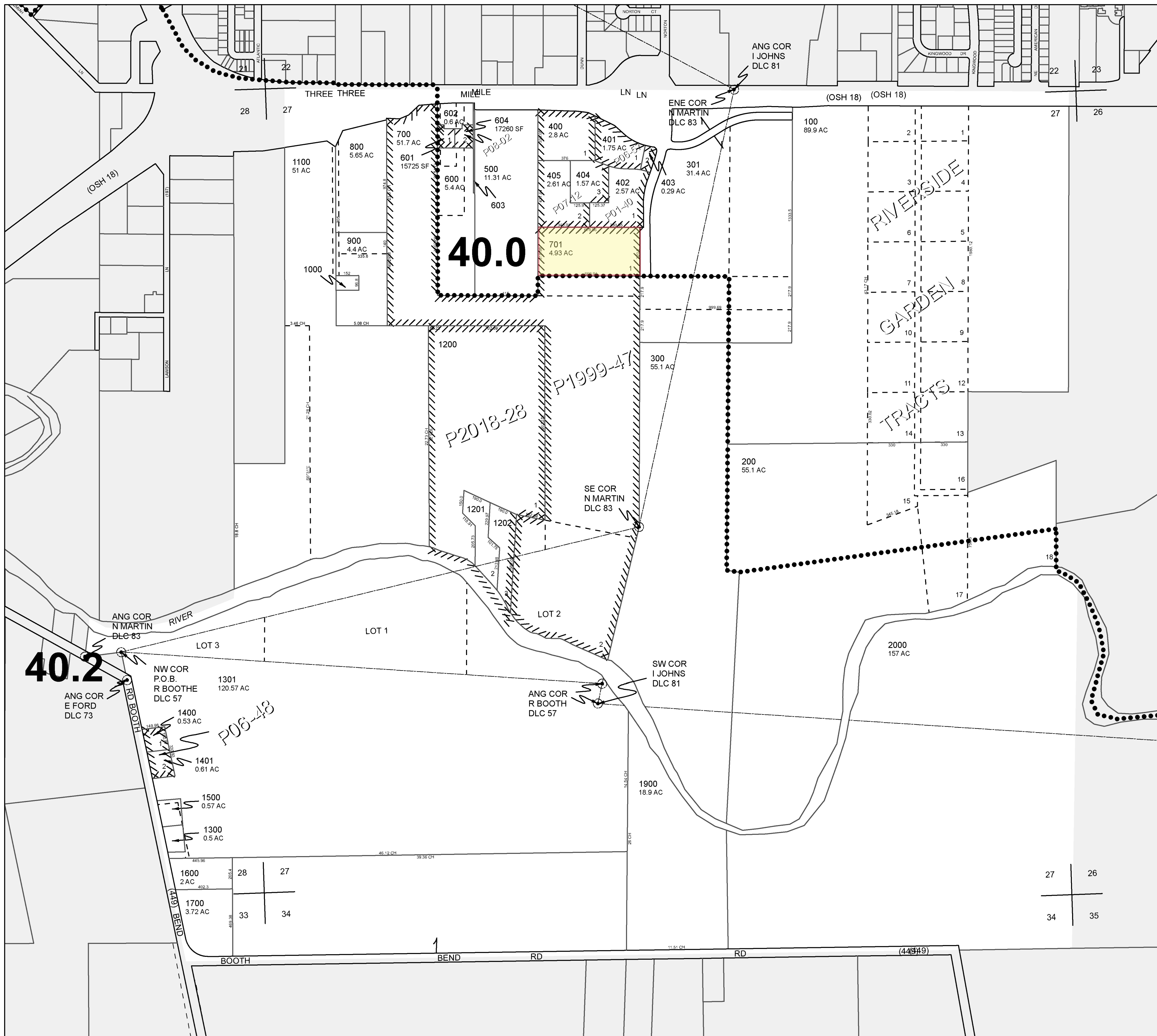
LANCASTER-MOBLEY
321 SW 4th Ave., Suite 400
Portland, Oregon 97204
(503) 248-0313
Project Engineer: Daniel Stumpf

**TAX MAP
LEGAL DESCRIPTION
VICINITY MAP**



ASSESSMENT & TAX
CARTOGRAPHY

SECTION 27 T.4S. R.4W. W.M.
YAMHILL COUNTY OREGON
1" = 400'



CANCELLED TAXLOTS:
1800
801
302
201

DATE PRINTED: 4/12/2019

This product is for Assessment and Taxation (A&T) purposes only and has not been prepared or is suitable for legal, engineering, surveying or any purposes other than assessment and taxation.

EXHIBIT "A"
LEGAL DESCRIPTION

Parcel 1 of Partition Plat 99-47, recorded November 02, 1999 as Instrument No. 199921786, Deed and Mortgage Records, Yamhill County, Oregon.



Evergreen
Mobile Home
Park

Comfort Inn

Altimus Plaza

Willamette Valley
Medical Center

Subject Site

THREE MILE LANE (HIGHWAY 18)



PRELIMINARY TITLE REPORT

4



320 Church St. NE, Salem, OR 97301
PHONE (503)581-1431 FAX (503)364-8716

To: Stewart Title Company
4900 Meadows Rd, Ste. 150
Lake Oswego, OR 97035
Attn: Zach Bay

Date: July 31, 2023
Order No. 601760AM
Reference: APN: 515923
McMinnville, OR 97128

Your File No.: 2091909

We have enclosed our Preliminary Title Report pertaining to order number 601760AM.

Thank you for the opportunity to serve you. Your business is appreciated!

If you have any questions or need further assistance, please do not hesitate to contact your Title Officer listed below.

Sincerely,

Teri Due

teri.due@amerititle.com
Title Officer

NOTICE: Please be aware that, due to the conflict between federal and state laws concerning the legality of the cultivation, distribution, manufacture or sale of marijuana, the Company is not able to close or insure any transaction involving land that is associated with these activities.



AmeriTitle, LLC
 320 Church St. NE, Salem, OR 97301
 PHONE (503)581-1431 FAX (503)364-8716

July 31, 2023
 File Number: 601760AM
 Report No.: 1
 Title Officer: Teri Due Email: teri.due@amerititle.com

PRELIMINARY TITLE REPORT

Property Address: APN: 515923, McMinnville, OR 97128

<u>Policy or Policies to be issued:</u>	<u>Liability</u>	<u>Premium</u>
ALTA LENDER’S COMMERCIAL (X) EXTENDED () STANDARD	\$TBD	\$0.00
Proposed Insured:		
Endorsements: OTIRO End 209.10-06		\$100.00
Local Government Lien Search		\$50.00

We are prepared to issue ALTA (07/01/21) title insurance policy(ies) of Stewart Title Guaranty Company, in the usual form insuring the title to the land described as follows:

Legal description attached hereto and made a part hereof marked Exhibit "A"

and dated as of 28th day of July, 2023 at 7:30 a.m., title is vested in:

KWDS LLC, an Oregon limited liability company

The estate or interest in the land described or referred to in this Preliminary Title Report and covered herein is:

FEE SIMPLE

Except for the items properly cleared through closing, Schedule B of the proposed policy or policies will not insure against loss or damage which may arise by reason of the following:

GENERAL EXCEPTIONS:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Facts, rights, interests or claims which are not shown by the Public Records but which could be ascertained by an inspection of the Land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the Public Records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment (of existing improvements located on the subject Land onto adjoining Land or of existing improvements located on adjoining Land onto the subject Land) encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the subject Land.
5. Any lien, or right to a lien, for services, labor, material, equipment rental, or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the Public Records.

EXCEPTIONS 1 THROUGH 5 ABOVE APPLY TO STANDARD COVERAGE POLICIES AND MAY BE MODIFIED OR ELIMINATED ON AN EXTENDED COVERAGE POLICY.

SPECIAL EXCEPTIONS:

Tax Information:

Taxes assessed under Code No. 40.0 Account No. 515923 Map No. R4427 00701

NOTE: The 2022-2023 Taxes: \$13,715.66, are Paid

6. [Taxes](#) assessed under Code No. 40.0 Account No. 515923 [Map](#) No. R4427 00701
The 2023-2024 Taxes: A lien not yet due or payable.
7. City liens, if any, of the City of McMinnville.
8. The property lies within and is subject to the levies and assessments of the Yamhill Soil and Water Conservation District.
9. Right, title and interest of the public in and to those portions of the Land lying within roads, streets or highways.
10. Limited access provisions contained in Deed from Richard A. Moyer and Phyllis A. Folkel Moyer and Gene A. McMullen and Dorothy D. Folkel Moyer to State of Oregon, by and through its State Highway Commission, which provided that no right or easement of right of access to, from or across the State Highway other than expressly therein provided for shall attach to the abutting property,
Recorded: March 27, 1989
Instrument No.: [Film Volume: 230 Page: 1748](#)

11. An easement including the terms and provisions thereof, affecting the portion of said Land and for the purposes stated therein as set forth in instrument:
Granted To: Burch Feero Inc., an Oregon Corporation
Recorded: August 25, 1998
Instrument No.: [1998-016670](#)

12. An easement including the terms and provisions thereof, affecting the portion of said Land and for the purposes stated therein as set forth in instrument:
Granted To: Aviation Easement
Recorded: June 11, 2002
Instrument No.: [2002-11461](#)

13. Easements as shown on the Partition [Plat](#) No. 1999-047.
14. Personal property taxes, if any.
15. Unrecorded leaseholds, if any, and the rights of vendors and holders of security interest in personal property of tenants to remove said personal property at the expiration of the term.
16. The Company will require a copy of the Operating Agreement (including any approvals of withdrawal of member(s) or acceptance of new member(s)) and the Articles of Organization of KWDS, LLC for its examination prior to closing. Any conveyance or encumbrance of the Limited Liability Company's property must be executed by all of the members unless otherwise provided for in the Operating Agreement.

The Company reserves the right to add additional items or make further requirements after review of the requested documentation.

17. Any lien, or right to a lien, for services, labor, material, equipment rental, or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the Public Records.

To remove this item, the Company will require an affidavit and indemnity on a form supplied by the Company.

IF THE ABOVE EXCEPTION IS TO BE REMOVED FROM A FORTHCOMING POLICY PRIOR TO THE EXPIRATION OF THE STATUTORY LIEN PERIOD, THE COMPANY MUST BE CONTACTED REGARDING ITS UNDERWRITING REQUIREMENTS FOR EARLY ISSUE.

18. Persons in possession or claiming the right of possession.

To remove this item, the Company will require an affidavit and indemnity on a form supplied by the Company.

INFORMATIONAL NOTES:

- NOTE: Our examination of the title to the subject property discloses no open Deeds of Trust or Mortgages of record. The accuracy of this conclusion should be confirmed in writing prior to closing of the proposed transaction.
- NOTE: This report does not include a search for financing statements filed in the office of the Secretary of State in this or any other State, or in a county other than the county wherein the premises are situated, and no liability is assumed if a financing statement is filed in the office of the County Clerk (Recorder) covering fixtures on the premises wherein the lands are described other than by metes and bounds or under the rectangular survey system by recorded lot and block.

NOTE: As of the date hereof, there are no matters against the party(ies) shown below which would appear as exceptions to coverage in a title insurance product:

Parties:

KWDS LLC, an Oregon limited liability company

NOTE: The following is the last deed of record affecting said Land,

Document: Statutory Warranty Deed

Grantor: Gregory K. McMuliin and Cheryl L. McMuliin, Trustees of the GK & CL Trust, established under a Declaration of Trust dated March 25, 2011, as to an undivided one-half interest, Phyllis A. Moyer, Trustee of the Phyllis A. Moyer Living Trust dated September 10, 1992, as to an

undivided one-half interest, as tenants in common

Grantee: KWDS LLC, an Oregon limited liability company

Recorded: July 12, 2019

Instrument No.: 2019-09282

NOTE: Any map or sketch enclosed as an attachment herewith is furnished for information purposes only to assist in property location with reference to streets and other parcels. No representation is made as to accuracy and the company assumes no liability for any loss occurring by reason of reliance thereon.

NOTE: Your application for title insurance was placed by reference to only a street address or tax identification number. Based on our records, we believe that the legal description in this report covers the parcel(s) of Land that you requested. If the legal description is incorrect, the parties to the transaction must notify the Company and/or the settlement company in order to prevent errors and to be certain that the correct parcel(s) of Land will appear on any documents to be recorded in connection with this transaction and on the policy of title insurance.

NOTE: Due to current conflicts or potential conflicts between state and federal law, which conflicts may extend to local law, regarding marijuana, if the transaction to be insured involves property which is currently used or is to be used in connection with a marijuana enterprise, including but not limited to the cultivation, storage, distribution, transport, manufacture, or sale of marijuana and/or products containing marijuana, the Company declines to close or insure the transaction, and this Preliminary Title Report shall automatically be considered null and void and of no force and effect.

THIS PRELIMINARY TITLE REPORT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACTIONAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

This report is preliminary to the issuance of a policy of title insurance and shall become null and void unless a policy is issued and the full premium paid.

End of Report

"Superior Service with Commitment and Respect for Customers and Employees"

EXHIBIT "A"
LEGAL DESCRIPTION

Parcel 1 of Partition Plat 99-47, recorded November 02, 1999 as Instrument No. 199921786, Deed and Mortgage Records, Yamhill County, Oregon.

Kirk Bass
40 CHATEAU REALTY SIMONS
1103 N BAKER
McMinnville, OR 97128

OFFICIAL YAMHILL COUNTY RECORDS
CHARLES STERN, COUNTY CLERK



\$61.00

200211461

1:20:59 PM 6/11/2002

DMR-EDMR Cnt=1 Stn=1 KAREN
\$40.00 \$10.00 \$11.00

Upon recording, please return to:
Locke Liddell & Sapp LLP
2200 Ross Avenue, Suite 2200
Dallas, Texas 75201
Attention: Brian R. Forbes

AVIATION EASEMENT

THIS AVIATION EASEMENT ("Easement") is granted this 22 day of NOVEMBER, 1999, by PHYLLIS A. MOYER, Trustee of the Phyllis A. Moyer Living Trust dated September 10, 1992, as to an Undivided 1/2 Interest, and GENE A. MCMULLIN AND DOROTHY D. FOLKEL MCMULLIN, Co-Trustees of the McMullin Family Trust by Agreement dated May 8, 1996, as to an Undivided 1/2 Interest (herein referred to collectively as "Owner"), and WILLAMETTE VALLEY MEDICAL CENTER, LLC, an Oregon limited liability company, d/b/a Willamette Valley Medical Center (herein referred to as "WVMC").

The parties recite and declare that:

A. Owner is the owner of real property more particularly described on Exhibit A attached hereto and incorporated herein (the "Property").

B. WVMC is the owner of that certain piece of property more particularly described on Exhibit B attached hereto and incorporated herein (the "Hospital").

In consideration of the sum of Ten Dollars (\$10.00) and other valuable consideration, the receipt and sufficiency of which are hereby acknowledged and of the mutual promises and covenants contained herein, the parties hereto agree as follows:

SECTION I

GRANT OF EASEMENT

Owner, for the above recited consideration and in consideration of a zoning change, ZC11-99, approved by the Planning Commission on August 19, 1999 and passed by the City Council through Ordinance No. 4609 on September 28, 1999 which is hereby acknowledged and for the benefit of the public in its use of the airport, does hereby grant and convey to the WVMC, its successors and assigns a perpetual easement and right of way across the Property for the passage of all aircraft (for purposes of this Easement, the term "aircraft" shall mean any contrivance now known or hereafter invented, used, or designed for navigation of or flight in the air, including, but not limited to, helicopters).

SECTION II

DESCRIPTION OF EASEMENT

This Easement grants to WVMC, its employees, agents, independent contractors, invitees, visitors and guests the rights to operate aircraft in the air space one hundred fifty (150) feet or more above the surface elevation of Owner's Property and includes the right to cause in all said air space one hundred fifty (150) feet or more above the surface elevation of Owner's Property, such noise, vibrations, fumes, dust, fuel particles, and all other effects that may be caused by the operation of any aircraft landing at, or taking off from, or operating at or on the Hospital.

Owner further covenants and agrees to perpetually restrict the following activities or uses of the Property:

1. Prohibit radio or electromagnetic interference that interferes in the operation of aircraft landing on or at the Hospital.
2. Prohibit the construction of buildings or any structures, including radio antennae or any other antennae or poles, or of natural vegetation that interferes in the operation or flight path of aircraft landing at the Hospital and specifically restricts the height of all buildings, structures, antennae, towers and vegetation to not exceed one hundred fifty (150) feet above the surface of the Property.
3. Prohibit lights, lighted signs, and other lighted objects that interfere in the operation of aircraft landing or taking off at the Hospital.
4. Prohibit hazardous or unreasonable objectionable smoke, fumes, or vapors that interfere in the operation of aircraft to and from the Hospital.
5. Owner agrees to secure all tables, chairs, awnings and all other structures or personal property located on the Property in a manner which will not be lifted or moved by the use of aircraft landing at the Hospital. Owner acknowledges that the use of helicopters may lift such loose items off the ground and obstruct the helicopter's approach to the Hospital.

SECTION III

DUTY TO INFORM TENANTS

Owner also agrees to advise future tenants and occupiers of said described property of the terms and conditions of this Easement and the covenants contained herein by including notice of said Easement in any rental agreements executed.

SECTION IV

RELEASE AND WAIVER

Owner does hereby fully waive, remise, and release any right or cause of action which it may now have or which it may have in the future against WVMC, its successors and assigns, due to such noise, vibrations, fumes, dust, fuel particles, and all other effects that may be caused or may have been caused by the operation of (i) aircraft using the easement granted herein or (ii) aircraft landing at, or taking off from, or operating at or on the Hospital.

SECTION V

COVENANTS RUNNING WITH THE LAND

This Easement and right-of-way and all rights appertaining thereto, together with all covenants contained herein, shall be held by WVMC, its successors and assigns. Owner further understands and agrees that the covenants and agreements contained in this Easement shall run with the land and shall be binding on the successors and assigns of Owner.

This Easement shall bind the parties hereto, their heirs, administrators, executors, successors and assigns, and each and every one of them as though specifically named herein.

IN WITNESS WHEREOF, the parties have executed this Easement as of the date first written above.

PHYLLIS A. MOYER, Trustee of the Phyllis A. Moyer Living Trust dated September 10, 1992
as to an Undivided 1/4 Interest

by: _____
Phyllis A. Moyer, Trustee

and GENE A. MCMULLIN AND DOROTHY D. FOLKEL MCMULLIN, Co-Trustees of the
McMullin Family Trust by Agreement dated May 8, 1996 as to an Undivided 1/4 Interest

by: Gene A. McMullin
Gene A. McMullin, Trustee

by: Dorothy D. Folkel McMullin
Dorothy D. Folkel McMullin, Trustee

SECTION IV

RELEASE AND WAIVER

Owner does hereby fully waive, remise, and release any right or cause of action which it may now have or which it may have in the future against WVMC, its successors and assigns, due to such noise, vibrations, fumes, dust, fuel particles, and all other effects that may be caused or may have been caused by the operation of (i) aircraft using the easement granted herein or (ii) aircraft landing at, or taking off from, or operating at or on the Hospital.

SECTION V

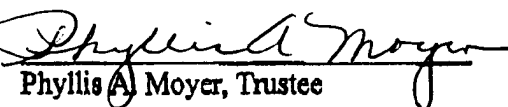
COVENANTS RUNNING WITH THE LAND

This Easement and right-of-way and all rights appertaining thereto, together with all covenants contained herein, shall be held by WVMC, its successors and assigns. Owner further understands and agrees that the covenants and agreements contained in this Easement shall run with the land and shall be binding on the successors and assigns of Owner.

This Easement shall bind the parties hereto, their heirs, administrators, executors, successors and assigns, and each and every one of them as though specifically named herein.

IN WITNESS WHEREOF, the parties have executed this Easement as of the date first written above.

PHYLLIS A. MOYER, Trustee of the Phyllis A. Moyer Living Trust dated September 10, 1992
as to an Undivided 1/2 Interest

by: 
Phyllis A. Moyer, Trustee

and GENE A. MCMULLIN AND DOROTHY D. FOLKEL MCMULLIN, Co-Trustees of the
McMullin Family Trust by Agreement dated May 8, 1996 as to an Undivided 1/2 Interest

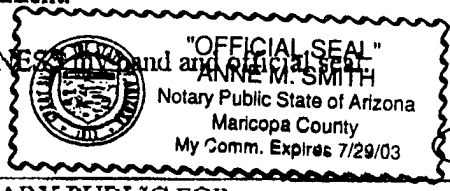
by: _____
Gene A. McMullin, Trustee

by: _____
Dorothy D. Folkel McMullin, Trustee

STATE OF Arizona)
County of Maricopa)

ss.

On November 22, 1999 before me, the undersigned, a Notary Public in and for said State, personally appeared GENE A. MCMULLIN, Co-Trustee of the McMullin Family Trust, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) are subscribed to the within instrument and acknowledged to me that they executed the same in their authorized capacity(ies), and that by their signatures on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal
 *[Signature]*

NOTARY PUBLIC FOR _____
Anne M Smith
(Notary's name must be typed or legibly printed)

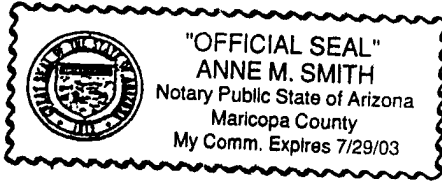
STATE OF Arizona)
County of Maricopa)

ss.

On November 22, 1999 before me, the undersigned, a Notary Public in and for said State, personally appeared DOROTHY D. FOLKEL MCMULLIN, Co-Trustee of the McMullin Family Trust, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) are subscribed to the within instrument and acknowledged to me that they executed the same in their authorized capacity(ies), and that by their signatures on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

[Signature]
NOTARY PUBLIC FOR _____



Anne M Smith
(Notary's name must be typed or legibly printed)

STATE OF CALIFORNIA)
)
County of PLACER)

88.

On NOVEMBER 22, 1999 before me, the undersigned, a Notary Public in and for said State, personally appeared PHYLLIS A. MOYER, Trustee of the Phyllis A. Moyer Living Trust, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) are subscribed to the within instrument and acknowledged to me that they executed the same in their authorized capacity(ies), and that by their signatures on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.



NOTARY PUBLIC FOR CALIFORNIA

ROSS OHRENSCHALL
(Notary's name must be typed or legibly printed)



WILLAMETTE VALLEY MEDICAL CENTER, INC.,
an Oregon limited liability company

By: Rosemari Davis, CEO
Name: Rosemari Davis
Its: CEO

STATE OF Oregon)
COUNTY OF Washburn) SS.

On November 23, 1999 before me, the undersigned, a Notary Public in and for said State, personally appeared Rosemari Davis, the CEO of WILLAMETTE VALLEY MEDICAL CENTER, LLC, an Oregon limited liability company, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) are subscribed to the within instrument and acknowledged to me that they executed the same in their authorized capacity(ies), and that by their signatures on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

Janet L. Quinn
NOTARY PUBLIC FOR State of Oregon
Janet L. Quinn
(Notary's name must be typed or legibly printed)



Exhibit A-1

LEGAL DESCRIPTION

-----PARCEL 1: Part of the Nehemiah Martin Donation Land Claim No. 83 and part of the Isaiah M. John Donation Land Claim No. 81 in Section 27, Township 4 South, Range 4 West of the Willamette Meridian in Yamhill County, Oregon, described as follows:

BEGINNING at a stone at the Southeast corner of said Donation Land Claim of Nehemiah Martin, said point also being on the West line of that certain tract described as Parcel I in deed to Evergreen Agricultural Enterprises, Inc., an Oregon Corporation, recorded December 4, 1987 in Film Volume 218, Page 1257, Deed and Mortgage Records; thence North 00°04' East along said West line, 43.59 chains, more or less, to a point of intersection with the Southerly right of way line of the relocated Three Mile Lane Highway and the True Point of Beginning of the tract herein to be described; thence East along the Southerly right of way of relocated Three Mile Lane Highway 1000 feet to a point; thence South 00°04' West, 1089 feet to a point; thence West 1000 feet to a point on the West line of said Evergreen Agricultural Enterprises, Inc., an Oregon Corporation, said point being South 00°04' West, 1089 feet from the point of beginning; thence North 00°04' East 1089 feet to the True Point of Beginning.

PURCHASE AGREEMENT

8/8

COVER SHEET FOR RECORDING

Name of Document: DRAINAGE WAY EASEMENT
Name of Parties: Phyllis A. Moyer, Trustee
Gene A. McMullin, Co-Trustee
Dorothy D. Folkel McMullin, Co-Trustee

"Grantors"

Burch Feero, Inc., "Grantee"

Consideration: -0-

Send Tax Statements: No Change

After recording, return to:

Walter R. Gowell, Esq.
P.O. Box 480
McMinnville, OR 97128

Recorded in Yamhill County, Oregon
CHARLES STERN, COUNTY CLERK



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DRAINAGEWAY EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that, GENE A. MCMULLIN and DOROTHY D. FOKEL MCMULLIN, as Co-Trustees of the The McMullin Revocable Living Trust dated May 8, 1996, and PHYLLIS A. MOYER, as Trustee of the Phyllis A. Moyer Living Trust dated September 10, 1992, "Grantor" being the owners, for the mutual covenants and construction activities hereinafter described, and other good and valuable consideration, do forever grant unto BURCH FEERO, INC., an Oregon corporation, a temporary construction easement and a permanent storm drain utility easement over, under and along the full width and length of the premises described as follows, to-wit:

See Exhibit "A" attached hereto for a description of the permanent easement premises:

TO HAVE AND TO HOLD the above-described permanent storm drainage utility easement unto said grantee in accordance with the conditions and covenants as follows:

The easement shall include the right to the said Grantee to excavate for and to construct, place, operate, maintain, repair, replace, relocate, inspect, and remove a drainageway pipeline and/or ditch with all appurtenances incident thereto or necessary therewith, including manholes, for the purpose of conveying drainage waters under or across said premises, and make excavations therefor from time to time, in, under, and through the above-described premises within said easement, and to cut and remove from said easement any trees and other obstructions which may endanger the safety or interfere with the use of said drainageway, pipelines or appurtenances attached to or connected therewith; and the right of ingress and egress to and over said above-described easement premises at any and all times for the purpose of repairing, renewing, excavating, replacing, inspecting, maintaining the drainageway pipelines and appurtenances, and for doing anything necessary, useful or convenient for the enjoyment of the easements hereby granted.

No building shall be constructed over the easements and no earthfill or embankment shall be placed within this easement, nor over this drainageway or pipeline without a specific written agreement between Grantee and Grantor, or their heirs, successors, or assigns.

Grantee, upon the initial installation and upon each and every occasion that the same be repaired, replaced, renewed, added to, or removed, shall reasonably restore the premises of the grantor, and any improvements disturbed by Grantee, to as good

8-25-98

2/6

condition as they were prior to any such installation or work, and shall reimburse Grantor for any crop losses actually incurred through such maintenance activities. Grantee further covenants that the North-South leg of the easement area shall be improved with a buried storm drainage pipeline. The East-West leg of the easement area shall be improved either by a buried storm drainage pipeline or by an open drainageway constructed to the minimum required standards specified by the City of McMinnville and/or Yamhill County, Oregon.

Grantor and Grantee understand and agree that the easement herein granted is intended to benefit only those certain real premises described on Exhibit B attached hereto and by this reference made a part hereof.

WITNESS our hands and seats this 24TH day of AUGUST, 1998.

Phyllis A. Moyer
PHYLLIS A. MOYER, Trustee

Gene A. McMullin
GENE A. MCMULLIN, Co-Trustee
Dorothy D. Folkel McMullin
DOROTHY D. FOLKEL MCMULLIN
Co-Trustee

GRANTOR

Burch Ferro, Inc.

By: Steve Burch

President

GRANTEE

STATE OF OREGON)
) ss.
County of Yamhill)

On this 24th day of August, 1998, before me personally appeared PHYLLIS A. MOYER, as Trustee of the Phyllis A. Moyer Living Trust dated September 10, 1992 and proved to me on the basis of satisfactory evidence to be the person who signed the within instrument in my presence,

Page 2 - PIPELINE EASEMENT

8-25-98

3/6

IN WITNESS WHEREOF, I have hereunto set my hand and official seal on the day and year above written,

Julie A. Gettman
Notary Public for Indiana Oregon 39th Jan
My Commission Expires: 1/1/00

STATE OF OREGON)
) ss.
County of Yamhill)



On this 24th day of August, 1998, before me personally appeared GENE A. MCMULLIN and DOROTHY D. MCMULLIN, as Co-Trustees of the The McMullin Revocable Living Trust dated May 8, 1996, and proved to me on the basis of satisfactory evidence to be the persons who signed the within instrument in my presence,

IN WITNESS WHEREOF, I have hereunto set my hand and official seal on the day and year above written,

Julie A. Gettman
Notary Public for Indiana Oregon 39th Jan
My Commission Expires: 1/1/00

STATE OF OREGON)
) ss.
County of Yamhill)



On this 24th day of August, 1998, before me personally appeared Steve Burch President of Burch Ferro, Inc., an Oregon corporation, who proved to me on the basis of satisfactory evidence to be the person who, being duly authorized on behalf of said corporation signed the within instrument in my presence,

IN WITNESS WHEREOF, I have hereunto set my hand and official seal on the day and year above written,

Julie A. Gettman
Notary Public for Indiana Oregon 39th Jan
My Commission Expires: 1/1/00



4/6

8-25-98

EXHIBIT A
PAGE 1

Matt Dunckel & Assoc.
19010 Baker Creek Road
McMinnville, Oregon. 97128
Phone: 472-7904
Fax : 472-0367

Date: 2 Jan. 1997

BURCH FEERO - Easement Legal Description

A 15' wide easement in Section 27, Township 4 South, Range 4 West, Yamhill County, Oregon, the perimeter of which is more particularly described as follows:

Beginning at the northwest corner of Parcel 2 of that tract of land described in deed from FAYE FOLKEL to RICHARD A. MOYER, PHYLLIS A. FOLKEL MOYER, GENE A. McMULLIN and DOROTHY D. FOLKEL McMULLIN and recorded in Volume 81 Page 1298, Yamhill County Deed Records; thence South 00°23'20" East 448.31 feet to the southwest corner of said Parcel 2 (basis of bearing CS-10482); thence South 89°40'58" West 660.00 feet along the north line of Parcel 1 of said MOYER and McMULLIN tract to the southwest corner of that tract of land described in deed from McELMURRY and FARNHAM to KURT FEERO and recorded in Film Volume 264 Page 1243; thence South 00°28'00" East 15.00 feet; thence North 89°40'58" East 675.00 feet parallel with and 15.00 feet south of the north line of said Parcel 1; thence North 00°23'20" West 463.28 feet to the north line of said Parcel 2; thence South 89°48'37" West 15.00 feet to the point of beginning.

8-25-98

EXHIBIT A 5/6
PAGE 1

PARCEL I

BEING a part of the Nehemiah Martin Donation Land Claim Notification No. 1236, Claim No. 83 in Section 27 in Township 4 South, Range 4 West of the Willamette Meridian in Yamhill County, Oregon. BEGINNING at point in the center of State Highway at a point 215.8 feet West of the Northeast corner of the Northwest Quarter of said Section 27; thence South 906.8 feet to an iron pipe for Southeast corner this tract; thence West parallel to center line of road 671.5 feet to an iron pipe in fence line now there; thence North 00° 19' West along old line fence now there, 906.8 feet to point in center of State Highway; thence East along center of Highway, 676.5 feet to BEGINNING.

EXCEPTING THEREFROM that portion acquired by the State of Oregon by and through its Department of Transportation by final judgment entered September 26, 1963 in the Circuit Court for Yamhill County in Suit No. 23303.

ALSO EXCEPTING THEREFROM that portion acquired by the State of Oregon by and through its Department of Transportation by judgment entered September 19, 1991 in the Circuit Court for Yamhill County in Suit No. CV89-137.

FURTHER EXCEPTING therefrom that portion conveyed to the State of Oregon by and through its Department of Transportation by deed recorded August 1, 1995 in Film Volume 1995, Page 10052.

Tax Lot No. 4427-400

PARCEL II

A tract of land in Section 27, Township 4 South, Range 4 West, Willamette Meridian, Yamhill County, Oregon, described as follows:

BEGINNING at the Northwest corner of the MCMINNVILLE HOSPITAL, INC. tract as described by deed recorded in Film Volume 291, Page 2084, Yamhill County Deed Records, said point being on the South margin of State Highway 18; thence South 00° 04' 00" West, 130.05 feet along the West line of said MCMINNVILLE HOSPITAL, INC. tract to the TRUE POINT OF BEGINNING, said point being the beginning of a non-tangent curve having a radius of 337.00 feet and being concave to the Northeast; thence 66.79 feet Southeasterly along said curve (Chord=South 75° 27' 04" East, 66.68 feet); thence South 81° 07' 44" East, 21.73 feet to the beginning of a curve having a radius of 26.00 feet and being concave to the Southwest; thence 42.78 feet Southeasterly along said curve (Chord=South 33° 59' 47" East, 38.11 feet) to the beginning of a curve having a radius of 730.16 feet and being concave to the Northwest; thence 75.91 feet Southwesterly along said curve (Chord=South 16° 06' 52" West, 75.88 feet); thence South 19° 05' 36" West, 112.60 feet to the beginning of a curve having a radius of 521.47 feet and being concave to the Southeast; thence 183.77 feet Southwesterly along said curve (Chord=South 08° 59' 51" West, 182.82 feet); thence South 01° 05' 53" East, 138.38 feet; thence South 88° 54' 07" West, 24.13 feet to an angle point in the West line of said MCMINNVILLE HOSPITAL, INC. tract; thence North 00° 04' 00" East, 550.39 feet along said West line to the TRUE POINT OF BEGINNING.

8-25-98

6/6

RETURN TO
OREGON HIGHWAY DIVISION
RIGHT OF WAY SECTION
119 TRANSPORTATION BLDG.
SALEM, OREGON 9731Q

Highway Division
File 57054
9B-29-18

ORIGINAL

WARRANTY DEED

RICHARD A. MOYER and PHYLLIS A. FOLKEL MOYER, husband and wife, and GENE A. McMULLIN and DOROTHY D. FOLKEL McMULLIN, husband and wife, Grantors, hereby convey unto the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, Grantee, fee title to the following described property, to wit:

PARCEL 1

A parcel of land lying in the Nehemiah Martin D.L.C. No. 83, Township 4 South, Range 4 West, W.M., Yamhill County, Oregon and being a portion of that property designated as Parcel 1 and described in that deed to Richard A. Moyer, Phyllis A. Folkel Moyer, Gene A. McMullin and Dorothy D. Folkel McMullin, recorded in Film Volume 81, Page 1298, Records of Yamhill County; the said parcel being that portion of said property included in a strip of land 23 feet in width, lying on the Southerly side of the "B" center line which center line is described as follows:

Beginning at Engineer's center line Station "B" 689+40, said station being 286.47 feet South and 360.78 feet East of the Southeast corner of Section 21, Township 4 South, Range 4 West, W.M.; thence North 75° 49' 57" East 246.58 feet; thence on a spiral curve right (the long chord of which bears North 77° 25' 57" East 239.93 feet) 240 feet; thence on a 1432.39 foot radius curve right (the long chord of which bears North 83° 59' 26.5" East 167.81 feet) 167.91 feet; thence on a spiral curve right (the long chord of which bears South 89° 27' 04" East 239.93 feet) 240 feet to Engineer's center line Station "B" 698+34.49 Back equals "B" 699+20.02 Ahead; thence South 87° 51' 04" East 552.79 feet; thence on a spiral curve right (the long chord of which bears South 86° 15' 04" East 239.93 feet) 240 feet; thence on a 1432.39 foot radius curve right (the long chord of which bears South 81° 12' 51.5" East 91.82 feet) 91.84 feet; thence on a spiral curve right (the long chord of which bears South 76° 10' 39" East 239.93 feet) 240 feet; thence South 74° 34' 39" East 184.08 feet; thence on a 67 foot radius curve left (the long chord of which bears North 53° 47' 08.5" East 105.07 feet) 120.77 feet; thence North 2° 08' 56" East 98.91 feet to Engineer's center line Station "B" 714+48.41.

ALSO that portion of said property lying Northerly of said center line.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 0.16 acre, more or less, outside of the existing right of way.

TOGETHER WITH all abutter's rights of access between the Salmon River Highway and Grantors' remaining real property, EXCEPT, however,

Grantors, their heirs and assigns, shall have access to a frontage road on the Southerly side of said highway.

11-28-88

4427-700
21-04492
TAX LOT

1989 MAR 27 PM 2:55

F 230 P 1748

3-27-89

Highway Division
File 57054
9B-29-18

Grantors also grant to Grantee, its successors and assigns, a permanent easement to construct and maintain slopes, and to construct, relocate, and maintain television cables, telephone and electric powerline and water line facilities, and appurtenances therefor, necessitated by the widening and improvement of the E. McMinnville Intchge.-Airport Rd. Section of the Salmon River Highway, over, under, across and upon the following described property, to wit:

PARCEL 2

A parcel of land lying in the Nehemiah Martin D.L.C. No. 83, Township 4 South, Range 4 West, W.M., Yamhill County, Oregon and being a portion of that property designated as Parcel 1 and described in that deed to Richard A. Moyer, Phyllis A. Folkel Moyer, Gene A. McMullin and Dorothy D. Folkel McMullin, recorded in Film Volume 81, Page 1298, Records of Yamhill County; the said parcel being that portion of said property included in a strip of land 30 feet in width, lying on the Southerly side of the "B" center line which center line is described in Parcel 1.

EXCEPT therefrom Parcel 1.

The parcel of land to which this description applies contains 0.03 acre, more or less.

IT IS UNDERSTOOD that the easement herein granted does not convey any right or interest in the above-described Parcel 2, except as stated herein, nor prevent Grantors from the use of said property; provided, however, that such use shall not be permitted to interfere with the rights herein granted or endanger the lateral support of the Salmon River Highway; that Grantee shall never be required to remove the slope materials placed by it upon said property, nor shall Grantee be subject to any damages to Grantors, their heirs and assigns, by reason thereof or by reason of any change of grade of the highway abutting thereon.

IT IS ALSO UNDERSTOOD that Grantors shall not place or erect any buildings or structures upon the easement area without the written consent of Grantee.

IT IS FURTHER UNDERSTOOD that nothing herein contained is intended to create any obligation on the part of Grantee for the maintenance of said utilities.

11-28-88

STATE OF OREGON
County of Yamhill
I hereby certify that the
within was received and duly
recorded by me in Yamhill
County records.
CHARLES STERN, COUNTY CLERK
M. Gabriel

1520
62

02302

3-27-89

1989 MAR 27 PM 2:55

F 230P1750

Highway Division
File 57054
9B-29-18

Grantors hereby covenant to and with Grantee, its successors and assigns, that they are the owners of all of the above-described property which is free from encumbrances, except for easements, conditions, and restrictions of record, and will warrant and defend the property herein conveyed and the easement rights herein granted from all lawful claims whatsoever, except as stated herein.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES.

The true and actual consideration received by Grantors for this conveyance is \$ 450.00.

Dated this 16 day of December, 1988.

Richard A. Moyer
Richard A. Moyer

Phyllis A. Folkel Moyer
Phyllis A. Folkel Moyer

Gene A. McMullin
Gene A. McMullin

Dorothy D. Folkel McMullin
Dorothy D. Folkel McMullin

CALIFORNIA
STATE OF OREGON, County of PLACER

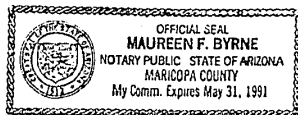
DECEMBER 28, 1988. Personally appeared the above named Richard A. Moyer and Phyllis A. Folkel Moyer, who acknowledged the foregoing instrument to be their voluntary act. Before me:



Catherine J. Ruff
Notary Public for Oregon CALIFORNIA
My Commission expires FEB 16, 1991

Ariza
STATE OF OREGON, County of Maricopa

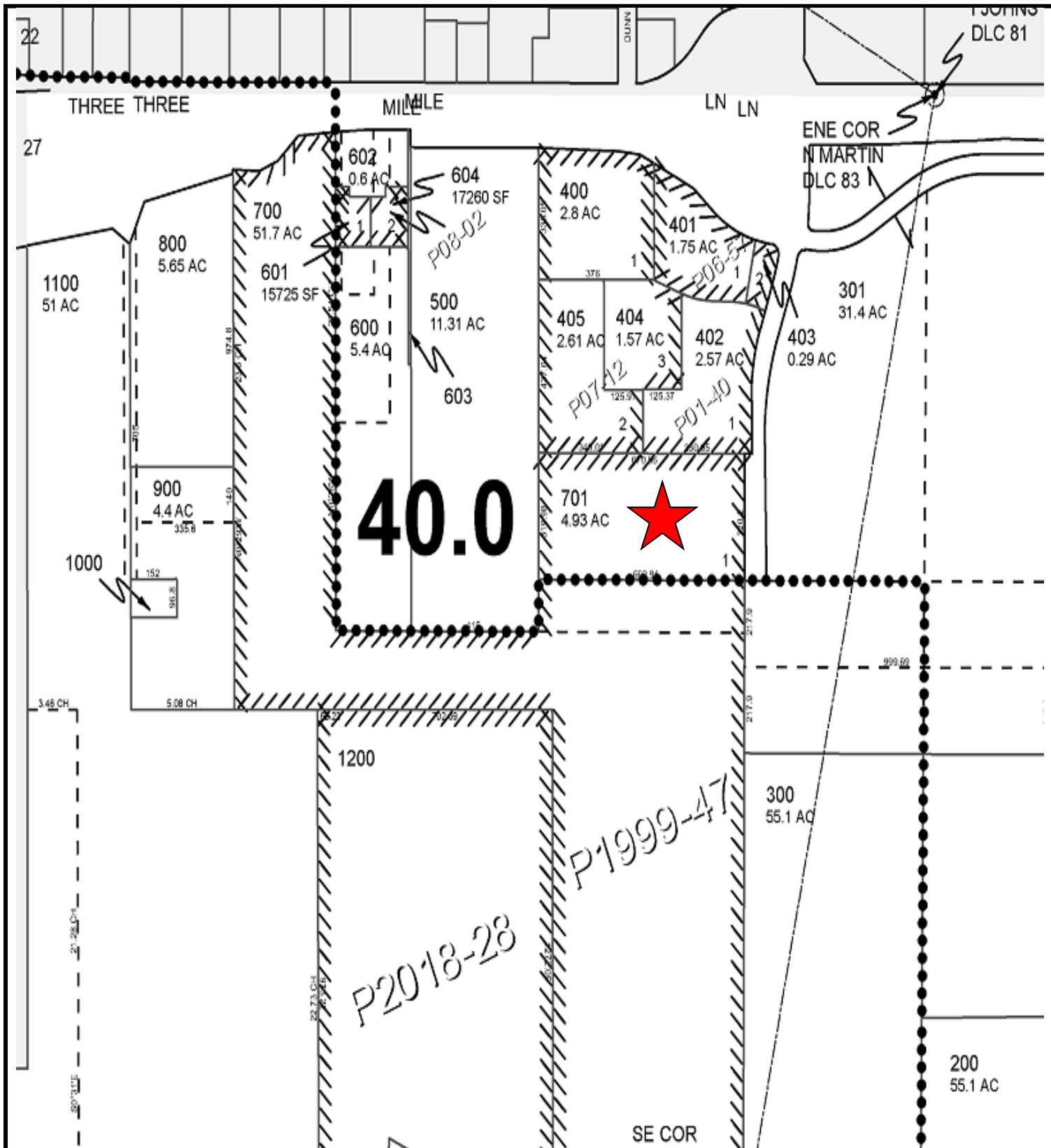
December 16, 1988. Personally appeared the above named Gene A. McMullin and Dorothy D. Folkel McMullin, who acknowledged the foregoing instrument to be their voluntary act. Before me:



Maureen F. Edwards
Notary Public for Oregon Arizona NEEB-112
My Commission expires May 31, 1991

11-28-88
Page 3 - WD
ael/nlp

3-27-89



40.0



APN: 515923
McMinnville, OR 97128

THIS MAP IS FURNISHED AS AN ACCOMMODATION STRICTLY FOR THE PURPOSES OF GENERALLY LOCATING THE LAND. IT DOES NOT REPRESENT A SURVEY OF THE LAND OR IMPLY ANY REPRESENTATIONS AS TO THE SIZE, AREA OR ANY OTHER FACTS RELATED TO THE LAND SHOWN THEREOF



PROJECT SITE



APPLICATION NARRATIVE
Three Mile Lane Design Review

NORTON LANDING APARTMENTS

SE Norton Lane at SE Stratus Avenue

Three Mile Lane Design Review Application Narrative

August 14, 2023

Project Description:

The proposed project consists of the development of 138 apartment dwelling units located in seven three-story buildings on a 4.93 acre vacant site. The proposed development includes related site improvements and 3/4 public street improvements of SE Norton Lane along the subject site frontage.

The subject site has limited access to SE Norton Lane and has no other public frontage or access. The subject site has access to public utilities. There is an existing shallow 8" public sanitary sewer located in SE Norton Lane. There is an existing public water line located in SE Norton Lane. There is an existing 15-foot private storm drainage easement along the westerly property line. There is also a 10-foot public utility easement along the SE Norton Lane frontage.

The subject site lies within the Three Mile Lane Planned Development Overlay and the Three Mile Lane Area Plan. The subject site is subject to Planned Development Amendment Approval, Three Mile Lane Design Review, and the conditions of Approval of the prior Ordinances affecting the subject Site, including Ordinance 4709 and Ordinance 5072.

ASSESSOR MAP/TAX LOT

Section 27, T.4S, R4W, WM, Tax Lot 701

ZONING:

C-3 PD: General Commercial, Planned Development (Three Mile Lane PD Overlay)
Ordinance 4709
Ordinance 5072 (PDA 6-18)

Adjacent Property Zoning:

NORTH: C-3 PD: General Commercial

EAST: M-L: Limited Light Industrial

SOUTH: Outside Urban Growth Boundary, Yamhill County

WEST: R-4 Medium, High Density Residential

DEVELOPMENT APPLICATION APPROVALS REQUESTED:

The following land-use applications are being submitted for approval:

Planned Development Amendment to Ordinance 4709 and Ordinance 5072

Three Mile Lane Design Review

Landscape Plan Review

Administrative Variances

EXISTING CONDITIONS

The Subject Site is currently undeveloped and used for farming. The site is generally flat, with a minor slope to the southwest. There are no significant or distinguishing natural features associated with this property.

Access to the property is from Highway 18 via the intersection with Norton Lane. There is a signalized intersection of Norton Lane (SE & NE) with Highway 18. Immediately south of the highway, there is a three-way stop intersection of SE Norton Lane and SE Stratus Avenue. Stratus Avenue loops around the Medical Center and intersects back with SE Norton Lane across from the subject site.

ACCESS and UTILITIES

The property fronts on west side of SE Norton Lane, just south of the Altimus Plaza medical offices. The existing right-of-way for SE Norton Lane is 60 feet down to and through the Stratus Avenue Loop intersection, south of the Medical Center. The existing improvements extend through this intersection. The street is currently improved with curb and gutter and 28-foot paved section.

SE Norton Lane is improved to City standard south to the intersection with the Stratus Avenue loop. The street improvements extend approximately 180 feet along the frontage of the Subject Site. There is an additional 280 feet of site frontage that is currently not improved.

There are existing urban services and utilities within SE Norton Lane. These facilities are all available and were adequately sized to serve development of the subject site, consistent with the allowed commercial uses identified within Ordinance 4709.

SURROUNDING USES

North - The property immediately north of the subject property is the Altimus Plaza Medical Offices. Further to the north at the Stratus Avenue intersection are the Comfort Inn & Suites and the Diner restaurant. The land west of the motel is vacant land, however there is a current application for development of multifamily residential.

East - The property immediately east of the subject property is developed with medical offices, specifically Willamette Valley Medical Center, including a Heliport. To the south of the medical center is vacant farm land, outside of the city limits and UGB. The Evergreen Aviation Museum, north of Hwy 18, and Municipal Airport, south of Hwy 18, are located just over a mile to the east.

South - The property immediately south of the subject property is vacant farm land, outside of the city limits and UGB.

West - The property immediately west of the subject property is the Evergreen Estates Mobile Home Park, which is zoned R-4.

NEIGHBORHOOD MEETING

A Neighborhood Meeting was held on June 28, 2023. The Neighborhood Meeting Notice was mailed, posted and held in compliance with the requirements of McMinnville Zoning Ordinance, Chapter 17.72.095 Neighborhood Meetings.

The Neighborhood Meeting materials, notes and documentation of compliance with McMinnville Zoning Ordinance, Chapter 17.72.095 Neighborhood Meetings, are included within the Planned Development Amendment application.

RELATED ORDINANCES, PLANS AND POLICES:

In addition to compliance of the applicable requirements of the City of McMinnville Zoning Ordinance, there are other related ordinances, plans and policies that the proposed development must demonstrate compliance of their applicable conditions of approval and related policies.

The following narrative provides the applicants response to the following:

- Ordinance 4709, Conditions of Approval
- Ordinance 5072, Conditions of Approval
- McMinnville Comprehensive Plan, Volume II, applicable Goals and Policies
- Three Mile Lane Area Plan, Ordinance 5126, Policies

Prior Land-Use Decisions Affecting Subject Site:

ORDINANCE 4131: THREE MILE LANE

By Ordinance 4131, the City of McMinnville established Planned Development requirements for the Three Mile Lane area (Oregon Highway 18 Corridor). The area covered by this requirement extends north and south of Highway 18 from the eastern city limits west to the vicinity of the Three Mile Lane Spur intersection with Highway 18.

This ordinance established the Three-Mile Lane Planned Development overlay and identified specific conditions and policies for development. The ordinance also identified procedures for review and approval of proposed developments within the subject area.

ORDINANCE 4709: (CPA 6-99/ZC 11-00)

By Ordinance 4709, the City of McMinnville amended the Comprehensive Plan Map and rezoned the subject site to C-3 PD (General Commercial Planned Development), subject to 20 Conditions of Approval.

ORDINANCE 5072: (PDA 6-18)

By Ordinance 5072, the City of McMinnville amended and revised Condition 15 of Ordinance 4709 to allow multiple family dwellings. The original Condition 15 of Ordinance 4709 specifically limited the allowable uses which did not allow multiple family dwellings.

The revised Condition 15 applies specifically to Tax Lot 701. All other requirements and conditions of approval from Planned Development Ordinance 4709 remain in effect.

Conditions of Approval – Prior Ordinances:

ORDINANCE 4709: CONDITIONS OF APPROVAL:

1. That the zone change request shall not take effect until and unless CPA 6-99 is approved by City Council.

Applicant Response:

This condition of approval is no longer applicable and Ordinance 4709 was approved by City Council.

2. That the development and use of the site is subject to the provisions of the Three Mile Lane Planned Development Ordinance, as amended. Further, that a detailed Master Plan for the subject site shall be submitted to the McMinnville Planning Commission for review and approval, pursuant to the procedures of McMinnville Zoning Ordinance 17.51, Planned Development Overlay, prior to any development occurring on the site. The plan shall include, at a minimum, proposed land uses and their locations, building locations, proposed circulation patterns, proposed open spaces, grading and drainage information, location and size of public utilities and services, off-street parking areas, direct pedestrian access, and other information deemed necessary to convey the details of the proposed development plans to the Planning Commission.

Applicant Response:

This current application is for a Planned Development Amendment to include the proposed Master Plan for the site. The application includes the detailed drawings and design as outlined in the above condition of approval. This application also includes the application for the Three Mile Lane Design Review.

3. That detailed plans for the proposed commercial development showing site layout, proposed circulation pattern, signage, building elevations, landscaping, parking, and lighting must be submitted to and approved by the Three Mile Lane Design Review Committee prior to issuance of any building permits for said development. Approval or denial of such plans shall be based upon findings that, to the extent possible, the building and site design employs principles that will ensure compatibility with adjacent development, and provide an architectural style appropriate to a "gateway" or entrance to the City of McMinnville. In addition, approval or denial of the exterior building design shall be based on a finding that, to the extent possible, the building design incorporates design and architectural features that would serve to break up the building's horizontal plane and provide visual interest. This may include, but is not limited to, the use of vertical columns, gables, variety of compatible and complementary building materials, providing openings in the building façade, and landscaping at the building perimeter. Submitted plans should include detail as regard to building colors and materials (provide texture and relief), building height, planting design, window treatment, vertical and horizontal articulation, massing, voids to solids relationships, and other elements appropriate to ensure that the building and site design complies with the objectives and requirements of this planned development approval.

The provisions of Chapter 17.51 of the McMinnville Zoning Ordinance may be used to place conditions of any development and to determine whether or not specific uses are permissible. The applicant may appeal the decisions of the Three Mile Lane Design Review Committee to the Planning Commission if notice of the appeal is filed in the Planning Commission office within 15 days of the Committee's decision.

Applicant Response:

This application is for multifamily housing and is not a commercial proposal. Therefore this condition of approval is not applicable.

4. That final development plans include landscape plans submitted to and approved by the McMinnville Landscape Review Committee and Three Mile Lane Design Review Committee. A minimum of 14 percent of the site must be landscaped. An arborvitae hedge or similar type of planted visual screen shall be required along the property lines adjacent to the residentially zoned land to the west. Landscaping emphasis shall exist along the site's eastern edge, adjacent to Norton lane, including required street trees, with particular emphasis at the site's eastern driveway intersections at Norton Lane. In addition, landscape islands are required to be located throughout the proposed off-street parking areas.

Street trees within a curbside planting strip along the Norton Lane frontage are required to have a two-inch minimum caliper, exhibit size and growing characteristics appropriate for the particular planting strip and be spaced as appropriate for the selected species and as may be required for the locations of above ground utility vaults, transformers, light poles, and hydrants. All street trees shall be of good quality and shall conform to American Standards for Nursery Stock (ANSI Z60.1). The Planning Director reserves the right to reject any plant material which does not meet this standard.

Applicant Response:

This proposed development and application includes the Landscape Plan Review application. The landscape design for the site includes the required screening and buffering to the adjacent properties along the North, West and South property lines. There are also enhanced plantings along the SE Norton Lane frontage.

The proposed development application also includes the SE Norton Lane street frontage improvements. These include the required street trees. The proposed street trees meet the specified requirements.

5. That final development plans for the subject site include a detailed storm drainage plan which incorporates the requirements of City's Storm Drainage Master Plan. This plan must be submitted to, and approved by, the City Engineering Department prior to issuance of any development permits. Any utility easements needed to comply with the approved plan must be reflected on the final plat. If the final storm drainage plan incorporates the use of collection systems and easements, such must be private, rather than public, and private maintenance agreements must be approved by the City for them.

Applicant Response:

This application includes a Preliminary Grading and Drainage Plan, drawing C2.0. It is understood that complete drainage design must be provided in accordance with the City of McMinnville Storm Drainage Master Plan. Detailed drainage design and stormwater analysis will be provided for permit submittal to the City Engineering Department.

6. The final development plans for the subject site include a detailed sanitary sewerage collection plan which incorporates the requirements of City's Collection Systems Facilities Plan. This plan must be submitted to, and approved by, the City Engineering Department prior to issuance of any development permits. Any utility easements needed to comply with the structures located within the subject site are required to connect to the sanitary sewer systems as soon as service is available.

Applicant Response:

This application includes a Preliminary Utilities Plan, drawing C3.0. It is understood that complete sanitary sewerage design must be provided in accordance with the City of McMinnville Collection Systems Plan. Detailed sanitary sewerage design and analysis will be provided for permit submittal to the City Engineering Department.

7. That the developer secure from the Department of Environmental Quality (DEQ) applicable storm runoff and site development permits prior to construction of the required site improvements. Evidence of such permit shall be submitted to the City Engineer.

Applicant Response:

It is understood that the owner/developer must secure the applicable Department of Environmental Quality (DEQ) stormwater runoff permits. Evidence of the permits will be submitted to the City Engineer as required.

8. That the developer enter into a construction permit agreement with the City Engineering Department for all public improvements and gain a fill and grading permit for a lot fill agreement from the City Building Division. All fill placed in the areas where construction is expected shall be engineered and shall meet with approval of the City Building Division and the City Engineering Department.

Applicant Response:

It is understood that the owner/developer must enter into a construction permit agreement with the City Engineering Department for all public improvements and gain a fill and grading permit for a lot fill agreement from the City Building Division. It is also understood that all fill placed in the areas where construction is expected shall be engineered and shall meet with approval of the City Building Division and the City Engineering Department.

9. That the developer extend water and power services to the subject site in accordance with McMinnville Water and Light requirements, including any necessary contracts and/or easements. Said water service is to include required fire hydrants, which are necessary to be in working order prior to the issuance of building construction permits.

Applicant Response:

It is understood that the owner/developer extend water and power services to the subject site, if required by McMinnville Water and Light. The required improvements, if any, will be designed and installed to the requirements of McMinnville Water and Light. Although, there is an existing public water main located within the NE Norton Lane right-of-way and power currently serves the adjacent property to the north.

It is further understood that said water service is to include required fire hydrants, which are necessary to be in working order prior to the issuance of building construction permits.

10. That utilities shall be extended to the property boundaries by the applicant, as may be required by the City Engineer or McMinnville Water and Light.

Applicant Response:

It is understood that McMinnville Water and Light may require utility extensions to the subject site, if not currently provided. The required improvements, if any, will be designed and installed to the requirements of McMinnville Water and Light. Although, there is an existing public water main located within the NE Norton Lane right-of-way in front of the subject site and power currently serves the adjacent property to the north.

11. That no building shall exceed the height of 35 feet.

Applicant Response:

The Planned Development Amendment application includes a request to amend this condition of approval to allow a roof height of 36'-4" to the highest ridge line.

12. That if outside lighting is provided, it must be directed down and away from residential areas and public streets.

Applicant Response:

The proposed site lighting design is included in this application, drawing ME1.0. The proposed lighting design provides full cut-off light fixture that prevent light from entering the adjacent properties and the lighting design does not shine light onto the SE Norton Lane right-of-way.

13. That signs located on the site shall be subject to the requirements of McMinnville Ordinance 4572 (B).

Applicant Response:

It is understood that any proposed signage must be designed to be in compliance with the City of McMinnville Ordinance 4572 (B). A small site identification sign is proposed and the location is noted on the Site Plan, drawing A1.0 and A1.1.

14. That all business, storage, or displays shall be conducted wholly within an enclosed building; except for off-street parking and loading.

Applicant Response:

The proposed development is for multifamily housing and this condition of approval is not applicable.

15. That the subject site is limited to professional office use or medical office use, or other compatible, small scale commercial uses such as delicatessen, florist, or day care facility. Uses other than professional office use or medical office use may not exceed fifteen (15) percent of the total floor area proposed to be constructed within the subject site. Drive-up restaurants; automobile, boat, trailer, or truck rental sales or service; building materials supply stores; recreational vehicle parks; storage garage or mini-warehouse buildings; and, automobile service stations are prohibited from locating on the site."

Applicant Response:

This condition of approval has been amended to include multifamily housing. The revised condition was included in Ordinance 5072 (PDA 6-18). A respond to the

amended condition of approval follows in the response to address Ordinance 5072 below.

16. That if restrictive covenants are proposed for the development they must meet with the approval of the Planning Director.

Applicant Response:

There are no restrictive covenants proposed with this development application. This condition of approval is not applicable.

17. That the approved Master Plan as approved by the Planning Commission shall be placed on file with the Planning Department and become part of the zone and binding to the owner and developer. The developer will be responsible for requesting permission of the Planning Commission for any major changes of the details of the final development plans. Minor changes to the details of the adopted plan may be approved by the City Planning Director. It shall be the Planning Director's decision as to what constitutes a minor or major change. An appeal from a ruling by him may be made only to the Commission. Review of the Planning Director's decision by the Planning Commission may be initiated at the request of any one of the commissioners.

Applicant Response:

The requirements of this condition of approval are understood by the developer/owner.

18. That improvements to the Norton Lane frontage, to the southern most entry drive, or as may otherwise be required by the City of McMinnville, shall be done at the developer's expense and be finalized prior to release of any occupancy permits. Plans for improvement to Norton Lane shall be submitted to the City Engineer for review and approval prior to its construction.

Applicant Response:

It is understood that SE Norton Lane frontage improvements are required for the proposed development and that those improvements will be at the owner/developers expense. It is further understood that the design of the proposed SE Norton Lane improvements shall be submitted to the City engineer for review and approval. It is also understood that the frontage improvements must be completed before any occupancy permits will be issued.

19. The developer/owner of the subject site must grant to the Willamette Valley Medical Center and the City of McMinnville the right to cause all airspace above the surface of the subject site such as noise, vibrations, fumes, dust, fuel particles and all other effects as may be caused by the operations of aircraft landing at or taking off or operating at or on the Medical Center property and the McMinnville Municipal Airport. The owner must fully waive any right or cause action which he may now or in the future arise against the Willamette Valley Medical Center and the City of McMinnville due to such circumstances.

Applicant Response:

The owner/developer understands the requirements of this condition of approval.

20. That prior to the development of the site, the applicant shall sign a waiver of remonstrance against the future development of Norton Lane. The waiver shall be prepared by the City.

Applicant Response:

The owner/developer understands the requirements of this condition of approval.

ORDINANCE 5072: CONDITIONS OF APPROVAL:

1. That Condition 15 of Ordinance 4709, as amended by Ordinance 4863, be amended as follows:

That the subject site is limited to professional office use or medical office use, or multiple family dwellings, senior condominiums, senior apartments, or assisted living facilities, or other compatible, small scale commercial uses such as delicatessen, florist, or day care facility. Uses other than professional office use, medical office use, multiple family dwellings, or senior condominiums, senior apartments, or assisted living facilities, may not exceed fifteen (15) percent of the total floor area proposed to be constructed within the subject site. Drive-up restaurants; automobile, boat, trailer, or truck rental sales or service; building materials supply stores; recreational vehicle parks; storage garage or mini-warehouse buildings; and, automobile service stations are prohibited from locating on the site.

If the site is developed as multiple family dwellings, an area equivalent to 10 percent of the gross area of the site shall be reserved for usable open space for residents of the multiple-family development site. The usable open space area shall be a contiguous area with each dimension being at least 25 feet in length, 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."

Applicant Response:

The proposed development is for 138 units of multiple family dwellings (apartments) and is therefore a complying use.

The subject site is 214, 759 sf. The proposed Site Plan provides 32,769 sf of common open space, which is 15% of the gross site area and is therefore compliant.

2. All other requirements and conditions of approval from Planned Development Ordinance 4709 shall remain in effect.

Applicant Response:

The response to the remaining Conditions of Approval of Ordinance 4709 has been addressed above in the response to Ordinance 4709.

McMinnville Comprehensive Plan: VOLUME II GOALS AND POLICIES:

Volume II, Goals and Policies, contains the goal, policy, and proposal statements which shall be applied to all land use decisions. Goal, policy, and proposal statements each have different purposes: goal statements are the most general principles; policy statements are directed to specific areas to further define the goal statements; and proposals are possible courses of action open to the City which shall be examined to further implement the goal and policy requirements. Each of these statement types is further defined below:

GOALS: are the broadly-based statements intended to set forth the general principles on which all future land use decisions will be made. Goals carry the full force of the authority of the City of McMinnville and are therefore mandated.

POLICIES: are the more precise and limited statements intended to further define the goals. These statements also carry the full force of the authority of the City of McMinnville and are therefore mandated.

PROPOSALS: are the possible courses of action available to the City to implement the goals and policies. These proposals are not mandated; however, examination of the proposals shall be undertaken in relation to all applicable land use requests. The implementation of these goals, policy, and proposal statements shall occur in one of two ways. First, the specific goal, policy, or proposal shall be applied to a land use decision as a criterion for approval, denial, or modification of the proposed request. In this case the goal, the policy, or the proposal is directly applied. The second method for implementing these statements is through the application of provisions and regulations in ordinances and measures created to carry out the goals and policies. This method involves the indirect application of the statements. These ordinances and measures are included in Volume III of the McMinnville Comprehensive Plan.

CHAPTER V: 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.

Applicant Response:

The proposed development provides multifamily housing that has been designed to be in compliance with the applicable sections of the City of McMinnville Zoning Ordinance and applicable ordinances within the planned development area of the subject site.

- 59.00 Opportunities for multiple dwelling 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.

Applicant Response:

The proposed multifamily development has been designed to be in compliance with the applicable sections of the City of McMinnville Zoning Ordinance, including the Residential Design Standards for apartments, 17.11.090 and the applicable ordinances within the planned development area of the subject site.

Low-Cost Housing Policies:

- 64.00 The City of McMinnville shall work in cooperation with other governmental agencies, including the Mid-Willamette Valley Council of Governments and the Yamhill County Housing Authority, and private groups to determine housing needs, provide better housing opportunities and improve housing conditions for low- and moderate-income families.
- 65.00 The City of McMinnville shall coordinate with the Mid-Willamette Valley Council of Governments to develop a "fair share" plan to allocate low-cost housing throughout the tri-county region.
- 66.00 The City of McMinnville shall continue to allow development of its fair share of the region's low-cost housing. The share accepted will be based on quantifiable studies which take into account the amount of the low-cost housing already in the community and the overall housing opportunities in the city and region.
- 67.00 Subsidized low-cost housing shall be dispersed throughout the McMinnville urban area. Dispersal plans shall be coordinated with appropriate agencies.

Applicant Response:

The proposed development is for market-rate multifamily housing and is not proposed to be a low-income or subsidized development.

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, to designated neighborhood activity centers, and to those areas where urban services are already available before committing alternate areas to residential use. (Ord. 5098, December 8, 2020)

Applicant Response:

The subject site is designated C-3 Commercial and has been identified for Medium-High Density Residential under the Three Mile Lane Planned Development Amendment to Ordinance 4709.

The subject site has existing urban services available to the site.

Planned Development Policies:

- 72.00 Planned developments shall be encouraged as a favored form of residential development as long as social, economic, and environmental savings will accrue to the residents of the development and the city.

Applicant Response:

The subject site is located within the Three Miler Lane Planned Development Overlay. The proposed development has been designed to be in compliance with the applicable ordinances within the Three Mile Lane PD overly including Ordinance 4709 and Ordinance 5072.

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

Applicant Response:

The subject site does not contain any distinctive natural or topographic features.

- 75.00 Common open space in residential planned developments shall be designed to directly benefit the future residents of the developments. When the open space is not dedicated to or accepted by the City, a mechanism such as a homeowners association, assessment district, or escrow fund will be required to maintain the common area.

Applicant Response:

The proposed Site Plan provides Common Open Spaces in compliance with 17.11.090. The proposed Common Open Spaces occur within the private market-rate apartment development and will be maintained by the development ownership.

- 76.00 Parks, recreation facilities, and community centers within planned developments shall be located in areas readily accessible to all occupants.

Applicant Response:

The proposed Site Plan provides Common Open for recreational use by the apartment residents. There are no other recreation facilities or community centers proposed within this development.

- 77.00 The internal traffic system in planned developments shall be designed to promote safe and efficient traffic flow and give full consideration to providing pedestrian and bicycle pathways.

Applicant Response:

The proposed development and Site Plan is limited to a single 4.93 acre site and does not include any internal public streets. The proposed Site Plan does include internal drive aisles and parking areas that will provide safe and efficient access to parking and the buildings throughout the site. There is a network of internal sidewalks and pathways that connect the parking, buildings and common open spaces to the public street frontage.

- 78.00 Traffic systems within planned developments shall be designed to be compatible with the circulation patterns of adjoining properties.

Applicant Response:

The subject site has limited public street frontage and is limited to a single driveway onto SE Norton Lane.

Multiple Dwelling Development Policies:

- 86.00 Dispersal of new multi-dwelling housing development will be encouraged throughout the City in areas designated for residential and mixed-use development to encourage a variety of housing types throughout the community and to avoid an undue concentration of multi dwelling development in specific areas of the community leading to a segregation of multi dwelling development in McMinnville from residential neighborhoods. Dispersal policies will be consistent with the Great Neighborhood Principles.

In areas where there are the amenities, services, infrastructure and public facilities to support a higher density of multi-dwelling development, and the area is commensurate with a higher concentration of multi-dwelling development without creating an unintended segregation of multi-dwelling development, such as McMinnville's downtown, the area surrounding Linfield University and Neighborhood Activity Centers, a higher concentration of multi-dwelling development will be encouraged. (Ord. 5098, December 8, 2020)

Applicant Response:

As provided for by the adoption of Ordinance 4709, amended by Ordinance 5072, the subject site is located in an area of McMinnville that has the existing infrastructure, public facilities to support the density of the proposed development. The proposed development will provide needed housing for the support staff of the adjacent medical facilities and the Willamette Valley medical Center Hospital, as well as other nearby employment centers.

- 87.00 Residential developments at densities beyond that normally allowed in the multiple-dwelling zone shall be allowed in the core area subject to review by the City. These developments will be encouraged for (but not limited to) the provision of housing for the elderly.

Applicant Response:

The proposed development is within the allowable density for the subject site. The subject site is not located within the core area and this does not apply.

- 88.00 Deleted as per Ord. 4796, October 14, 2003.

- 89.00 Zoning standards shall require that all multiple-dwelling housing developments provide landscaped grounds. (Ord. 4796, October 14, 2003)

Applicant Response:

The proposed development includes detailed Landscape Plans that have been designed for review in conjunction with all aspects of the McMinnville Zoning Codes. Multiple locations with Zoning Code require landscaping, including the 17.11 the Residential Design Standards. The proposed landscape design provides landscaping throughout all areas of the site not covered by buildings, parking or drive aisles.

- 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 or within neighborhood activity centers, and within a one-half mile wide corridor centered on existing or planned public transit routes. (Ord. 5098, December 8, 2020; Ord. 4840, January 11, 2006; Ord. 4796, October 14, 2003)

Applicant Response:

The subject site is located on SE Norton Lane at the intersection of SE Stratus Avenue. SE Norton Lane, which is classified as a minor collector, provides direct access to Highway 18, which is classified as a major arterial. This network of roadways provides adequate access for vehicular traffic serving the proposed development.

Yamhill County Transit, Route 2, serves SE Norton Lane with a transit stop located at the intersection of SE Norton Lane and SE Stratus Ave.

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

Applicant Response:

The subject site and proposed development has access from SE Norton Lane which is a minor collector. Norton Lane connects directly to Highway 18 that is a major arterial. The existing network of public roadways has sufficient carry capacity for the traffic generated by the proposed development.

A Transportation Impact Study has been prepared and is included in this application.

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

Applicant Response:

The subject site is located along an existing public transit route, Yamhill County Transit, Route 2, with a transit stop located at the intersection of SE Norton Lane and SE Stratus Ave.

- 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.

Applicant Response:

The subject site is not located near railroad lines or heavy industrial uses.

- 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)

Applicant Response:

The subject site is located along an existing public transit route, Yamhill County Transit, Route 2, with a transit stop located at the intersection of SE Norton Lane and SE Stratus Ave. The subject site is not located near schools, shopping or parks.

- 92.03 Housing developments for the elderly shall, as far as possible, locate near community centers, parks, and shopping areas, or where transportation services can be provided to enable access to these activity areas. (Ord. 4796, October 14, 2003)

Applicant Response:

The proposed project is not an Elderly Housing development.

Urban Policies:

- 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)

Applicant Response:

The subject site has existing water and sanitary sewer lines located within the SE Norton Lane right-of-way. The existing sanitary sewer is an 8" main, which has adequate capacity for the proposed development.

There is an existing 10" water main located in the SE Norton Lane right-of-way. This line has adequate capacity for domestic and fire line services for the proposed development and additional new fire hydrants.

The subject site is accessed by SE Norton Lane, which currently terminates just south of the intersections with SE Stratus Avenue. The proposed development will provide public street frontage improvements along the SE Norton Lane right-of-way to the southern boundary of the site and the current McMinnville City limits.

There are no public streets proposed or required within the proposed development. The Site Plan provides a network of drive aisles and parking areas serving the buildings and living units. A Fire Truck turnaround has been provided at the rear of the site.

Three Mile Lane Area Plan:

Ordinance 5126 amended the McMinnville Comprehensive Plan adopting the Three Mile Lane Area Plan. The Subject Site is located within the area identified by the three Mile Lane Area Plan and therefore development must comply with the Polices outlined in the Plan.

The Three Mile Lane area is a unique district in the southeast portion of the City of McMinnville. The area contains approximately 1,340 acres of land with a variety of existing land uses and several large vacant parcels. The Three Mile Lane Area Plan is intended to create an implementable vision for the area's future land uses and multi-modal transportation system.

As an Area Plan, the Three Mile Lane Area Plan shall serve as a guiding document for land uses and public facilities in the delineated area of this plan. Specific standards for development will be identified in McMinnville's Master Plans and Municipal Code.

POLICIES

The following policies shall guide development and future planning decisions in the Three Mile Lane area. These policies implement the Three Mile Lane Area Plan goals and describe how Great Neighborhood Principles are expected to be expressed in the future growth and development of the Three Mile Lane Area.

1. Require future development to be consistent with the design elements of the Three Mile Lane Area Plan.

Applicant Response:

The subject site lies within the area identified as Medium-High Density Residential in the Area Plan. The applicable Urban Design Elements identified in the Area Plan for the subject site are addressed as follows:

KEY URBAN DESIGN ELEMENTS

- Transitions between uses: Health care facilities and surrounding residential areas. Healthcare facilities are often active around the clock with bright lighting and they generate significant vehicle traffic. They also require a lot of delivery traffic and, in the case of a major medical center, helicopter use. Buffering between uses should be considered, particularly senior housing or market-rate apartments with trees, landscaping and other treatments. Assisted living or nursing care facilities, however, would benefit from close proximity to the hospital.

Applicant Response:

The subject site abuts a large medical office building on the North side of the site. The Willamette Valley Medical Center Hospital is located on the East side of SE Norton Lane. The hospital is set back from SE Norton Lane a significant distance providing a significant buffer from the subject site.

The medical office building to the North has a row of mature trees along the property line abutting the subject site. The proposed Landscape Plan provides additional landscape buffering including trees, shrubs and a sight obscuring fence adjacent the property line.

- Transitions between uses: Health care facilities and other commercial uses. The scale and orientation of existing uses, as related to future uses should be considered. For example, while Senior Housing might benefit from a location within walking distance of a retail

center, there should be careful site planning to ensure the housing isn't directly adjacent to loading or parking facilities. It may be most feasible to place health-care related housing with an orientation south towards views and the river.

Applicant Response:

This is not applicable to the subject site.

- Walkability between uses. Convenient, safe connections between a variety of uses in this area will be important to current and future users.

Applicant Response:

The subject site has street frontage along SE Norton Lane. The proposed development includes Public Street Frontage improvements that will extend along the entire SE Norton Lane Frontage. This sidewalk provides a direct link and connection to the existing sidewalks along SE Norton Lane and Status Avenue. This existing sidewalk network connects the Medical Office Building (Altimus Plaza), the Willamette Valley Medical Center Hospital and up to the intersection of Cumulus Avenue and Highway 18.

The proposed and existing public sidewalk network also provides direct access to public transit and the Yamhill County Transit stop at the intersection of SE Norton Lane and SE Stratus Avenue.

- Visual quality of buildings facing OR 18. New development should avoid placing loading docks or creating blank walls visible from passing vehicles.

Applicant Response:

This is not applicable to the subject site.

2. Public improvements and private development shall strive to protect tree groves and mature individual trees.

Applicant Response:

There are no existing mature trees that will be impacted by the proposed SE Norton Lane street frontage improvements.

3. Riparian corridors and adjacent native landscape shall be protected.

Applicant Response:

The subject site is not adjacent any riparian corridors and does not contain any native landscape materials.

The proposed Landscape Plan does propose the use and incorporation of native plant materials and hybrids in the landscape design.

4. The built environment will be designed to provide and protect views to rolling hills and volcanoes and to enhance visual and physical access to the North Yamhill River. New streets and open spaces will be oriented to capture views.

Applicant Response:

The subject site does not have exposure to any existing views of the surrounding area. The upper floor living units may have the opportunity to capture views of the surroundings.

5. Enhancing connections to existing trails and open space, such as connections into Joe Dancer Park and McBee Park, and creating a public greenway along South Yamhill River with trails and connections to the Three Mile Lane Area is a priority.

Applicant Response:

While the subject site does not have existing adjacent trails or open space, the proposed Site Plan and internal network of sidewalks, provides the availability of connection to future development and trails to the south of the site.

6. New gathering spaces will be designed to incorporate natural areas and views.

Applicant Response:

The proposed Site Plan provides a variety of common open spaces and gathering spaces.

7. Require native landscape plantings with seasonal variation and tree plantings that include shade streets with mature tree canopy.

Applicant Response:

The landscape design incorporates native plant varieties and hybrids to help reduce water requirements, reduce chemical applications, and help provide a sense of regional identity. Blue Fescue is used as a drought resistant groundcover throughout the site. Thuja occidentalis "Golden Globe" is a hybrid of the native Thuja and will provide an evergreen presence in winter months, reminiscent of Pacific Northwest landscapes. Finally, White Wonder Dogwood trees, a hybrid of the native Cornus nuttallii, are placed throughout the site. The Dogwoods will provide the familiar white flower in spring that is common in Pacific Northwest landscapes.

8. A network of sidewalks and trails will connect people to key locations within the Three Mile Lane Area.

Applicant Response:

The proposed Site Plan provides a network of internal sidewalks connecting the buildings, parking and common open spaces to the SE Norton Lane frontage. The proposed development includes Public Street Frontage improvements that will extend along the entire SE Norton Lane Frontage. This sidewalk provides a direct link and connection to the existing sidewalks along SE Norton Lane and Status Avenue. This existing sidewalk network connects the Medical Office Building (Altimus Plaza), the Willamette Valley medical Center Hospital and up to the intersection of Cumulus Avenue and Highway 18.

9. The Three Mile Lane Area will have safe bicycle routes for residents and touring cyclists.

Applicant Response:

The proposed development includes the extension of SE Norton Lane. The proposed public street frontage improvements includes a road section with a bike lane. This roadway improvements and bike lane will lead to the proposed future network of bikeways and trails identified in the Three Mile Lane Area Plan.

10. Proposed new streets will connect to the existing local street grid, consistent with the conceptual designs in the Three Mile Lane Area Plan and in compliance with Transportation System Plan standards.

Applicant Response:

The proposed development includes the extension of SE Norton Lane. The proposed public street frontage improvements includes a road section with a bike lane. These improvements follow the proposed alignment of future roadways, bikeways and trails identified in the Three Mile Lane Area Plan.

11. New commercial developments should be designed to be at a walkable, human scale and for ease of use by all ages and abilities.

Applicant Response:

The proposed development does not contain commercial uses and this is not applicable.

12. New commercial, office, mixed-use, and multi-family developments should be designed to reflect the micro-climate and enhance outdoor life through the incorporation of features such as porches, balconies, courtyards, plazas, etc.

Applicant Response:

The proposed multifamily development includes covered decks and patios for all of the living units. These covered areas will allow residents the opportunity to have access to private, weather protected outdoor living areas.

13. New commercial, office, mixed-use, and industrial campus developments should promote inclusion and interaction within the right-of-way.

Applicant Response:

The proposed development does not contain commercial, office, mixed-use or industrial uses and this is not applicable.

14. Encourage mixed-use development where feasible.

Applicant Response:

The proposed development does not contain commercial or mixed-use and this is not applicable.

15. Proposed site landscape for new development should strive to reflect patterns of wine industry—eg, rows of vines, southern orientation, shelter belts of trees – and consider functional site planning of vineyard and farm complexes as conceptual models.

Applicant Response:

The proposed development and Landscape Plan maximizes the usable site area for landscaping and common outdoor open space. Given the target density necessary for market rate apartments, the site development does not afford the opportunity to develop mini-vineyards or farm related uses.

16. New development should consider adjacency to agricultural fields and respect this heritage through careful transitions.

Applicant Response:

The subject site abuts the McMinnville City Limit and urban growth boundary to the South. The adjacent land remains under agricultural uses. The proposed Site Plan

provides a significant separation of the proposed buildings to the adjacent Southerly property line.

17. Architectural building design that includes simple roof forms (industrial and agricultural) is encouraged in the Three Mile Lane Area.

Applicant Response:

The proposed building and elevation design utilizes simple hip roof and gable roof forms. The building articulation provides relief in the wall and roof. The proposed building materials include lap siding and panel siding with battens are traditional to residential developments and are compatible with other residential developments in the neighborhood.

18. Encourage a diversity of future housing forms, types, and design that respect the current character of the area.

Applicant Response:

The proposed development is for multiple family housing in a varying scale of buildings. The variety of building scale is compatible with existing adjacent development.

19. Ensure that new commercial and industrial campus development creates a welcoming and visible interface with Three Mile Lane.

Applicant Response:

The proposed development does not contain commercial or industrial use and this is not applicable.

20. Encourage site design and architecture that visibly convey the historic or current industry on the site (e.g., aviation, winemaking).

Applicant Response:

The subject site is currently, and historically vacant. The subject site have been historically been farmed agricultural land.

21. New commercial, mixed-use, office, and industrial campus development should consider using local materials for cladding and building structure (timber, corrugated steel cladding, red brick), and incorporating vibrant color.

Applicant Response:

The proposed development does not contain commercial, office, mixed-use or industrial uses and this is not applicable.

22. Public safety services shall be considered as part of master planning, including access, response times and opportunity for substations if needed.

Applicant Response:

The subject site has limited frontage and access to public streets. The proposed Site Plan provides direct access to SE Norton Lane for fire and emergency service vehicles. The onsite circulation provides adequate maneuvering and turning radii for fire and EMS vehicles and provides a Fire Truck turnaround at the rear of the site.

23. Ensure that no incompatible heavy industrial uses are allowed along Highway 18 in the Three Mile Lane Area or as part of the Innovation Campus.

Applicant Response:

The proposed development does not contain industrial uses and this is not applicable.

24. Significant natural features shall be inventoried and protected as much as possible within new development plans.

Applicant Response:

The subject site is existing farmed agricultural land and does not contain significant natural features.

McMinnville Zoning Code, Title 17: Compliance to Applicable Chapters

CHAPTER 17.11 RESIDENTIAL DESIGN AND DEVELOPMENT STANDARDS

17.11.090 Apartments.

Apartments are a type of attached housing within single-story or multi-story buildings. Apartment dwelling units may share common walls, ceilings, or floors.

A. Characteristics.

1. Site Sizes: Single walk-ups, block apartments, and many courtyard apartments can fit on a 100 x 100 foot lot. Bigger developments with multiple walk-up buildings may be as large as 250,000 square feet, or 500 x 500 foot lots.

Applicant Response:

The subject site is 214,759 sf and within the range identified for walk-up apartments and is therefore compliant.

2. Height Range: Apartment heights vary depending on the type and the location.

Applicant Response:

The proposed development is for three-story apartment buildings which is fully compatible with the existing and proposed adjacent development.

3. Density Ranges: Apartment densities vary depending on building type and site design layout.

Applicant Response:

The proposed development has a density of just under 28 units per acre which is typical of "Walk-up Apartments".

B. Types of Apartments.

2. Walk-Up Apartments.

- a. Description: Buildings are limited to three stories, and consist of about four to 12 units each, accessible from a single open-air stairwell. Dwelling units are typically

constructed in Type V frame construction with fire sprinklers. Individual apartment buildings are arranged around common open space and shared parking areas.

Applicant Response:

The proposed development is 12-unit to 24-unit three-story buildings with open-air stairways that provide access to the living units. The buildings are proposed to be Type V-B wood-framed construction with fire sprinklers. The buildings are located adjacent to several common open spaces.

- b. Appropriate Context: Walk-up apartments are appropriate adjacent to or within a single dwelling neighborhood depending on site design, orientation to the street, location of parking, and the massing and scale of buildings.

Applicant Response:

The subject site and proposed development is located within a C-3 Commercial zoned area to the North, an R-4 Medium, High Density parcel adjacent on the West side and the M-L Limited Light Industrial zone to the East. The existing neighborhood has a variety of building scales from the multi-story Willamette Valley Medical Center to the East, single story Medical Offices and a three-story motel to the North.

- c. Also Named: Woody Walk-Ups, Single Stair Walk-Ups

Applicant Response:

The proposed development is also referred to as a "woody walkup" and provides open air stairways to the upper living units.

- d. Variations: May have an internal stair. Generally, in this case, the maximum number of units per floor are four. They can be designed with front and back windows for cross ventilation. Buildings can be separated to offer access to light and air on three sides.

Applicant Response:

The proposed building design provides open air stairways on each side of the building to serve the upper floor units. The stairways serve as access to two ground floor and four upper floor units per stairway.

- e. Lot Sizes: Vary widely, from 10,000 to 250,000 square feet

Applicant Response:

The subject site is 214,759 sf which is within the identified range.

- f. Density Range: 15 - 30 units per acre. (Note, maximum density will be governed by McMinnville's municipal code.)

Applicant Response:

The proposed density is just under 28 units per acre which is within the identified allowable density range.

- g. Building Height: Usually 3 stories; can be 2 stories. (Note, maximum height will be governed by McMinnville's Municipal Code.)

Applicant Response:

The proposed building height is three-stories.

- h. Construction Type and Building Code Issues: Typically Type V frame construction. Sprinklers for fire suppression are required.

Applicant Response:

The proposed Construction Type is Type V-b, non-rated with NFPA 13-R Fire sprinklers.

C. Development Standards. The applicable development standards are as follows:

Applicant Response:

<u>Required:</u>	<u>Proposed:</u>
Lot Width: 50 feet min.,	Subject Site: 320.20 feet
Lot Depth: 100 feet min.	Subject Site: 670.96 feet
Lot Size: 5,000 sf Min.,	Subject Site: 214,759 sf.
Front Setback: 15 feet min.,	Proposed: 15 feet
Side Setback: 10 feet min.,	Proposed: 10 feet min.
Rear Setback: 20 feet min.,	Proposed: 79'-6"
Building Height:	Proposed: 36'-4"

D. Design Standards. The Apartment Design Standards for multi-dwelling housing are standards that apply to apartment housing types. These standards are related to site design and building frontage, parking, compatibility with neighboring homes, open space, and private space.

- 1. Context and Site Design. Site design standards are intended to facilitate the development of attractive multi-dwelling housing. They encourage good site and building design, which contributes to livability, safety, and sustainability; helps create a stronger community, and fosters a quality environment for residents and neighbors.
 - a. Mirror the scale of blocks and the block-like structure of the surrounding neighborhood.

Applicant Response:

The existing surrounding neighborhood has a variety of building sizes, scales and heights that range from mobile homes to the west, large multi-story hospital to the east, large single story medical office building to the north and a three-story hotel to the north. The proposed Site Plan provides a variety of three-story buildings ranging from 12 living units to 24 living units. There are portions of three buildings that have single story and two story pop-outs providing additional scale and variety.

- b. Connect the internal network of streets and paths to those of the surrounding area where possible.

Applicant Response:

Subject site has limited street frontage and abuts a single public street, SE Norton Lane. Internal site circulation and drive aisles provide access to the parking areas and buildings. There is a network of pathways and sidewalks that connect the parking areas, opens spaces and building entrances.

- c. Configure apartments, parking areas, and common open space in clusters that mirror the scale of blocks of the surrounding neighborhood or are no more than 10,000 square feet in area per cluster.

Applicant Response:

The neighborhood immediately adjacent to the subject site consists of large blocks, large sites and large scale buildings. The long narrow site has very limited opportunities and constraints for arranging the buildings, parking and open space. The proposed Site Plan groups the buildings and open space into three separate clusters. This proposed Site Plan is compatible with existing adjacent development and provide smaller "clusters" of development.

Buildings A and B are required to be adjacent the street frontage and are bisected by the only available site access point. A common open space provides separation of the building to the parking area.

Buildings C and D are grouped in a cluster and are oriented around a large common open space and the open space is adjacent a parking area.

Buildings E, F and G are also grouped in a cluster oriented around a large common open space and the open space is adjacent to a parking area.

- d. Residential units must be oriented to a common open space, including a common green, a plaza, or a pocket park.

Applicant Response:

The long narrow site has very limited opportunities and constraints for arranging the buildings, parking and open space. The buildings on the proposed Site Plan are all oriented to common open spaces. The Open Space Analysis Plan, drawing A1.0-A identifies each open space and provide the areas of each.

Buildings A and B are required to be adjacent the street frontage and are bisected by the only available site access point. Buildings A and B are directly adjacent to common open space. Building A is adjacent Open Space 01, Building B is adjacent Open Space 02.

Buildings C and D are grouped in a cluster and are oriented around Common Open Space 03.

Buildings E, F and G are also grouped in a cluster oriented around Common Open Space 04. There is also a Courtyard Open Space 05 between Building E and Building G.

- e. Orient all buildings around a shared open space that meets the requirements of a Common Open Space.

Applicant Response:

The Open Space Analysis Plan, drawing A1.0-A identifies each open space and provides the areas of each space. There are a variety of uses proposed for the Common Open Spaces. These include both passive and active Open Space.

There are large open lawn areas that would encourage recreational uses such as frisbee, play areas for ball sports, dog walking or just lounging on a blanket. There are also two different picnic areas with picnic tables and a barbeque. There are several seating areas with a raised planter with a seat height wall and decorative tress and landscaping, benches and shade trees. Some of these seating areas border the larger lawn areas while some are in more confined courtyard spaces and can provide a more intimate quiet setting.

- f. Align buildings to surrounding streets.

Applicant Response:

There is only one public street, SE Norton Lane, that abuts the subject site. There are two buildings that are adjacent to the SE Norton Lane frontage, Building A and Building B. These two buildings are aligned, on the long building axis, along the street frontage.

- g. Connect to surrounding neighborhoods, schools, parks, and other neighborhood destinations.

Applicant Response:

The subject site has limited street frontage and the adjacent properties do not have existing site circulation systems to connect to. The existing sidewalk along SE Norton Lane will be extended with the public road extension. The proposed Site Plan provides several connections from the internal site circulation system to the street frontage and new public sidewalk. There are sidewalks along the norther property boundary and the southern property boundary that will provide opportunities for connections to future development of the adjacent properties.

2. Large Site Design Requirements.

1. Break up parking into smaller areas and access from side streets when possible.

Applicant Response:

The Subject site has limited street frontage and abuts a single public street, SE Norton Lane. Internal site circulation and drive break up the parking areas into smaller sections preventing long rows of parking. The narrow portion of the site is on the street frontage preventing additional site access points.

2. Connect parking areas, building entries, and open spaces with paved walkways.

Applicant Response:

The proposed Site Plan provides a network of paved walkways that connect the building entries, common open spaces and parking areas.

3. Buffer parking areas with landscaping.

Applicant Response:

The proposed Site Plan provides landscaped areas to serve as buffers to the exterior perimeter and to buffer the buildings from the parking. There are

landscape islands throughout all parking areas that provide shade trees, ground cover and shrubbery to buffer the parking area.

4. Minimize the width and number of driveways and curb cuts.

Applicant Response:

The proposed Site Plan has a single 26-foot-wide driveway/curb cut onto SE Norton Lane.

5. Provide different types of open space throughout site, both active and passive, including playgrounds, trails, volleyball courts, bocce ball courts, community gardens, etc.

Applicant Response:

The proposed Site Plan provides a variety of common open spaces. They vary in size, shape and their proposed uses. There are large open lawn areas that would encourage recreational uses such as frisbee, play areas for ball sports, dog walking or just lounging on a blanket. There are also two different picnic areas with picnic tables and a barbeque. There are several seating areas with a raised planter with a seat height wall and decorative tress and landscaping, benches and shade trees. Some of these seating areas border the larger lawn areas while some areas are more confined courtyard spaces and can provide a more intimate quiet setting.

There is a summary of the proposed Common Open Space areas on the Open Space Analysis Plan, drawing A1.0A.

6. Align buildings to surrounding streets.

Applicant Response:

The subject site has street frontage along SE Norton Lane. The proposed Site Plan orients two buildings along the street frontage. The long axis of these buildings provides the required alignment to the street frontage.

7. Centrally locate common buildings and spaces

Applicant Response:

The proposed Site Plan has buildings oriented around the common open spaces. There are three areas of the site where buildings orient to the common open spaces.

8. Group apartments, parking, and open space into smaller clusters.

Applicant Response:

The long narrow site has very limited opportunities and constraints for arranging the buildings, parking and open space. The proposed Site Plan groups the buildings and open space into three separate clusters.

Buildings A and B are required to be adjacent the street frontage and are bisected by the only available site access point. A common open space provides separation of the building to the parking area.

Buildings C and D are grouped in a cluster and are oriented around a large common open space and the open space is adjacent a parking area.

Buildings E, F and G are also grouped in a cluster oriented around a large common open space and the open space is adjacent to a parking area.

3. Pedestrian Access. On-site pedestrian circulation system shall include the following:

- a. Continuous connections between the primary buildings, streets abutting the site, ground-level entrances, common buildings, common open space, and vehicle and bicycle parking areas.

Applicant Response:

The proposed Site Plan provides a network of sidewalks and walkways that connect parking areas, building entries and common open spaces.

- b. At least one pedestrian connection to an abutting street frontage for every 200 linear feet of street frontage.

Applicant Response:

The subject site has 320.20 feet of frontage along SE Norton Lane. Two pedestrian connections are required. The proposed Site Plan provides four connections from the network of on-site pedestrian circulation system sidewalks and walkways to the SE Norton Lane public sidewalk. The buildings that are located along the street frontage provide a sidewalk connection from the building entries to the new public sidewalk along SE Norton Lane.

- c. Pedestrian walkways shall be separated from vehicle parking and maneuvering areas by physical barriers such as planter strips, raised curbs, or bollards.

Applicant Response:

Pedestrian walkways that are located adjacent vehicle parking are separated by concrete wheel stops and the walkways are of concrete which is contrasting to the asphaltic concrete paving.

- d. Walkways shall be constructed with the hard surface material, shall be permeable for stormwater, and shall be no less than 3 feet to 5 feet wide. If adjacent to a parking area where vehicles will overhang the walkway, a 7-foot-wide walkway shall be provided. The walkways shall be separated from parking areas and internal driveways using curbing, landscaping, or distinctive paving materials.

Applicant Response:

Pedestrian walkways that are located adjacent vehicle parking are proposed to be concrete which is contrasting to the asphaltic concrete paving. The walkways are all 5'-0" wide. Concrete wheel stops are located 2 feet from the sidewalk in the parking spaces and will provide the 5'-0" minimum clear walkway width.

- e. Spacing requirement: No further than 200 feet apart, on center. At least 1 pedestrian connection to an abutting street frontage for every 200 linear feet of street frontage.

Applicant Response:

The subject site has 320.20 feet of frontage along SE Norton Lane. Two pedestrian connections are required. The proposed Site Plan provides four connections from the network of on-site pedestrian circulation system sidewalks and walkways to the SE Norton Lane public sidewalk.

- f. May be co-located with a common green.

Applicant Response:

The proposed network of walkways on the Site Plan provides circulation to all parking areas, building entries and the common green open spaces.

4. Parking Lot Location and Design.

a. Characteristics.

1. A parking lot is a storage space for cars and should provide secure storage.
2. It is also a place where everyone is a pedestrian while getting to or from their car. Therefore, it should be designed primarily for the ease, safety and comfort of a person rolling or on foot.
3. Clearly defined pathways through parking lots and garages to building entrances, surrounding sidewalks, and transit stops enhance pedestrian safety. These pathways also provide an opportunity to improve the appearance of parking lots.
4. Design parking lots and garages so that vehicles are not the dominant feature.
5. To encourage bicycling as a mode choice, bike parking areas should include bike repair, maintenance, and cleaning stations.

b. Universal Design Standards for Nine Parking Spaces or More.

1. Parking lot pathways should be designed as part of the seamless accessibility network described in Apartment Standards, particularly the required Through Connection.

Applicant Response to (a) and (b):

The proposed Site Plan provides a network of parking area sidewalks and pathways that provide convenient access for the residents to all areas of the site include the common open spaces, common facilities and the public street frontage.

2. Driveways to shared parking areas are:
 1. Limited to one driveway per street frontage.
 2. Parallel parking is permitted on a driveway that crosses a front, side or rear yard abutting a street, but not within the required yard setback.

Applicant Response:

The subject site and proposed Site Plan does not have any shared parking areas or site access.

c. Parking Lots For Small Multi-Dwelling Sites - Containing More Than Nine Parking Spaces but Fewer Than 16 Parking Spaces. Off-street parking may be arranged in clusters, subject to the following standards:

1. Residential developments with fewer than 16 dwellings are permitted parking clusters of not more than five contiguous spaces.
2. Residential developments with 16 dwellings or more are permitted parking clusters of not more than eight contiguous spaces.
3. Parking clusters must be separated from other spaces by at least four feet of landscaping.
4. Clustered parking areas may be covered.

Applicant Response:

The subject site and proposed Site Plan provides a parking area greater than 16 spaces therefore this is not applicable.

d. Parking Lots For Medium-to-Large Multi-Dwelling Sites - Containing More Than 16 Parking Spaces.

1. Interior landscaping, minimum area
2. Interior landscaping shall be required for off-street parking areas 5,000 square feet or greater in size.

Applicant Response:

Parking area landscaping is proposed to be provided for all parking areas and is shown on the proposed Landscape Plan.

3. For parking lots less than 50,000 square feet, the minimum landscaped area is 5 percent.

Applicant Response:

Parking area landscaping proposed is greater than the 5% minimum and is shown on the proposed Landscape Plan.

4. For parking lots 50,000 square feet and greater, the minimum landscaped area is 8 percent.

Applicant Response:

The proposed Site Plan does not include parking areas over 50,000 sf.

5. Planted areas may take the form of landscape areas and planter bays.

Applicant Response:

This is understood and the landscape islands have been included in the overall parking lot landscape area.

6. Landscaped areas along a through connection count toward required interior landscaping.

Applicant Response:

This is understood and the landscape areas along through connections have been included in the overall interior landscape area.

7. Landscaped islands and peninsulas shall be evenly distributed throughout all parking areas and separated no more than 60 feet from another. Such islands shall be provided with raised curbs, be a minimum of five feet in width, and shall each contain at least one deciduous tree. To achieve the maximum canopy coverage, all trees shall be non-columnar and have root systems that form deep before spreading to decrease the episodes of buckled pavement.

Applicant Response:

Landscape islands have been incorporated into the proposed Site Plan and parking area design. Parking area landscape islands and planting beds will be contained with raised concrete curbs. The spacing of the landscape islands is proposed to exceed the 60 foot maximum spacing in several locations primarily due to the parking stall width and spacing standards. An administrative variance is being requested to increase the spacing to 63 feet maximum.

8. Trees may line the required Through Connection, and/or be clustered within landscape islands or planter bays, and/or shall be distributed throughout the off-street parking area to create a canopy effect and to break up expanses of paving and long rows of parking spaces.

Applicant Response:

Trees are proposed within all of the landscape islands and planter bays throughout the parking areas providing the design tree canopy effect and shading.

9. When a parking area abuts property in a residential zone, a site-obscuring fence or wall, either permanent or of living material, shall be placed along the affected property line.

Applicant Response:

Six foot high Sight obscuring fences are proposed along the side and rear property lines. Buffer plantings and trees are also proposed along these property lines.

- e. Parking Lot Setbacks Adjacent to Buildings and Structures. Where an off-street parking or vehicular use area is located adjacent to a building or structure, the off-street parking or vehicular use area shall be set back from the exterior wall of the building or structure by a minimum five-foot-wide landscape strip, or by a minimum five-foot-wide paved pedestrian walkway.

Applicant Response:

The proposed Site Plan maintains a minimum 10-foot separation of parking areas from the closest point of any building or structure.

- f. Parking Lot Location. Off-street parking spaces and vehicle maneuvering areas shall not be located:
 1. Within of 20 feet from any street property line, except alley property lines;

Applicant Response:

The parking areas on the proposed Site Plan are located at a distance greater than 20 feet from the street frontage property line.

2. Between a street property line and the front façade of cottages located closest to the street property line. This standard does not apply to alleys.

Applicant Response:

This is not applicable to this proposed Site Plan and development.

3. Off-street parking spaces shall not be located within 10 feet of any other property line, except alley property lines. Driveways and drive aisles are permitted within 10 feet of other property lines.

Applicant Response:

The parking areas on the proposed Site Plan are located at a distance of 6-feet from the North and South (side) property lines and 7 feet from the West (rear)property line. This is less than the 10 feet required from the adjacent side and rear property lines. This is compatible with existing adjacent development that also has parking located 6 feet from the adjacent property lines.

An Administrative Adjustment is being requested for the non-compliance of this issue.

4. Landscaping, fencing, or walls at least three feet tall shall separate clustered parking areas and parking structures from common courtyards and public streets.

Applicant Response:

The is not applicable to the proposed Site Plan as there are no parking areas proposed adjacent to common courtyards and public streets.

5. Garages and carports (whether shared or individual) must not abut common courtyards.

Applicant Response:

This is not applicable as no carports or garages are proposed.

6. Individual attached garages up to 200 square feet shall be exempt from the calculation of maximum building footprint for cottages.

Applicant Response:

This is not applicable as no garages are proposed.

7. Individual detached garages must not exceed 400 square feet in floor area.

Applicant Response:

This is not applicable as no garages are proposed

8. Garage doors for attached and detached individual garages must not exceed 20 feet in width.

Applicant Response:

This is not applicable as no garages are proposed

- g. Parking Lot Required Through Connections. Through Connections may be multi-modal or used exclusively for bicycle and pedestrian access and need to meet the standards in Table 1.

Applicant Response:

The proposed Site Plan and parking area layout does not create "through connections".

5. Common Open Space.

a. Characteristics.

1. Provide opportunities for formal and informal recreational use by residents of all ages. This could be a shared recreational facility including sports fields, play structures, bike tracks, courts, swimming pool, or other options.

Applicant Response:

The proposed common open areas provide formal and informal recreations opportunities for the residents. There are formal seating areas and courtyards with benches and raised planters with seating walls, large open lawn areas for informal sports activities and formal picnic areas with picnic tables and barbeques.

2. Provide tall deciduous trees for summer shade and winter solar access. When possible, preserve and incorporate large existing trees at least 9 inches in diameter as a focal point of open spaces.

Applicant Response:

The landscape design includes deciduous shade trees adjacent the formal sitting areas and picnic areas and they are adjacent to the larger open lawn areas. These will provide the desired summer shading and will permit winter sun exposure. The existing subject site does not contain any existing trees.

3. Enhance the usability of the space through the inclusion of elements including seating, outdoor lighting, weather protection and/or shade structures, and art, among other features.

Applicant Response:

The proposed common open areas provide seating areas and courtyards with benches and raised planters with seating walls. The formal picnic areas include picnic tables and barbeques.

4. Incorporate landscaping that receives at least 50 percent of its irrigation from harvested rainwater.

Applicant Response:

As this is an identified characteristic it is not a requirement. The proposed design does not have the ability to store and harvest rain water.

5. Provide opportunities for food cultivation including a community garden and/or incorporating cultivated species into the landscaping.

Applicant Response:

Community gardens are not proposed.

6. A maximum of 50 percent of common open space may be provided in a rooftop deck that includes shared amenities, weather protection, and landscaping, and is accessible to all residents.

Applicant Response:

Rooftop deck areas are not proposed.

7. A shared outdoor courtyard or shared street/woonerf that is fronted by individual entrances, windows, and balconies There should be a combination of hardscape and landscaped space and/or planters.

Applicant Response:

The proposed Common Open Space Courtyards between Buildings E and G and between Buildings F and G have building entries and ground floor patios adjacent to them. There is also decorative hardscape concrete paving with an enhanced score joint pattern. Benches and raised planters with seat height walls help to define the courtyard spaces. Enhanced landscape plantings also define the courtyard spaces.

b. Required Elements, General.

1. A common open space shall be provided that is centrally located and designed with a clear function that enhances the livability of residents. These functions shall include passive and active uses. The open space shall be accessible to all residents and if possible be fronted by clearly defined unit entrances. The common open space shall serve as the focus of surrounding buildings. Entries and windows shall face the common open space to provide informal surveillance. Common open spaces shall be accessible to all residents.

Applicant Response:

The proposed Common Open Spaces are centrally located in three primary building cluster groups. The on-site walkway systems connects all of the open spaces, building entries and parking areas throughout the site making accessible to all residents of the development.

There are large open lawn areas that would encourage recreational uses such as frisbee, play areas for ball sports, dog walking or just lounging on a blanket. There are also two different picnic areas with picnic tables and a barbeque. There are several seating areas with a raised planter with a seat height wall and decorative tress and landscaping, benches and shade trees. Some of these seating areas border the larger lawn areas while some

are in more confined courtyard spaces and can provide a more intimate quiet setting.

2. Common open space shall be a minimum of 15 percent of the site.

Applicant Response:

The amount of total proposed Common Open Space provided is greater than the 15% of the site area required. The total site area is 214,759 sf, thus 32,214 sf of Common Open Space is required. 32,769 sf of Common Open Space is provided.

An Open Space Analysis Plan has been prepared that delineates each proposed Common Open Space and identifies and summarizes the areas of each. See drawing A1.0A included within this application.

6. Private Open Space.

a. Characteristics.

1. Every dwelling needs private open space for relief from indoors and to provide access to fresh air, light, and nature. Private open space may take many forms based on the size of unit.
2. They should translate into a perception of an increase in living space and the ability to invite the outdoors in. Additionally, these open spaces can provide environmental benefits with plants that consume carbon dioxide and help reduce stormwater runoff. Spaces should be adequate to be usable, allowing space for a chair to sit in, a place to barbecue or hang clothes to dry, or for a pet to curl up.
3. Private open space should enhance the residential function of the building while also improving the appearance of the building. They should be integrated into the overall architectural form and add detail to the façade.
4. Placement can vary based on privacy concerns. It can be combined across multiple floors.

Applicant Response to (a) 1-4:

The proposed living unit and building design provides private open space for each unit. The ground floor living units have on-grade patios that are 96 sf each. The ground floor patios are directly adjacent the living rooms and provide a door onto the patio with adjacent living room windows. This blends the living room space and the patios into usable living areas. The ground floor patios are screened with landscaping to maintain privacy from the adjacent walkways and parking areas.

The upper-level living units each have 72 sf private decks that are directly adjacent the living rooms with the living room windows and a door opening directly onto the deck area. This also extends the living space from the living room onto the private deck.

The placement of the decks and patios provides privacy to adjacent living units and provide greater articulation on the building facades improving the overall appearance and character of the buildings.

b. Required Elements.

1. All units shall have a minimum of 36 square feet of private open space that allows for personalization and private use of the space and contributes to the livability and function of the dwelling. Any exterior private open spaces shall be supplemented with operable windows to allow for cross-ventilation, increase airflow and provide the ability to control access to the outdoors.

Applicant Response:

The ground floor living unit patios are 96 sf each and the upper floor living unit decks are 72 sf each. Both exceed the minimum areas required.

2. At least 50 percent of upper units shall have a balcony that is accessible from the interior of the unit that is a minimum of 60 square feet with no dimension less than 6 feet. These balconies can be designed to be up to the full width of the apartment in order to provide adequate space for use and allow greater indoor/outdoor flow. Balconies can be cantilevered, semi-recessed, or fully recessed. They should be located based on privacy and environmental concerns. If balconies are transparent, adequate storage should be provided within the unit or the larger building so that balconies do not become informal storage spaces.

Applicant Response:

All of the upper floor living units have decks that are 72 sf each with a minimum dimension of 6 feet. This exceeds the minimum number of units and the minimum deck area required. The decks are placed to maintain privacy between adjacent living units.

3. Private outdoor space at the ground level must meet the requirements of Universal Standards: Front Yard regardless of whether the private outdoor space is in the front, side, or rear of a building.

Applicant Response:

The ground floor living unit patios are all screened with landscaping and are setback from walkways, street frontage and adjacent parking areas as required.

c. Supplemental Elements. In addition to meeting the required elements above, projects must provide private open space in the form of one of the options listed below.

1. A "Juliet-style" balcony of 12-inch dimension that allows residents to bring a sense of the outdoors into the unit. Must have doors that can open inwards or full height sliding glass doors to allow the introduction of fresh air and sunlight. If this item is selected, units must also include operable windows to increase airflow/ability to control access to the outdoors.
2. An upper story rooftop deck or terrace that may include space for outdoor seating, dining, and planters for cultivation. This terrace may be stepped

back on structures over two stories so as to reduce the visual impact of upper floors.

3. Alternative option that meets the concept and guiding principles.

Applicant Response:

All upper floor living units provide decks that are 72 sf each, thus meeting the supplementary requirements. All unit decks are directly adjacent to the living rooms and provide operable windows and a deck access door directly onto the deck.

7. Alleys.

Applicant Response:

The subject site does not have the opportunity for providing alleys and this is not applicable.

8. Landscaping

a. Characteristics.

1. Use landscape elements, particularly plant materials, in an organized and harmonious manner that will enhance, protect and promote the economic, ecological, and aesthetic environment of McMinnville.

Applicant Response:

The proposed landscape design provides a cohesive design that utilizes plant materials to enhance the overall site appearance, enhance the outdoor living environment and provide an overall aesthetically pleasing site character. The choice and selection of plant materials incorporates native plant varieties and hybrids to help reduce water requirements, reduce chemical applications, and help provide a sense of regional identity.

The choice and selection of plant materials incorporates a variety of trees, shrubs, grasses, and groundcover. Shade trees will soften the built environment, reduce heat island, and provide habitat for birds. Flowering Shrubs will soften the buildings and enhance the aesthetic value of the site and provide food for local pollinators.

Lawn areas will provide a pastoral aesthetic reminiscent of the Willamette Valley, promoting harmony with adjacent landscapes. These areas will provide opportunities outdoor activities that promote the mental and physical health of the residential community, and in turn, the greater community of McMinnville. Finally, the regular maintenance of the landscape will help provide jobs for the local economy.

2. Landscaping is considered by McMinnville to be an integral part of a complete comprehensive development plan. The City recognizes the value of landscaping in achieving the following objectives:
 - a. Reduce soil erosion and the volume and rate of discharge of stormwater runoff.

Applicant Response:

Temporary erosion control measures will be implemented to prevent soil erosion during construction. Soils will be protected from erosion post

construction with the use of plant materials and 3" deep bark mulch throughout the site.

- b. Aid in energy conservation by shading structures from energy losses caused by weather and wind.

Applicant Response:

Deciduous trees are placed throughout the site to provide shade in the summer months and allow warming sun in the winter.

- c. Mitigate the loss of natural resources.

Applicant Response:

Currently, the site is cleared for agricultural use. The design will provide permanent plant materials for the site and will be a net gain of natural resources in the form of carbon sequestering trees, shrubs and grasses.

- d. Provide parking lot landscaping to reduce the harmful effects of heat, noise, and glare associated with motor vehicle use.

Applicant Response:

The landscape design proposes the use of interior and perimeter landscaping. Perimeter landscaping includes a site obscuring fence and evergreen hedge to eliminate glare from vehicles. Large shade trees in the interior landscape islands will help reduce heat island effects. The combination of landscape plant materials and sight obscuring fences buffer noise from the properties.

- e. Create safe, attractively landscaped areas adjacent to public streets.

Applicant Response:

Landscaping adjacent to the public street (SE Norton Lane) will include Green Vase Zelkova trees that will provide shade in the summer and attractive fall color. Low flowering shrubs, ornamental grasses, and groundcovers adjacent to SE Norton Lane will provide an attractive landscape viewable for users of the public street.

- f. Require the planting of street trees along the City's rights-of-way.

Applicant Response:

Landscaping adjacent to the public street (SE Norton Lane) will include Green Vase Zelkova trees that will provide shade in the summer and attractive fall color.

- g. Provide visual screens and buffers that mitigate the impact of conflicting land uses to preserve the appearance, character, and value of existing neighborhoods.

Applicant Response:

The landscape design proposes the use of perimeter landscaping. Perimeter landscaping in parking areas includes a site obscuring fence and evergreen hedge to eliminate glare from vehicles. Pedestrian

walkways adjacent to property lines are buffered with a site obscuring fence and plant materials. Overall, the use of trees, shrubs and groundcover are compatible with the character of the existing residential and commercial uses that have similar plantings.

- h. Provide shade, and seasonal color.

Applicant Response:

The choice and selection of plant materials incorporates a variety of trees, shrubs, grasses, and groundcover. Trees will provide shade, flowers and fall color. Ornamental shrubs and groundcover will provide seasonal flowers and color.

- i. Reduce glare, noise, and heat.

Applicant Response:

The landscape design proposes the use of interior and perimeter landscaping. Perimeter landscaping includes a site obscuring fence and evergreen hedge to eliminate glare from vehicles. Large shade trees in the interior landscape islands will help reduce heat island effects.

Noise mitigation is most critical for the residential use west of the site. The design will include a 15' setback to help mitigate noise along the west property line.

- j. Promote compatibility between land uses by reducing the visual noise and lighting impacts of specific developments on users of the site and abutting properties.

Applicant Response:

Visual noise will be mitigated with the use of a site obscuring fence, trees, and evergreen shrubs.

Lighting impacts are mitigated by the selection and placement of light fixtures that provide full cut-off of light pollution to the abutting properties.

- k. Unify development and enhance and define public and private places.

Applicant Response:

The landscape design helps unify the development with the use of repetition of design elements in private and public areas. These elements include repetition of form, texture, and color of the plant materials.

Public spaces meant to be used by all residents are defined with lawn areas, walkways, benches, raised planters, and flowering trees.

Landscaping adjacent to private areas are defined by ornamental plantings of shrubs, grasses and groundcovers.

- l. Preserve existing mature trees.

Applicant Response:

There are no existing trees onsite.

- m. Enhance the urban forest and tree canopy.

Applicant Response:

The urban forest is enhanced with the planting of trees throughout the site; including shade trees and flowering trees. In total, 115 trees are proposed, including street trees.

- n. Encourage the use of plants native to the Willamette Valley to the maximum extent feasible, in order to reduce watering requirements and agricultural chemical applications, and to provide a sense of regional identity with plant communities unique to the area.

Applicant Response:

The landscape design incorporates native plant varieties and hybrids to help reduce water requirements, reduce chemical applications, and help provide a sense of regional identity. Blue Fescue is used as a drought resistant groundcover throughout the site. Thuja occidentalis "Golden Globe" is a hybrid of the native Thuja and will provide an evergreen presence in winter months, reminiscent of Pacific Northwest landscapes. Finally, White Wonder Dogwood trees, a hybrid of the native Cornus nuttallii, are placed throughout the site. The Dogwoods will provide the familiar white flower in spring that is common in Pacific Northwest landscapes.

- o. Establish and enhance a pleasant visual character and structure to the built environment that is sensitive to safety and aesthetic issues.

Applicant Response:

A pleasant visual character and structure is established using a variety of trees, shrubs, and groundcover throughout the site.

The main east-west interior walkway and open spaces are lined with Aristocrat Flowering Pears, giving them a unique visual character and structure. The north-south walkway between building D and open space is lined with European Hornbeams, giving a sense of separation between the common space and the apartments to the west. Crape Myrtles trees are placed in raised planters within amenity areas of the open spaces. The low canopy of the Crape Myrtle will enhance the planters by providing shade and a unique aesthetic. Finally, stately Green Vase Zelkova will line Norton Lane, providing a vertically branched and high canopy structure for the interphase between public and private space.

Shrubs and ornamental grasses throughout the site help provide a pleasant visual character, define spaces and facilitate safety. The perimeter of the site is lined with evergreen shrubs that will provide a six-

foot-tall screen between parking and adjacent uses. A mix of low shrubs and grasses skirt the buildings to provide separation between public and private areas. The low plantings help to soften the angular lines of buildings while keeping sight lines open for safety.

Grasses are used throughout the site to provide a sense of space inherent to the expansive grasslands of the Willamette Valley. Lawn areas in open spaces provide residents opportunities for active recreation. Residents can play a game of volleyball, pick up football or frisbee in these expansive areas.

- p. Support McMinnville as a community that cares about its appearance. It is further recognized that landscaping increases property values, attracts potential residents and businesses to McMinnville, and creates safer, more pleasant living and working environments for all residents and visitors to the city.

Applicant Response:

The proposed landscape design will use a variety of trees, shrubs, grasses and groundcovers to provide an aesthetically pleasing appearance that will increase the value of the property, attract residents and create a safe and pleasing living environment.

The proposed trees throughout the site will provide structure, shade, pleasing fall color and a net increase to the urban forest canopy. The ornaments landscape elements will soften the built environment and offer a pleasing appearance for those living and visiting the community.

b. Required Elements.

- 1. All areas of the site not occupied by the structures or paved areas shall be landscaped in an attractive and functional manner.

Applicant Response:

The proposed landscape design provides landscape plant materials in all areas of the site not occupied by structures or parking and paved areas. The proposed landscape design provides an aesthetically pleasing design and use of a variety of plant materials.

- 2. A minimum of 20 percent of the net site shall be landscaped. Paved pedestrian paths, when integrated within the landscaped area, may satisfy up to 5 percent of this requirement. Landscaped setback areas, landscaped common open spaces, eco-roofs, vegetated stormwater facilities, preserved natural areas, and planter areas can be credited toward the minimum landscape standard.

Applicant Response:

The proposed Site Plan and landscape design provides 30 percent of the subject site area in landscaping. More specifically, the site area is 214,759 sf. 64,157 sf of landscape area is provided, which is 30 percent.

9. Privacy and Screening.

- a. Characteristics. Low walls or fences are encouraged to provide separation between private open space and common open space, streets, or internal circulation paths. Fences should be designed to integrate with the architecture of the building and add visual interest through the use of materials, color, and detail.

Applicant Response:

The proposed landscape design provides landscape screening and buffering to ground floor living unit patios (private open space). The plant materials used for screening these areas blends harmoniously with the adjacent landscape design providing an attractive and effective privacy screen.

- b. Required Elements.

1. All fences on the interior of the development shall be no more than 3 feet high. Fences along the rear or side property lines of the development may be up to 6 feet high. Chain-link fences are prohibited.

Applicant Response:

There are no internal site fences proposed. There is a 6-foot sight obscuring fence proposed on the site side and rear property lines. The fence will not be chain-link fencing.

2. Mechanical and communication equipment and outdoor garbage and recycling areas shall be screened so they are not visible from streets and common open spaces.

Applicant Response:

The proposed trash and recycling enclosures provide a solid evergreen screen along the sides of the facilities, as illustrated on the Landscape Plan.

3. Utilities such as transformers, heating and cooling, electric meters, and other utility equipment shall not be located within 5 feet of a front entrance and shall be screened with sight-obscuring materials.

Applicant Response:

The proposed locations of any on-site transformers or other utility equipment has not yet been determined. The transformers and equipment will be screened as required.

4. The placement of balconies above the first story shall not create a direct line of sight into the living spaces or backyards of adjacent residential properties.

Applicant Response:

The proposed Site Plan does not locate buildings that would orient living unit balconies that would create a line of sight into adjacent properties.

10. Front Yard.

- a. Characteristics.

1. For all housing types the front setback—even when it is small or zero, should be designed to provide a transition from the public realm of the street to the private realm of the dwelling.

2. The front setback provides a vital transition between the public area of the street and the private spaces within the dwelling. The smaller the front setback is, the more important the concept of layering public to private spaces becomes. When multi-dwelling units are on the ground floor of the building and face the perimeter of the site and surrounding streets, they must meet the standards of this section.

b. Required Elements.

1. Dwelling units located on the ground floor of the building and facing the perimeter of the site and surrounding streets must meet the requirements of either:
 - a. Front Yard Type 1: Neighborhood

Applicant Response:

The proposed Site Plan and Landscape Plan provides a landscape design that meets or exceeds the requirements for a Type 1 Front Yard (Neighborhood Type). The "Gateway" area is landscaped at the minimum depth with grasses, the "Front Yard" is fully landscaped and provides a hedge screen at 3 feet to provide privacy to the unit patios.

11. Compatibility.

- a. Characteristics. New multi-dwelling housing should be compatible with its surrounding context while introducing new shape, size, and detail variation, enabling different housing styles and types to sit side-by-side harmoniously.

Applicant Response:

The existing developed neighborhood contains a wide variety of uses, building styles and scales. The existing uses include a medical office building, a three-story hotel, the large multi-story hospital (Willamette Valley Medical Center) and single-story mobile homes in a mobile home park. The proposed three-story apartment buildings are well within the range and scale of existing adjacent developments. The proposed buildings range in size from twelve units to twenty-four units also providing a variety in the scale of buildings within the proposed development.

b. Required Elements.

1. On a site with multiple buildings of varying scales (or that vary from the surrounding context), provide a gradual transition between scales. For example, locate dwellings that are similar in scale and density along the street frontage and transition to lower scale and density buildings toward the rear of the site. Use rear driveways and landscaping as a buffer backing up to adjacent properties of a different scale.

Applicant Response:

The proposed Site Plan locates similar scale buildings adjacent the street frontage and along the northerly property line that are compatible and in context with the existing adjacent development. The buildings in the rear of the site are set back nearly 80 feet to provide separation and a buffer from the single-story mobile home park adjacent the rear of the site.

2. Arrange building volumes and setbacks in a way that reflects neighborhood patterns along street frontages and contributes to the desired character.

Applicant Response:

The existing neighborhood character is quite diverse and does not have any established patterns to follow. The proposed Site Plan provides a street frontage compatible with similar developments within the community and provides a pedestrian friendly street scape.

3. Arrange courtyard apartments so that end units reflect a neighborhood context of detached units along the street frontage.

Applicant Response:

This element is not applicable to the garden style apartments.

4. Step down taller buildings next to smaller buildings to enable buildings of larger scale but similar proportions to blend in with surroundings.

Applicant Response:

The existing neighborhood has a variety of height and scale buildings. The existing large medical office building adjacent the site to the north is single story. However, the proposed Stratus Village to the West of the medical Office Building and directly adjacent the subject site to the North is proposed to be a three-story building.

5. Step back upper floors so that the first two stories frame the street and relate to the human scale and reduce the visual impact of the third and higher floor.

Applicant Response:

The proposed site and building design does not propose stepped back upper floors. The building design, the proposed roof design and building articulation provides the desired human scale elements without stepping upper floors.

- c. Supplemental Elements. In addition to meeting the required elements above, projects must respond to the compatibility requirement in the form of three of the options listed below.

1. Use roof forms and bays to break up the overall mass of larger residential structures.

Applicant Response:

The proposed building design includes a variety of roof forms that include hipped sloped roofs, intersecting gable roof forms and large breaks in the overall roof at building indentations. The proposed roof design breaks up the overall building mass into smaller sections thus reducing the overall appearance of the building mass and scale.

2. Walls incorporate vertical wall offsets, projections, or recesses to reduce building façades into smaller volumes and define visually distinct living unit modules.

Applicant Response:

The proposed building design includes offsets in the façade wall planes. The deck forms project from the primary building wall plane and the intersecting gable roof form serves to break-up the overall building mass. The larger buildings have central indentations that serve to further break-up the building mass.

3. Step back upper floors so that the first two stories frame the street and relate to the human scale and reduce the visual impact of the third and higher floor.

Applicant Response:

This element is not utilized in the building design.

4. Mark a distinct physical transition between the base and upper floors of a building through a change in brick pattern, change in materials and/or wall surface pattern, articulation of a floor line, or change in window types.

Applicant Response:

The proposed building design includes a variety of building materials and textures. The building design has a distinct change in material and texture from the first floor to the two upper floors. This creates a distinct base to the building.

5. Use horizontal elements the entire width of the front façade to mark a break between floors or along the roofline including band course, band molding, bellyband, or belt course.

Applicant Response:

The proposed building design has a distinct change in material and texture from the first floor to the two upper floors. This creates a distinct base to the building. There is a contrasting trim band that delineates the transition between the base material and the material on the upper two floors of the building.

6. Use a variation in roof forms on all four elevations of a structure to visually break up monotony including pitched or sloping roof elements, variations in pitch and height of roof planes, dormers, eaves, gable, or dormer end brackets, corbels, or decorative wood timbers.

Applicant Response:

This element is not utilized in the building design.

7. Limit continuous ridgelines to less than 40 feet in length and continuous eaves to 25 feet in length.

Applicant Response:

This element is not utilized in the building design.

8. Step down taller buildings next to smaller buildings to enable buildings of larger scale but similar proportions to blend in with surroundings.

Applicant Response:

This element is not utilized in the building design.

12. Wall and Roof Design.

A. Characteristics.

1. For buildings that front the street, avoid long, monotonous, uninterrupted walls. Modulate buildings walls and roofs to prevent large, uninterrupted walls and building mass.

Applicant Response:

The proposed building design provides significant articulation and variety in walls planes. The longest wall plane is less than 20 feet before intersecting or recessed wall planes. Projecting or recessed building elements provide a great amount of articulation and variety of wall planes and roof forms.

2. Differentiate between the base of the building and the top of the building to enhance the pedestrian realm. Make base treatment cohesive across façades and integrate with the architectural character of the building.

Applicant Response:

The proposed building design has a distinct change in material and texture from the first floor to the two upper floors. This creates a distinct base to the building. There is a contrasting trim band that delineates the transition between the base material and the material on the upper two floors of the building. This design concept is applied to all buildings on site.

3. Multi-dwelling development must address the following design objectives:
 - A. Articulation – All street-facing buildings shall incorporate design elements that break up façades into smaller planes.
 - B. Eyes on the street – A certain percentage of the area of each street-facing façade must be windows or entrance doors.
 - C. Main entrance – On street-facing façades, at least one main entrance must meet standards for location, orientation, and visibility.
 - D. Detailed Design – All street-facing buildings shall include several features.

Applicant Response:

The proposed site and building design address the four design objectives. The building design provides building and roof forms to break up the facades into smaller planes; the street facing units provide windows and glazed doors that face the street frontage; the open entry stairway to the units faces the street frontage; and the street facing building elevations provide a variety of design features.

B. Required Elements.

1. Articulation.

- A. For multi-dwelling buildings with 30 to 60 feet of street frontage, a minimum of one of the following elements shall be provided along the street-facing façades.
- B. For buildings with over 60 feet of street frontage, at least one element below shall be provided for every 30 feet of street frontage. Elements shall be distributed along the length of the façade so that there are no more than 30 feet between two elements.
 1. A porch at least 5 feet deep.
 2. A balcony that is at least 2 feet deep and is accessible from an interior room.
 3. A bay window that extends at least 2 feet.
 4. A section of the façade that is recessed by at least 2 feet deep and 6 feet long.
 5. A gabled dormer.
- C. Buildings under 30 feet in length are exempt from these requirements.

Applicant Response:

The proposed street frontage buildings have over 60 feet of street frontage. The proposed building design does not have a wall plane over 20 feet between articulation or design features to break up the facades. These include the recessed front porch/patio and upper floor decks that are 6 feet in depth. These projecting elements also have gabled and hipped roof dormers.

2. Eyes on The Street.

- A. At least 15 percent of the area of each street-facing façade must be windows or entrance doors. Windows used to meet this standard must be transparent and allow views from the building to the street. Glass blocks and privacy windows in bathrooms do not meet this standard.
- B. Window area is considered the entire area within the outer window frame, including any interior window grid.
- C. Doors used to meet this standard must face the street or be at an angle of no greater than 45 degrees from the street.

Applicant Response:

The proposed building design provides 22% window area on the street facing facades. This includes the living room, bedroom and bath windows and the glazed door in the living room leading to the decks and ground floor patios.

3. Main Entrances. Main entrances must meet both of the following standards.

- A. Be no further than 8 feet behind the longest street-facing wall of the building.
- B. Face the street, be at an angle of up to 45 degrees from the street, or open onto a porch. If the entrance opens up onto a porch, the porch must meet all of these additional standards.
 1. Be at least 25 square feet in area with a minimum 4 feet depth.
 2. Have at least one porch entry facing the street.
 3. Have a roof that is no more than 12 feet above the floor of the porch.
 4. Have a roof that covers at least 30 percent of the porch area.

Applicant Response:

The proposed building provides open air enclosed stairways to serve the living units on that side of the building including the ground floor units. The stairway provides a roof covering.

4. Detailed Design.

- A. For multi-dwelling buildings with up to 30 feet or more of street frontage, a minimum of two of the elements shall be provided along the street-facing façade or façades.
- B. For buildings with over 30 feet of street frontage, at least one element shall be provided for every 30 feet of street frontage. Elements shall be distributed along the length of the façade so that there are no more than 30 feet between two elements.
 - 1. Covered porch at least 5 feet deep, as measured horizontally from the face of the main building façade to the edge of the deck, and at least 5 feet wide.

Applicant Response:

The proposed design for Building 'A' has 70 feet of street frontage. The façade is broken up into three primary articulated sections. This includes unit deck/patio projections that are 6 feet deep and 12 feet wide. The longest wall plane between these sections is 20 feet. Between these deck/patio projects is the recessed entry and open-air stairway to the upper living units.

The proposed design for Building 'B' has 140 feet of street frontage. The façade is broken up into six articulated sections and the longest wall plane between these sections is 20 feet. This includes unit deck/patio projections that are 6 feet deep and 12 feet wide. Between these deck/patio projects is the recessed entry and open-air stairway to the upper living units.

- 2. Recessed entry area at least 2 feet deep, as measured horizontally from the face of the main building façade, and at least 5 feet wide.

Applicant Response:

The proposed building recessed entries and open-air stairways to the upper floor living units. These entries are 8 feet wide and 18 feet deep.

- 3. Offset on the building face of at least 16 inches from one exterior wall surface to the other.

Applicant Response:

The proposed street facing building designs provide multiple changes in wall planes. The depth of the wall plane variations are 6 feet in several locations and 10 feet in additional locations. These variations occur multiple times on all street frontage building façade elevations.

4. Dormer that is at least 4 feet wide and integrated into the roof form.

Applicant Response:

This design element is not utilized in the building design.

5. Roof eaves with a minimum projection of 12 inches from the intersection of the roof and the exterior walls.

Applicant Response:

The proposed building roof design provides 24 inch, 18 inch and 12 inch roof overhangs.

6. Roofline offsets of at least 2 feet from the top surface of one roof to the top surface of the other.

Applicant Response:

The design element is not utilized in the building design.

7. Horizontal lap siding between 3 to 7 inches wide (the visible portion once installed). The siding material may be wood, fiber-cement, or vinyl.

Applicant Response:

The proposed building elevation design includes fiber cement horizontal lap siding with a 6-inch exposure.

8. Brick, cedar shingles, stucco, or other similar decorative materials covering at least 40 percent of the street-facing façade.

Applicant Response:

This design element is not utilized in the building design.

9. Gable roof, hip roof, or gambrel roof design.

Applicant Response:

The proposed building roof design includes hip roofs and gable roof forms.

10. Window trim around all windows at least 3 inches wide and 5/8 inches deep.

Applicant Response:

This design element is not utilized in the building design.

11. Window recesses, in all windows, of at least 3 inches as measured horizontally from the face of the building façade.

Applicant Response:

This design element is not utilized in the building design.

12. Balcony that is at least 3 feet deep, 5 feet wide, and accessible from an interior room.

Applicant Response:

The proposed building and living unit design includes recessed upper floor decks that are 6 feet deep and 12 feet wide.

13. Bay window at least 2 feet deep and 5 feet long.

Applicant Response:

This design element is not utilized in the building design.

14. One roof pitch of at least 500 square feet in area that is sloped to face the southern sky and has its eave line-oriented within 30 degrees of the true north/ south axis.

Applicant Response:

This design element is not utilized in the building design.

CHAPTER 17.21 R-4 MEDIUM, HIGH DENSITY RESIDENTIAL ZONE

Although the subject site is located within the C-3 Commercial Zone, Section 17.33.010 (6) provides that Apartments are subject to the provisions of the R-4 zone. Therefore the following narrative addresses the compliance with the applicable provisions of the R-4 zone.

17.21.010 Permitted uses.

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

- A. Tiny Houses, Single detached dwelling;
- B. Middle Housing
 1. Plexes: Duplex Dwelling; Triplex Dwelling; Quadplex Dwelling (minimum lot size of seven thousand square feet)
 2. Cottage Clusters
 3. Townhouses
- C. Apartments; Multiple dwelling subject to the following:
 1. Developments with five or more units.
 2. The property on which the use will be located has direct access from a major collector or minor arterial street, or a local collector street within 600' of a collector or arterial street; or
 3. The property is located within one-half mile of a planned or existing transit route; or
 4. The property is within one-quarter mile from a planned or existing neighborhood or commercial shopping area.

Applicant Response:

The proposed development is for 138 apartment units located in seven three story buildings. The subject site does provide direct access to a local collector street that is within 600 feet of a designated collector.

17.21.030 Lot size.

In an R-4 zone, the lot size shall not be less than five thousand square feet, except that the lot area for attached single dwelling lots shall average one thousand-five hundred square feet in area. (Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

Applicant Response:

The subject site is 214,759 sf (4.93 Acres) and therefore meets the requirement.

17.21.040 Yard requirements.

In an R-4 zone, each lot shall have yards of the following size unless otherwise provided for in Section 17.54.050:

- A. A front yard shall not be less than fifteen feet, except as provided in Section 17.11.030(C), Table 1(d), Cottage Clusters.
- B. A side yard shall not be less than six feet. An exterior side yard shall not be less than fifteen feet, except as provided in Section 17.11.030(C), Table 1(f), Cottage Clusters.
- C. A rear yard shall not be less than twenty feet, except as provided in Section 17.11.030(C), Table 1(c), Cottage Clusters.
- D. Whether attached to a residence or as a separate building, a covered storage facility for a vehicle on which the main opening is toward a street shall be located not less than twenty feet to the property line bordering the street;
- E. All yards shall be increased, over the requirements of this section, one foot for each two feet of building height over thirty-five feet. (Ord. 4912 §3, 2009; Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

Applicant Response:

The yards on the proposed Site Plan are as follows:

*Front Yard: 15 feet provided, 15 feet required.
Side Yard: 10 feet provided, 6 feet required.
Rear Yard: 79'-6" provided, 20 feet required.*

The proposed yards meet the requirements.

17.21.050 Building height.

In an R-4 zone, a building shall not exceed sixty feet in height. (Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

Applicant Response:

The proposed building height is 36'-4". The current underlying Three Mile Lane Planned Development Overlay Ordinance 4709 has a height limitation of 35 feet. The current Planned Development Amendment Application, included within this application, is requesting a height variance to 36 feet-4 inches. Additional compliance narrative addressing the proposed building height is in the applicant response to the Planned Development Amendment sections.

17.21.060 Density requirements.

In an R-4 zone, the maximum density for single attached dwelling may not exceed four dwelling units per 5,000 square feet. Density maximum may not apply to any other permitted housing types, including accessory dwelling units. (Ord. 4796 §1(b), 2003; Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

Applicant Response:

The allowable density for the 214,759 sf subject site is 210 living units. The Site Plan for the proposed development includes 138 apartment units. The proposed density is less than the allowable and is therefore compliant.

17.33 C-3 GENERAL COMMERCIAL ZONE

17.33.010 Permitted uses.

In a C-3 zone, the following uses and their accessory uses are permitted:

- 6. Apartments, Multiple dwellings subject to the provisions of the R-4 zone, except that within the City Center Housing Overlay Zone designated in Chapter 17.66, density limitations of the R-4 zone shall not apply, and any special development standards of the Overlay Zone shall supersede those of the R-4 zone.

Applicant Response:

The proposed development is for Apartments and is therefore subject to the R-4 zone development standards.

CHAPTER 17.57 LANDSCAPING

17.57.010 Purpose and Intent:

The purpose and intent of this Chapter is to encourage and, where appropriate, require the use of landscape elements, particularly plant materials, in proposed developments in an organized and harmonious manner that will enhance, protect and promote the economic, ecological and aesthetic environment of McMinnville. Landscaping is considered by McMinnville to be an integral part of a complete comprehensive development plan. The City recognizes the value of landscaping in achieving the following objectives:

- A. Provide guidelines and standards that will:
 - 1. Reduce soil erosion and the volume and rate of discharge of storm water runoff.

Applicant Response:

Temporary erosion control measures will be implemented to prevent soil erosion during construction. Soils will be protected from erosion post construction with the use of plant materials and 3" deep bark mulch throughout the site.

- 2. Aid in energy conservation by shading structures from energy losses caused by weather and wind.

Applicant Response:

Deciduous trees are placed throughout the site to provide shade in the summer months and allow warming sun in the winter.

- 3. Mitigate the loss of natural resources.

Applicant Response:

Currently, the site is cleared for agricultural use. The design will provide permanent plant materials for the site and will be a net gain of natural resources in the form of carbon sequestering trees, shrubs and grasses.

- 4. Provide parking lot landscaping to reduce the harmful effects of heat, noise and glare associated with motor vehicle use.

Applicant Response:

The landscape design proposes the use of interior and perimeter landscaping. Perimeter landscaping includes a site obscuring fence and evergreen hedge to eliminate glare from vehicles. Large shade trees in the interior landscape islands will help reduce heat island effects.

5. Create safe, attractively landscaped areas adjacent to public streets.

Applicant Response:

Landscaping adjacent to the public street (SE Norton Lane) will include Green Vase Zelkova trees that will provide shade in the summer and attractive fall color. Low flowering shrubs, ornamental grasses, and groundcovers adjacent to SE Norton Lane will provide an attractive landscape viewable for users of the public street.

6. Require the planting of street trees along the City's rights-of-way.

Applicant Response:

Landscaping adjacent to the public street (SE Norton Lane) will include Green Vase Zelkova trees that will provide shade in the summer and attractive fall color.

7. Provide visual screens and buffers that mitigate the impact of conflicting land uses to preserve the appearance, character and value of existing neighborhoods.

Applicant Response:

The landscape design proposes the use of perimeter landscaping. Perimeter landscaping in parking areas includes a site obscuring fence and evergreen hedge to eliminate glare from vehicles. Pedestrian walkways adjacent to property lines are buffered with a site obscuring fence and plant materials. Overall, the use of trees, shrubs and groundcover are compatible with the character of the existing residential and commercial uses that have similar plantings.

8. Provide shade, and seasonal color.

Applicant Response:

The choice and selection of plant materials incorporates a variety of trees, shrubs, grasses, and groundcover. Trees will provide shade, flowers and fall color. Ornamental shrubs and groundcover will provide seasonal flowers and color.

9. Reduce glare, noise and heat.

Applicant Response:

The landscape design proposes the use of interior and perimeter landscaping. Perimeter landscaping includes a site obscuring fence and evergreen hedge to eliminate glare from vehicles. Large shade trees in the interior landscape islands will help reduce heat island effects.

Noise mitigation is most critical for the residential use west of the site. The design will include a 15' setback to help mitigate noise along the west property line.

- B. Promote compatibility between land uses by reducing the visual noise and lighting impacts of specific developments on users of the site and abutting properties.

Applicant Response:

The proposed Landscape Plan and design provides trees, buffer and screening plantings along the site perimeter. This will buffer the effects of on-site parking area and building lighting from the adjacent abutting properties. The overall landscape plan and development also aids in buffering sound both from the subject site and from the adjacent abutting properties.

- C. Unify development and enhance and define public and private places.

Applicant Response:

The proposed Landscape Plan and design will provide street trees along the SE Norton Lane street frontage. The landscape design also provides screening of private spaces for the living units and the proposed open common areas on site.

- D. Preserve existing mature trees.

Applicant Response:

The existing undeveloped site was historically agricultural uses and there are no existing trees.

- E. Enhance the urban forest and tree canopy.

Applicant Response:

The proposed Landscape Plan and design provides a variety of trees that will enhance and contribute to the overall urban tree canopy.

- F. Encourage the use of plants native to the Willamette Valley to the maximum extent feasible, in order to reduce watering requirements and agricultural chemical applications, and to provide a sense of regional identity with plant communities unique to the area.

Applicant Response:

The landscape design incorporates native plant varieties and hybrids to help reduce water requirements, reduce chemical applications, and help provide a sense of regional identity. Blue Fescue is used as a drought resistant groundcover throughout the site. Thuja occidentalis "Golden Globe" is a hybrid of the native Thuja and will provide an evergreen presence in winter months, reminiscent of Pacific Northwest landscapes. Finally, White Wonder Dogwood trees, a hybrid of the native Cornus nuttallii, are placed throughout the site. The Dogwoods will provide the familiar white flower in spring that is common in Pacific Northwest landscapes.

- G. Establish and enhance a pleasant visual character and structure to the built environment that is sensitive to safety and aesthetic issues.

Applicant Response:

A pleasant visual character and structure is established using a variety of trees, shrubs, and groundcover throughout the site.

The main east-west interior walkway and open spaces are lined with Aristocrat Flowering Pears, giving them a unique visual character and structure. The north-south walkway between building D and open space is lined with European Hornbeams, giving a sense of separation between the common space and the apartments to the west. Crape Myrtles

trees are placed in raised planters within amenity areas of the open spaces. The low canopy of the Cape Myrtle will enhance the planters by providing shade and a unique aesthetic. Finally, stately Green Vase Zelkova will line Norton Lane, providing a vertically branched and high canopy structure for the interphase between public and private space.

Shrubs and ornamental grasses throughout the site help provide a pleasant visual character, define spaces and facilitate safety. The perimeter of the site is lined with evergreen shrubs that will provide a six-foot-tall screen between parking and adjacent uses. A mix of low shrubs and grasses skirt the buildings to provide separation between public and private areas. The low plantings help to soften the angular lines of buildings while keeping sight lines open for safety.

Grasses are used throughout the site to provide a sense of space inherent to the expansive grasslands of the Willamette Valley. Lawn areas in open spaces provide residents opportunities for active recreation. Residents can play a game of volleyball, pick up football or frisbee in these expansive areas.

H. Support McMinnville as a community that cares about its appearance.

Applicant Response:

The proposed Landscape Plan design provides an esthetically pleasing and attractive landscape design. This overall site and landscape design enhances the character of the existing neighborhood and provides a livable community environment.

17.57.070 Area Determination—Planning factors.

A. Landscaping shall be accomplished within the following ranges:

3. Multiple-dwelling, twenty-five percent of the gross area. This may be reduced to not less than fifteen percent upon approval of the review committee. (The gross area to be landscaped may only be reduced by the review committee if there is a showing by the applicant that the intent and purpose of this chapter and subsection B of this section are met.)

Applicant Response:

The proposed Site Plan and Landscape Plan provide 30 percent of the site area in landscaping.

4. A parking lot or parking structure built in any zone providing parking spaces as required by the zoning ordinance shall be landscaped in accordance with the commercial requirements set forth above in subsection 2 of this section.

Applicant Response:

The proposed Site Plan and Landscape Plan provide parking lot landscaping as identified in 17.11.090 Residential Design Standards for Apartments.

B. The following factors shall be considered by the applicant when planning the landscaping in order to accomplish the purpose set out in Section 17.57.010. The Landscape Review Committee shall have the authority to deny an application for failure to comply with any or all of these conditions:

1. Compatibility with the proposed project and the surrounding and abutting properties and the uses occurring thereon.

Applicant Response:

The adjacent uses: residential, commercial and agriculture would not be adversely affected by the proposed multi-family development. Uses to the north, south and west of the site will be sufficiently screened with a site obscuring fence and evergreen hedge. Additionally, the residential use to the west will be buffered with more than 15' between the property line and any structure.

2. Screening the proposed use by sight-obscuring, evergreen plantings, shade trees, fences, or combinations of plantings and screens.

Applicant Response:

Screening is proposed on north, south and west perimeters of the site. Screening will be achieved with a site obscuring fence and evergreen hedge.

3. The retention of existing trees and natural areas that may be incorporated in the development of the project. The existing grade should be preserved to the maximum practical degree. Existing trees shall be provided with a watering area equal to at least one-half the crown area.

Applicant Response:

The site was previously open for agricultural use and there are no existing trees on site.

4. The development and use of islands and plantings therein to break up parking areas.

Applicant Response:

A total of 37 parking lot islands are used to break up parking areas. Each island has a shade tree and shrubs / grasses to help break up the parking areas.

5. The use of suitable street trees in the development of new subdivisions, shopping centers and like developments. Certain trees shall be prohibited in parking areas: poplar, willow, fruit, nut, birch, conifer, and ailanthus.

Applicant Response:

None of the proposed trees are prohibited. Many of the trees are listed on the City of McMinnville street tree list, including the Green Vase Zelkova prosed along SE Norton Lane.

6. Suitable watering facilities or irrigation systems must be included in or near all planted areas;

Applicant Response:

The proposed development will have an automatic irrigation system with a water efficient controller and rain sensor. The irrigation system will be commercial grade with separate zones for lawn and shrub areas.

CHAPTER 17.60 OFF-STREET PARKING AND LOADING

17.60.050 Spaces—Location.

- A. Except as provided below, required off-street parking spaces for dwellings shall be located on the same lot with the dwelling.

Applicant Response:

All required parking is provided on the same site as all proposed dwelling units.

17.60.060 Spaces. Number required.

Except for the southerly 100 feet of Block 10 and the northerly 100 feet of Block 11, Rowland's Addition and the area bounded by Second Street, Adams Street, Fourth Street, and Galloway Street, at the time of erection of a new structure or at the time of enlargement or change of use of an existing structure, off-street parking spaces shall be provided as follows unless greater requirements are otherwise established. Where square feet are specified, the area measured shall be the gross floor area primary to the functioning of the particular use of the property but shall exclude space devoted to off-street parking or unloading.

Applicant Response:

The Off-Street parking required and provided is as follows:

Parking Required:

One- and Two-Bedroom Units: 1.5 spaces/unit required, (120 units x 1.5 =180)

Three-Bedroom Units: 2 spaces per/unit required (18 units x 2 =18)

Total Parking Required: 216 spaces

Provided Parking:

Standard Spaces: 188 spaces

Compact Spaces: 22 spaces

ADA Accessible spaces: 8 spaces

Total Spaces Provided 218 spaces

17.60.070 Off-street loading requirements.

- A. Buildings or structures to be built or substantially altered which receive and distribute materials and merchandise by trucks shall provide and maintain off-street loading berths in sufficient number and size to adequately handle the needs of the particular use.

Applicant Response:

The proposed multifamily apartment development does not require off-street loading spaces. None are proposed to be provided.

17.60.080 Design requirements.

- A. All parking lots and driving aisles shall be asphaltic cement concrete or Portland cement concrete with driving aisles, maneuvering aisle and parking spaces clearly marked, except that in an industrial zone, parking spaces which are in addition to those required by this chapter, may be surfaced with a minimum of treated gravel and maintained dust free.

Applicant Response:

All parking areas and drive aisles on the proposed Site Plan are designed to be constructed of asphaltic concrete.

- B. In a residential zone, a required front yard or a required side yard adjacent to the street shall not be used for any purpose except for off-street parking of motor vehicles, unless otherwise allowed by this ordinance, and such parking space shall not be less than twenty feet in depth from the property line.

Applicant Response:

Parking areas or drive aisles are not proposed to be located within the front or side yard setbacks.

- C. Safe access shall be provided as follows:
 - 1. Access aisles shall be of sufficient width for all vehicular turning and maneuvering.

Applicant Response:

The drive aisles on the proposed Site Plan are 26 feet wide. The turn radii on the drive aisles are 18-foot minimum inside radius. These proposed dimensions provide safe and adequate width and turn radii for vehicles and for fire trucks and emergency vehicles.

- 2. Groups of more than four parking spaces shall be so located and served by a driveway that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley.

Applicant Response:

The proposed site plan provides a single driveway access to SE Norton Lane. No backing movements are proposed onto SE Norton Lane.

- 3. Driveways to off-street parking areas shall be designed and constructed to facilitate the flow of traffic and to provide for maximum safety of pedestrians and vehicular traffic on the site.

Applicant Response:

The proposed driveway access is 26 feet wide which provides ample width for two-way traffic into and from the subject site. The Public Street frontage improvements include setback sidewalks that cross the driveway and will be constructed in accordance with the City of McMinnville standards.

- 4. Clear vision areas shall be provided at driveway exits for all uses except single-detached dwellings and plexes, shall have minimum dimensions of ten feet measured along the street right-of-way and the edge of the driveway. In commercial and industrial zones, buildings and signs may be constructed with cantilevers which extend out over the clear vision area at a height greater than eight feet when measured from the top of the curb, or where no curb exists, from the established centerline grade. Except for existing permanent buildings and structures (other than signs), nonconformities shall be made to comply with the provisions of this section within seven years from the date of its adoption.

Applicant Response:

The proposed driveway access from SE Norton Lane provides the required clear vision area. A clear vision triangle is shown on the proposed Site Plan, drawings A1.0, A1.1, demonstrating compliance.

5. Driveway cuts shall be a minimum of twenty feet from a street intersection.

Applicant Response:

The proposed driveway location is centered on the intersection of SE Norton Lane and SE Stratus Avenue. This location is in compliance with City of McMinnville standards and policies.

D. Parking areas shall be made compatible with surrounding uses as follows:

1. Parking spaces along the outer boundaries of a parking area shall be contained by a curb or a bumper rail so placed to prevent a motor vehicle from extending over an adjacent property, sidewalk, or street.

Applicant Response:

The parking areas on the proposed Site Plan provides concrete curbs or wheel stops preventing encroachment into adjacent properties. Additionally, there is a 6-foot sight obscuring fence along the property boundaries.

2. When a parking area in a commercial or industrial zone abuts a property in a residential zone, a site-obscuring fence or wall, either permanent or of living material, shall be placed along the affected property line. The responsibility for placement of the fence or wall lies with the commercial or industrial property.

Applicant Response:

The proposed Site Plan provides a 6-foot sight obscuring fence along the adjacent property boundaries.

3. Artificial lighting which may be provided shall be so deflected as not to shine or create glare in any residential zone or on any adjacent dwelling.

Applicant Response:

The proposed Site Lighting Plan, drawings ME 1.0 demonstrates the photometric footprint of the proposed site light fixtures. The proposed fixtures provide full cut-off of light on the adjacent properties preventing light and glare shining on the adjacent sites.

E. Space size minimum shall be as follows:

1. Handicap parking spaces shall be a minimum of twelve feet wide and 19 feet in length.

Applicant Response:

Handicap Accessible parking spaces have been designed in compliance with Oregon Structural Specialty Code and the ANSI A117.1 standards and requirements. Van Accessible stalls are 9'x19' with an 8' wide access aisle and standard Handicap Accessible spaces are 9'x19' with an 6' wide access aisle. See the dimensioned Enlarged Site Plans A1.1 Sector 1 and A1.2 Sector 2.

2. Compact and subcompact parking spaces shall be a minimum of eight feet by sixteen feet.

Applicant Response:

The Compact Spaces on the proposed Site Plan are 8' wide x 16' long and are in compliance. See the dimensioned Enlarged Site Plans A1.1 Sector 1 and A1.2 Sector 2.

3. Standard parking spaces shall be a minimum of eight feet six inches by nineteen feet.

Applicant Response:

The Standard Spaces on the proposed Site Plan are 9' wide x 19' long and are in compliance. See the dimensioned Enlarged Site Plans A1.1 Sector 1 and A1.2 Sector 2.

F. The type of space shall be set as follows:

1. Handicap spaces shall be required and designated as per current federal, state, and local regulations.

Applicant Response:

The Handicap Accessible parking spaces have been designed to be in compliance with the Oregon Structural Specialty Code and the ANSI 117.1 standards and requirements.

2. Standard spaces shall comprise not less than sixty-five percent of all newly constructed lot spaces.

Applicant Response:

The total parking spaces provided is 218 spaces, of which 188 spaces are standard spaces. This represents 86 percent of the spaces provided.

CHAPTER 17.61 SOLID WASTE AND RECYCLING ENCLOSURE PLAN

17.61.030 Guidelines and Standards.

- A. The location of an enclosure must allow for collection agency drive-in access. A fifty-foot (50) access approach is recommended. In addition to the approach, either an exit that allows the truck to move forward or a turn area with a minimum radius of 46.5 feet is preferred. Both approach and location shall be unobstructed and free of over head wires and low hanging trees. An eighteen-foot (18) minimum height clearance above the enclosure approach is required and a thirty-two-foot (32) vertical clearance is required above the container itself. The enclosure shall be of sufficient size to store trash and recycling receptacles, the size of which shall be determined by the collection agency and will be based on proposed use. A minimum distance of two-feet (2) is required between the container and existing or proposed structures. The enclosure shall be a minimum of six-feet (6) tall or six inches (6) higher than the top of the tallest container.

Applicant Response:

The proposed Site Plan provides the required front access and turn radii. There are no overhead wires located within the subject site.

Due to limited access and site constraints, a Fire Truck Turnaround is provided at the rear of the site. This turnaround may be used by the trash collection vehicles and provides adequate maneuvering for vehicle turnaround. The proposed Site Plan has been submitted to Recology Western Oregon (collection service) for review and approval.

All proposed Trash Enclosure structures are located in excess of the 20-foot minimum.

The proposed Trash Enclosure has been designed in accordance with Recology Western Oregon Solid Waste Plan Guide and Standards.

- B. Solid waste enclosures shall not be located within twenty-feet (20) of a required front or exterior yard and should be placed at the rear of a building whenever possible. Should an enclosure be placed within a required landscaped front or exterior yard, additional landscaping must be provided elsewhere on the property to compensate for the encroachment into the required landscaped yard. Any modifications to required landscaping must meet the approval of the Landscape Review Committee.

Applicant Response:

The proposed Site Plan locates the Trash Enclosures 5 feet from the adjacent side yards. A 6' high sight obscuring fence is proposed to be located along the property line. The existing medical office building on the adjacent site has its trash enclosure located approximately 5' from the property line.

Due to the limited site access and the Recology Western Oregon required for forward approach to all enclosures, locating the enclosures 20 feet from the exterior side yard would result in a significant loss of parking. As noted, the adjacent medical office building does not comply with this requirement. The provided 6' high sight obscuring fence will adequately screen the enclosure from adjacent properties. None of the proposed locations would place an enclosure near any buildings on adjacent properties.

- C. Any trash or recycling enclosure which is visible from the street must provide landscaping around three (3) sides of the structure. Climbing vines and screening shrubs or hedges are appropriate and landscaping must be a minimum of three-feet (3) in height at the time of planting.

Applicant Response:

There are no Trash Enclosures that will be visible from the street therefore this is not applicable.

- D. Where a commercial or industrial zone abuts a residential zone, enclosures must be placed a minimum of thirty-feet (30) from any residential structure or as otherwise approved by the Planning Director.

Applicant Response:

The adjacent properties to the North of the subject site are zoned C-3 Commercial. The property adjacent the subject site on the South is outside the City of McMinnville and the Urban Growth Boundary. The property to the West of the subject site is zoned residential and there are no trash enclosures proposed to be located adjacent this property. The proposed trash enclosure at the rear of the site adjacent the North property line is 28'-4" East of this property line. Additional landscaping and screening is proposed adjacent this

enclosure. There is also a six-foot sight obscuring fence proposed along westerly property line.

- E. Generally, the design of the structure should match the exterior surface of the building and can be constructed of masonry, wood or concrete blocks in combination with plant material capable of forming a complete evergreen hedge. The floor of the enclosure shall be a concrete holding pad which must extend eight-feet (8) beyond the gates.

Applicant Response:

The proposed Trash Enclosures are to be constructed of split-faced concrete masonry units with a solid cap. Landscape screening is proposed along the sides of the trash enclosures to provide the required evergreen hedge.

The concrete slab under the enclosure and in front of the enclosure will be reinforced and extend a minimum of 10 feet in front of the enclosure.

- F. Gates that screen the containers are required and must remain closed at all times except at times of service.

Applicant Response:

Painted steel gates are proposed on all trash enclosures. This is illustrated in the Trash Enclosure Plan 5/A1.4, and the Trash Enclosure Elevations, 6/A1.4.

- G. Parking is prohibited in front of the enclosure and all parked vehicles must be located at a safe distance. A "No Parking" sign must be visibly placed on the gates of the enclosure.

Applicant Response:

The proposed Site Plan shows "NO PARKING" pavement markings directly in front of the trash enclosures.

- H. Solid waste and recycling enclosures must be placed in a location that is compatible with the City of McMinnville's Fire Code.

Applicant Response:

All proposed trash enclosure locations provide substantial separation from buildings as required by the Fire Code.

PRIOR LAND-USE DECISIONS

ORDINANCE 4131

ORDINANCE 4709

ORDINANCE 5072

ORDINANCE NO. 4131

THREE MILE LANE

An Ordinance enacting conditions for development in an area hereinafter described, and commonly known as Three Mile Lane; now, therefore,

THE CITY OF McMinnville ORDAINS AS FOLLOWS:

Section 1. Statement of Purpose. The City of McMinnville finds that the development of lands on the north and south sides of Three Mile Lane (Oregon Highway 18) is acceptable if provisions are made to integrate the dual functions of the highway as a bypass around the City and a land service arterial for adjacent properties. The City also finds that development along Three Mile Lane is desirable if it is of good quality and design, if the living and working environments developed are compatible with each other, and if the living environment includes open spaces, parks, and features buffering of residential uses from the highway. The City recognized, during the comprehensive planning process, that to insure that these concerns are met, proper designations on the McMinnville Comprehensive Plan and Zoning Maps must be made, and, further, that a planned development overlay must be placed over the area establishing specific conditions for development.

Section 2. Planned Development Overlay. The planned development overlay which is created and implemented by this ordinance shall be placed over areas to the north and south of Oregon Highway 18 from the eastern city limits west to the vicinity of the Three Mile Lane Spur intersection with Highway 18. The affected area is further described by map in Exhibit "A". Areas within and without the city limits shall carry this designation. The policies and procedures set by this ordinance shall be applied to all land use decisions under the jurisdiction of the City of McMinnville. The overlay shall not impinge the legal jurisdiction of Yamhill County for areas outside the city limits.

Section 3. Notation on Zoning and Comprehensive Plan Maps. The perimeters of the areas affected by this ordinance shall be noted on the official McMinnville Comprehensive Plan Map of 1980 and the official McMinnville Zoning Map of 1980.

Section 4. Policies. The following policies shall apply to the property described on the map in Exhibit "A":

- (a) The goals and policies of the McMinnville Comprehensive Plan, Volume II, and applicable regulations and standards in Volume III, and other City codes shall be adhered to.
- (b) A one hundred twenty (120) foot setback from the centerline of Highway 18 shall be established both north and south of the highway.
- (c) Access requirements adopted hereafter in an access plan for this area shall be adhered to. Provisions of the plan shall include:

1. The minimization of entrances onto Three Mile Lane;
 2. The development of on-site circulation systems, connecting to adjoining properties;
 3. The provisions of acceleration-deceleration lanes and left-turn refuges when and where necessary and practicable.
 4. The provision of bikeways along frontage roads or on-site circulation systems. Bikeway connections accessing Three Mile Lane shall be provided so that the frontage road or on-site circulation system can serve as an alternative route for cyclists traveling along Three Mile Lane.
- (d) Landscaping and buffer strips along the highway frontage may be required including noise buffering methods, such as berms and/or plantings.
- (e) Residentially designated areas covered by this ordinance shall be developed at R-1 zoning classification densities. Mixed housing-type residential developments shall be allowed and encouraged.
- (f) Residential developments shall provide parkland under the provisions of Section 35 of Ordinance No. 3702, unless safe and convenient pedestrian access is provided to an existing park. If no land is required, money in lieu of land shall be required.

The following policies shall apply to specified properties north and south of Three Mile Lane, described on the map in Exhibit "B". The written descriptions, uses, and written policies included below are to apply to the interpretation of the map and be of at least equal weight and importance.

Municipal Airport (Area 1)

The airport shall be designated as industrial on the McMinnville Comprehensive Plan Map of 1980 to accommodate aviation related facilities in keeping with the Airport Master Plan, as amended. Facilities identified in the plan for upgrading and expanding the aviation aspects of the airport shall be exempted from review by the provisions of the planned development overlay. Any private or public aviation related industrial development that may in the future be contemplated shall be subject to the provisions of this ordinance. The adoption of an airport zoning ordinance in the future may be appropriate, and additional requirements of such a zone shall be applied in conjunction with the requirements of this ordinance.

West of Municipal Airport (Area 2)

This area shall be designated as industrial on the McMinnville Comprehensive Plan Map of 1980. The City shall encourage the location of aviation related industries or industries requiring extensive use of airport services, in this area. Zone changes to M-L (Limited Light Industrial), to M-1 (Light Industrial) and AH (Agricultural Holding) shall be allowed. Zone changes to M-2 (General Industrial) may be allowed upon findings that the intended use of the property shall be an aviation related industry, or an industry which requires extensive use of the airport services for its operation.

West of Municipal Airport to Mobile Home Park (Area 3)

This area shall be designated as industrial on the McMinnville Comprehensive Plan Map of 1980. The City shall allow zone changes to M-L (Limited Light Industrial) and AH (Agricultural Holding) designations.

East of Pacific Avenue - Industrial Area (Area 4)

This area shall be designated as industrial on the McMinnville Comprehensive Plan Map of 1980 to accommodate the existing industrial uses. Expansion of those uses may take place if compatibility with surrounding properties is insured.

Airport Rendezvous (Area 5)

This area shall be designated as industrial on the McMinnville Comprehensive Plan Map of 1980. The areas designated AH (Agricultural Holding) on the map shall remain so designated until completion of the update of the Airport Master Plan. The adoption of an airport zoning ordinance, recommended land uses, and development controls for identified noise contours may be appropriate upon completion of the Airport Master Plan; any additional requirements enacted by the City shall be applied in conjunction with the requirements of this ordinance. Redesignation of the properties may be allowed after completion of the Airport Master Plan update and adoption of appropriate Master Plan recommendations, provided that the requirements of this ordinance are met, and upon determination that the proposed use is compatible with surrounding properties.

Remainder of Planned Development Area

The remainder of the properties within the area covered by this ordinance shall be developed according to the designations on the McMinnville Comprehensive Plan Map. Site plan review as required in Chapter 17.51 of Ordinance No. 3380 shall include conditions to insure compatibility of allowed developments with proposed uses in surrounding areas.

Section 5. Procedures for Review.

- (a) Annexation to the City of lands within the area covered by this ordinance shall meet the requirements of the annexation ordinance.
- (b) Comprehensive Plan Map amendments shall be processed under procedures set out in Ordinance No. 4127.
- (c) Zone changes and land divisions submitted for approval shall be processed under the requirements and standards of Chapter 17.51 of Ordinance No. 3380 (Zoning Ordinance). If standards and requirements of Chapter 17.51 differ with those established elsewhere by the City, the more restrictive standards and requirements shall be adhered to.
- (d) Land division requests shall also be processed under the requirements of Ordinance No. 3702 (Land Division Ordinance).
- (e) Amendments to this ordinance shall be processed under procedures set out in Chapter 17.51 of Ordinance No. 3380 (Zoning Ordinance).

Passed by the City Council on April 7, 1981.



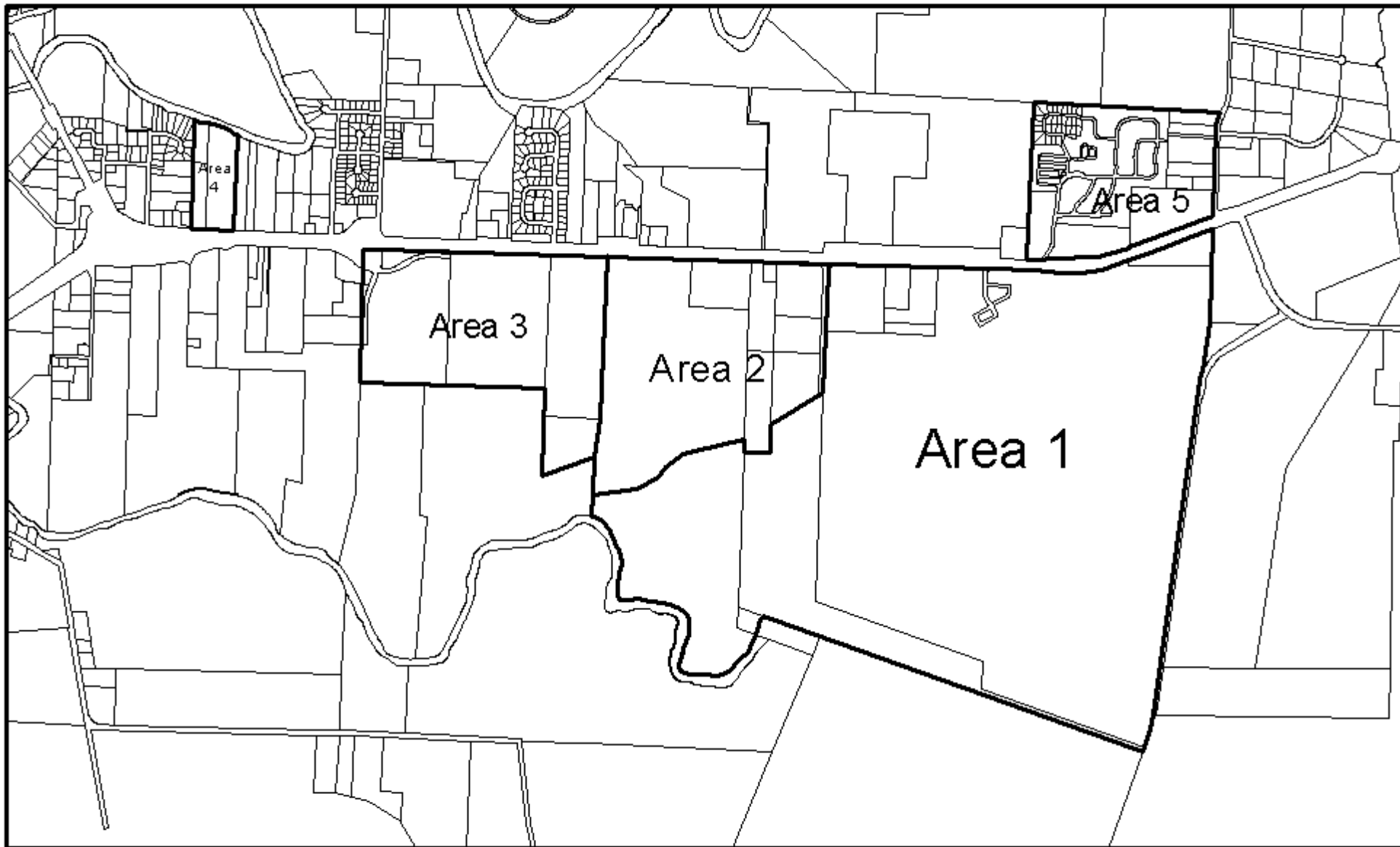
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EXHIBIT A
Three Mile Lane
Planned Development Overlay

Ordinance No. 4131

CITY OF McMINNVILLE



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EXHIBIT B
Three Mile Lane
Planned Development Overlay

Ordinance No. 4131

CITY OF McMINNVILLE

ORDINANCE NO. 4709

An Ordinance amending the City of McMinnville Comprehensive Plan Map from an existing Industrial designation to a Commercial designation and a zone change from a County EF-40 (Exclusive Farm Use - 40-acre minimum) zone to a City C-3 PD (General Commercial Planned Development) zone on a parcel of land approximately five acres in size located south of Three Mile Lane, and immediately west of Norton Lane and the Willamette Valley Medical Center.

RECITALS

The Planning Commission received an application (CPA 6-99 / ZC 11-99) from Gene and Dorothy McMullin and Phyllis Moyer dated July 2, 1999, requesting a comprehensive plan map amendment from an existing Industrial designation to a Commercial designation and a zone change from a County EF-40 (Exclusive Farm Use - 40-acre minimum) zone to a City C-3 PD (General Commercial Planned Development) zone on approximately five acres of land. The subject site is located south of Three Mile Lane, and immediately west of Norton Lane and the Willamette Valley Medical Center and is further described as a portion of Tax Lot 700, Section 27, T.4 S., R. 4 W., W.M.

A public hearing was held August 19, 1999, at 7:30 p.m. before the McMinnville Planning Commission after due notice had been given in the local newspaper on August 14, 1999, and written notice had been mailed to property owners within 300 feet of the affected property; and

At said public hearing, testimony was received, the application materials and a staff report were presented; and

The Planning Commission, being fully informed about said request, found that said changes conformed to the zone change review criteria listed in Chapter 17.72.035 of Ordinance No. 3380 based on the material submitted by the applicant and the findings of fact and the conclusionary findings for approval contained in the staff report, all of which are on file in the Planning Department, and that the plan amendment and zone change are consistent with the Comprehensive Plan; and

The Planning Commission approved said comprehensive plan map amendment and zone change and has recommended said changes to the Council, now, therefore,

THE CITY OF MCMINNVILLE ORDAINS AS FOLLOWS:

Section 1. That the Council adopts the findings and conclusions of the Planning Commission, staff report on file in the Planning Department, and the application filed by Gene and Dorothy McMullin and Phyllis Moyer.

Section 2. That the Comprehensive Plan Map shall be amended from an Industrial designation to a Commercial designation for the property described in Exhibit "A" which is attached hereto and incorporated herein by this reference.

Section 3. That the property described in Exhibit "A" is hereby rezoned from a County EF-40 (Exclusive Farm use - 40-acre minimum) zone to a City C-3 PD (General Commercial Planned Development) zone subject to the following conditions:

1. That the zone change request shall not take effect until and unless CPA 6-99 is approved by the City Council.
2. That development and use of the site is subject to the provisions of the Three Mile Lane Planned Development Ordinance, as amended. Further, that a detailed Master Plan for the subject site shall be submitted to the McMinnville Planning Commission for review and approval, pursuant to the procedures of McMinnville Zoning Ordinance 17.51, Planned Development Overlay, prior to any development occurring on the site. The plan shall include, at a minimum, proposed land uses and their location(s), building locations, proposed circulation patterns, proposed open spaces, grading and drainage information, location and size of public utilities and services, off-street parking areas, direct pedestrian access, and other information deemed necessary to convey the details of the proposed development plans to the Planning Commission.
3. That detailed plans for the proposed commercial development showing site layout, proposed circulation pattern, signage, building elevations, landscaping, parking, and lighting must be submitted to and approved by the Three Mile Lane Design Review Committee prior to the issuance of any building permits for said development. Approval or denial of such plans shall be based on findings that, to the extent possible, the building and site design employs principles that will ensure compatibility with adjacent development, and provide an architectural style appropriate to a "gateway" or entrance to the City of McMinnville. In addition, approval or denial of the exterior building design shall be based on a finding that, to the extent possible, the building design incorporates design and architectural features that would serve to break up the building's horizontal plane and provide visual interest. This may include, but is not limited to, the use of vertical columns, gables, variety of compatible and complimentary building materials, providing openings in the building facade, and landscaping at the building perimeter. Submitted plans should include detail as regard building colors and materials (provide texture and visual relief), building height, planting design, window treatment, vertical and horizontal articulation, massing, voids to solids relationships, and other elements appropriate to ensure that the building and site design complies with the objectives and requirements of this planned development approval.

The provisions of Chapter 17.51 of the McMinnville Zoning Ordinance may be used to place conditions on any development and to determine whether or not specific uses are permissible. The applicant may appeal the decision of the Three Mile Lane Design Review Committee to the Planning Commission if

notice of intent to appeal is filed in the Planning Department office within fifteen (15) days of the Committee's decision.

4. That final development plans include landscape plans to be submitted to and approved by the McMinnville Landscape Review Committee and Three Mile Lane Design Review Committee. A minimum of 14 percent of the site must be landscaped. An arborvitae hedge or some similar type of planted visual screen shall be required along the property lines adjacent to the residentially zoned land to the west. Landscaping emphasis shall exist along the site's eastern edge, adjacent to Norton Lane, including required street trees, with particular emphasis at the site's eastern driveway intersection(s) at Norton Lane. In addition, landscape islands are required to be located throughout proposed off-street parking areas.

Street trees within a curbside planting strip along the Norton Lane frontage are required to have a two-inch minimum caliper, exhibit size and growing characteristics appropriate for the particular planting strip, and be spaced as appropriate for the selected species and as may be required for the location of above ground utility vaults, transformers, light poles, and hydrants. All street trees shall be of good quality and shall conform to American Standard for Nursery Stock (ANSI Z60.1). The Planning Director reserves the right to reject any plant material which does not meet this standard.

5. That final development plans for the subject site include a detailed storm drainage plan which incorporates the requirements of the City's Storm Drainage Master Plan. This plan must be submitted to, and approved by, the City Engineering Department prior to the issuance of any development permits. Any utility easements needed to comply with the approved plan must be reflected on the final plat. If the final storm drainage plan incorporates the use of collection systems and easements, such must be private rather than public, and private maintenance agreements must be approved by the City for them.
6. That final development plans for the subject site include a detailed sanitary sewage collection plan which incorporates the requirements of the City's Collection System Facilities Plan. This plan must be submitted to, and approved by, the City Engineering Department prior to the issuance of any development permits. Any utility easements needed to comply with the approved plan must be reflected on the final plat. In addition, existing structures located within the subject site are required to connect to the sanitary sewer system as soon as service is available.
7. That the developer secure from the Department of Environmental Quality (DEQ) applicable storm runoff and site development permits prior to construction of the required site improvements. Evidence of such permit shall be submitted to the City Engineer.
8. That the developer enter into a construction permit agreement with the City Engineering Department for all public improvements and gain a fill and

grading permit for lot fill and grading from the City Building Division. All fill placed in the areas where construction is expected shall be engineered and shall meet with the approval of the City Building Division and the City Engineering Department.

9. That the developer extend water and power services to the subject site in accordance with McMinnville Water and Light requirements, including any necessary contracts and/or easements. Said water service is to include required fire hydrants, which are necessary to be in working order prior to the issuance of building construction permits.
10. That utilities shall be extended to the property boundaries by the applicant, as may be required by the City Engineer or McMinnville Water and Light.
11. That no building shall exceed the height of 35 feet.
12. That if outside lighting is to be provided, it must be directed down and away from residential areas and public streets.
13. That signs located on the site shall be subject to the requirements of McMinnville Ordinance No. 4572 (B).
14. That all business, storage, or displays shall be conducted wholly within an enclosed building; except for off-street parking and loading.
15. That the subject site is limited to professional office use or medical office use, or other compatible, small-scale commercial uses such as a delicatessen, florist, or day care facility. Uses other than professional office use or medical office use may not exceed fifteen (15) percent of the total floor area proposed to be constructed within the subject site. Drive-up restaurants; automobile, boat, trailer, or truck rental sales or service; building materials supply stores; recreational vehicle parks; storage garage or mini-warehouse buildings; and, automobile service stations are prohibited from locating on the subject site.
16. That if restrictive covenants are proposed for the development they must meet with the approval of the Planning Director.
17. That the approved Master Plan as approved by the Planning Commission shall be placed on file with the Planning Department and become a part of the zone and binding on the owner and developer. The developer will be responsible for requesting permission of the Planning Commission for any major change of the details of the final development plans. Minor changes to the details of the adopted plan may be approved by the City Planning Director. It shall be the Planning Director's decision as to what constitutes a major or minor change. An appeal from a ruling by him may be made only to the Commission. Review of the Planning Director's decision by the Planning Commission may be initiated at the request of any one of the commissioners.


18. That improvements to the Norton Lane frontage, to the southernmost entry drive, or as may otherwise be required by the City of McMinnville, shall be done at the developer's expense and be finalized prior to release of any occupancy permits. Plans for the improvement of Norton Lane shall be submitted to the City Engineer for review and approval prior to its construction.
19. That the developer/owner of the subject site must grant to the Willamette Valley Medical Center and the City of McMinnville the right to cause all airspace above the surface of the subject site such as noise, vibrations, fumes, dust, fuel particles, and all other effects as may be caused by the operation of aircraft landing at or taking off from or operating at or on the Medical Center property and the McMinnville Municipal Airport. The owner must fully waive any right or cause of action which he may now or in the future raise against the Willamette Valley Medical Center and the City of McMinnville due to such circumstances noted above.
20. That prior to the development of the site, the applicant shall sign a waiver of remonstrance against the future improvement of Norton Lane. The waiver shall be prepared by the City.

Passed by the Council this 28th day of September 1999, by the following votes:

Ayes: Aleman, Kirchner, Pavne, Rabe, Windle

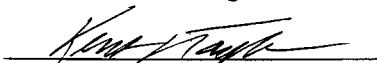
Nays: _____

Approved this 28th day of September 1999.



COUNCIL PRESIDENT

Attest:


RECORDER PRO TEM

ORDINANCE NO. 5072

AN ORDINANCE AMENDING AN EXISTING PLANNED DEVELOPMENT OVERLAY DISTRICT TO ADD MULTIPLE FAMILY RESIDENTIAL AS AN ALLOWABLE USE IN THE PLANNED DEVELOPMENT OVERLAY DISTRICT

RECITALS:

The Planning Department received an application (PDA 6-18) from KWDS, LLC, on behalf of property owners Gene A. McMullin (representing McMullin Family Residual Trust) and Phyllis A. Moyer (representing Phyllis Moyer Living Trust), requesting approval of a Planned Development Amendment. The existing Planned Development Overlay District limits uses, and the Planned Development Amendment request was to add multiple family residential as an allowable use on the subject site; and

The subject site is located west of SE Norton Lane, near the termination of SE Norton Lane at the existing city limits. The property is more specifically described as Parcel 1, Partition Plat 99-47. The property is also identified as Tax Lot 701, Section 27, T. 4 S., R. 4 W., W.M.; and

A public hearing was held on May 16, 2019 at 6:30 p.m., before the McMinnville Planning Commission after due notice had been provided in the local newspaper on May 7, 2019, and written notice had been mailed to property owners within 300 feet of the affected property; and

At said public hearing, the application materials and a staff report were presented, and applicant and public testimony was received; and

The Planning Commission, being fully informed about said requests, found that the requested amendments conformed to the applicable Comprehensive Plan goals and policies, as well as the planned development amendment review criteria listing in Section 17.74.070 of the McMinnville Municipal Code based on the material submitted by the applicant and the findings of fact and conclusionary findings for approval contained in Exhibit A; and

The Planning Commission recommended approval of said planned development amendment to the Council;

The City Council having received the Planning Commission recommendation and staff report, and having deliberated; and

NOW, THEREFORE, THE COMMON COUNCIL FOR THE CITY OF MCMINNVILLE ORDAINS AS FOLLOWS:

1. That the Council adopts the Findings of Fact, Conclusionary Findings, Decision and Conditions of Approval as documented in Exhibit A; and
2. That the requested amendment to the existing Planned Development Overlay District is approved, subject to the following conditions:
 - 1) That Condition 15 of Ordinance 4709, as amended by Ordinance 4863, be amended as follows (text to be removed is shown with ~~strikeout~~, text to be added is **bold and underlined**):

"That the subject site is limited to professional office use or medical office use, or **multiple family dwellings**, senior condominiums, senior apartments, or assisted living facilities, or other compatible, small scale commercial uses such as delicatessen, florist, or day care facility. Uses other than professional office use, medical office use, **multiple family dwellings**, or senior condominiums, senior apartments, or assisted living facilities, may not exceed fifteen (15) percent of the total floor area proposed to be constructed within the subject site. Drive-up restaurants; automobile, boat, trailer, or truck rental sales or service; building materials supply stores; recreational vehicle parks; storage garage or mini-warehouse buildings; and, automobile service stations are prohibited from locating on the site.

If the site is developed as multiple family dwellings, an area equivalent to 10 percent of the gross area of the site shall be reserved for usable open space for residents of the multiple-family development site. The usable open space area shall be a contiguous area with each dimension being at least 25 feet in length, 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.

- 2) All other requirements and conditions of approval from Planned Development Ordinance 4709 shall remain in effect.

Passed by the Council this 25th day of June, 2019, by the following votes:

Ayes: Garvin, Geary, Peralta, Stassens

Nays: _____

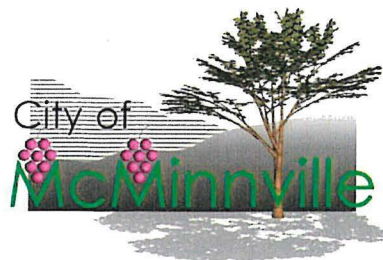
Scott A. Hill
MAYOR

Attest:

Melissa Biset
CITY RECORDER

Approved as to form:

[Signature]
CITY ATTORNEY



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

503-434-7311
www.mcminnvilleoregon.gov

DECISION, CONDITIONS, FINDINGS OF FACT AND CONCLUSIONARY FINDINGS FOR THE APPROVAL OF A PLANNED DEVELOPMENT AMENDMENT TO ADD MULTIPLE FAMILY RESIDENTIAL AS AN ALLOWABLE USE WITHIN AN EXISTING PLANNED DEVELOPMENT OVERLAY DISTRICT

DOCKET: PDA 6-18 (Planned Development Amendment)

REQUEST: Approval to amend Planned Development Overlay Ordinance 4709, as amended by Ordinance 4863, by amending a condition of approval that currently limits use of the site to professional office, medical office, senior condominiums, senior apartments, assisted living facilities, and other compatible, small-scale commercial uses such as a delicatessen, florist, or day care facility. The requested amendment is to add multiple-family residential apartments to that list of allowable uses in the existing Planned Development Overlay condition of approval. The base C-3 zone allows multiple-family residential as a permitted use.

LOCATION: West of SE Norton Lane, near the termination of SE Norton Lane at the existing city limits. The property is more specifically described as Parcel 1, Partition Plat 99-47. The property is also identified as Tax Lot 701, Section 27, T. 4 S., R. 4 W., W.M.

ZONING: C-3 PD (General Commercial Planned Development)

APPLICANT: KWDS, LLC, on behalf of property owners Gene A. McMullin (representing McMullin Family Residual Trust) and Phyllis A. Moyer (representing Phyllis Moyer Living Trust)

STAFF: Chuck Darnell, Senior Planner

DATE DEEMED COMPLETE: March 22, 2019

HEARINGS BODY & ACTION: The McMinnville Planning Commission makes a recommendation for approval or denial to the City Council.

HEARING DATE & LOCATION: May 16, 2019, Civic Hall, 200 NE 2nd Street, McMinnville, Oregon.

I. APPLICATION SUMMARY:

The applicant has provided information in their application narrative and findings (attached as Attachment 1) regarding the history of land use decisions for the subject site(s) and the request(s) under consideration. City has found the information provided to accurately reflect the current Planned Development Amendment request and the relevant background, and excerpted portions are provided below to give context to the request, in addition to staff's comments.

Subject Property & Request

The application (PDA 6-18) is a request for a Planned Development Amendment to amend a condition of approval from Ordinances 4709 and 4863 that currently limits use of the site to professional office, medical office, senior condominiums, senior apartments, assisted living facilities, and other compatible, small-scale commercial uses such as a delicatessen, florist, or day care facility. The requested amendment is to add multiple-family residential apartments to that list of allowable uses in the existing Planned Development Overlay condition of approval. The base C-3 zone allows multiple-family residential as a permitted use.

The subject property is located west of SE Norton Lane, near the termination of SE Norton Lane at the existing city limits and urban growth boundary. The property is more specifically described as Parcel 1, Partition Plat 99-47. The property is also identified as Tax Lot 701, Section 27, T. 4 S., R. 4 W., W.M.

Excerpts from Land Use Application Narrative and Findings:

Existing Conditions

The Subject Site is currently undeveloped, and used for farming. The site is generally flat, with a minor slope to the northwest. There are no significant or distinguishing natural features associated with this property.

Access to the property is from Highway 18 via the intersection with Norton Lane. There is a signalized intersection of Norton Lane (SE & NE) with Highway 18. Immediately south of the highway, there is a three-way stop intersection of SE Norton Lane and SE Stratus Avenue. Stratus Avenue loops around the Medical Center and intersects back with SE Norton Lane across from the subject site.

Access and Utilities

The property fronts on west side of SE Norton Lane, just south of the Altimus Plaza medical offices. The existing right-of-way for SE Norton Lane is 60 feet down to and through the Stratus Avenue Loop intersection, south of the Medical Center. The existing improvements extend through this intersection. The street is currently improved with curb and gutter and 28 foot paved section.

SE Norton Lane is improved to City standard south to the intersection with the Stratus Avenue loop. The street improvements extend approximately 180 feet along the frontage of the Subject Site [Staff would note that the street along the subject site's frontage do not include sidewalks, but sidewalks constructed to City standards would be required at the time of development of the site – see Conditions 18 and 20 of Ordinance 4709]. There is an additional 280 feet of site frontage that is currently not improved.

There are existing urban services and utilities within SE Norton Lane. These facilities are all available and were adequately sized to serve development of the subject property, consistent with the allowed commercial uses.

Surrounding Uses

North – The property immediately north of the subject property is the Altimus Plaza medical offices. Further to the north at the Stratus Avenue intersection are the Comfort Inn & Suites and the Diner restaurant. The land west of the motel is vacant land, designated for professional and medical offices, or other compatible uses.

East – The property immediately east of the subject property is developed with medical offices, specifically Willamette Valley Medical Center, including a Heliport. To the south of the medical center is vacant farm land, outside of the city limits and UGB.

The Evergreen Aviation Museum, north of Hwy 18, and Municipal Airport, south of Hwy 18, are located just over a mile to the east.

South – The property immediately south of the subject property is vacant farm land, outside of the city limits and UGB.

West – The property immediately west of the subject property is the Evergreen Estates Mobile Home Park, which is zoned R-4.

See Vicinity Map (Figure 1) and Zoning Map (Figure 2) below.

Figure 1. Vicinity Map

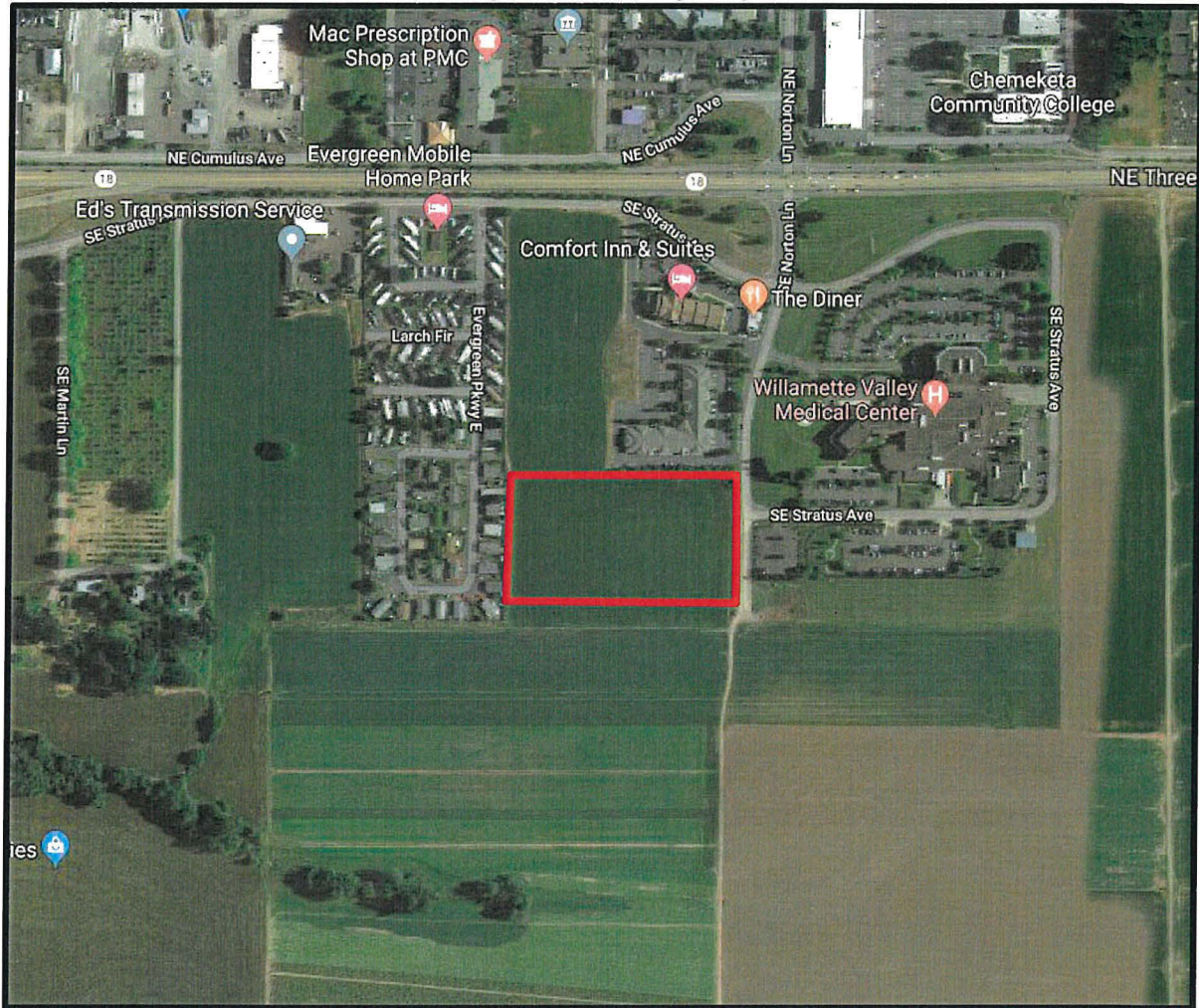
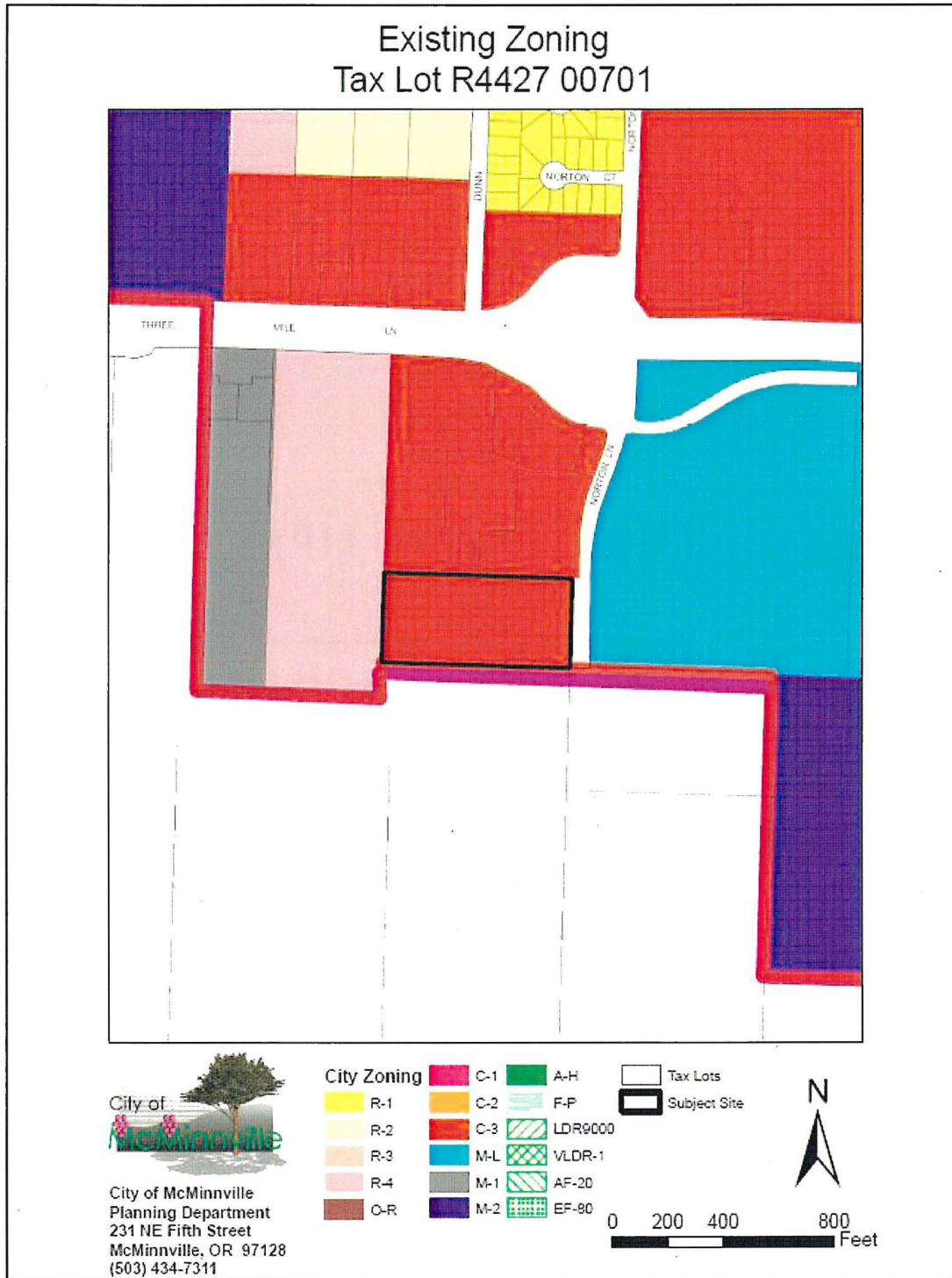


Figure 2. Zoning Map



Background

Excerpts from Land Use Application Narrative and Findings:

The subject site is within the Three Mile Lane Planned Development Overlay area, originally established by Ordinance 4131 in 1981

By Ordinance 4131, the City of McMinnville established Planned Development requirements for the Three Mile Lane area (Oregon Highway 18 Corridor). The area covered by this requirement extends north and south of Highway 18 from the eastern city limits west to the vicinity of the Three Mile Lane Spur intersection with Highway 18.

In 1994, Ordinance 4131 was amended to add specific development policies (Section 4) and signage regulations for Commercial lands (Section 5) by Ordinance 4572.

In 1999, the City amended the Comprehensive Plan re-designating a 5 acre industrial area south of Stratus Avenue for commercial use. With this Plan amendment, the 5 acre area, which is the Subject Site, was zoned C-3 PD, General Commercial Planned Development by Ordinance 4709.

Ordinance 4709 included 20 Conditions applicable to development within the PD boundary. These conditions remain in effect. However Condition 15 specifically limited uses as follows:

“Condition 15. That the subject site is limited to professional office use or medical office use, or other compatible, small scale commercial uses such as delicatessen, florist, or day care facility. Uses other than professional office use or medical office use may not exceed fifteen (15) percent of the total floor area proposed to be constructed within the subject site. Drive-up restaurants; automobile, boat, trailer, or truck rental sales or service; building materials supply stores; recreational vehicle parks; storage garage or mini-warehouse buildings; and, automobile service stations are prohibited from locating on the site.”

The record indicates the City’s general intent in limiting uses in this area was to avoid creation of strip commercial development, by restricting retail uses.

In 2006, the Three Mile Lane Planned Development (Ord. 4709) was amended, by Ordinance 4863. This amendment added senior condominiums, senior apartments, or assisted living facilities as permitted uses. Under Ordinance 4863 the current allowed uses for the subject property are limited as follows:

*“Condition 15. That the subject site is limited to professional office use or medical office use, **or senior condominiums, senior apartments, or assisted living facilities**, or other compatible, small scale commercial uses such as delicatessen, florist, or day care facility. Uses other than professional office use, medical office use, or senior condominiums, senior apartments, or assisted living facilities, may not exceed fifteen (15) percent of the total floor area proposed to be constructed within the subject site. Drive-up restaurants; automobile, boat, trailer, or truck rental sales or service; building materials supply stores; recreational vehicle parks; storage garage or mini-warehouse buildings; and, automobile service stations are prohibited from locating on the site.”*

The revised Condition 15 applies specifically to Tax Lot 701. In addition to the use restrictions per amended Condition 15, the specific development policies (Section 4) and signage regulations for Commercial lands (Section 5) established in Ordinance 4572 are applicable to the development of the Subject Property, as well as the other 19 Conditions set in Ordinance 4709.

The existing Planned Development originally adopted by Ordinance 4709 in 1999, and later amended by Ordinance 4863 in 2006, contains 19 other conditions of approval. Those conditions of approval are

still applicable to the property and are provided in Ordinance 4709, which is included as Attachment 2 to this Decision Document.

Summary of Criteria & Issues

The application (PDA 6-18) is subject to Planned Development Amendment review criteria in Section 17.74.070 of the Zoning Ordinance. An amendment to an existing planned development may be either major or minor. Minor changes to an adopted site plan may be approved by the Planning Director. Major changes to an adopted site plan shall be processed in accordance with Section 17.72.120. The goals and policies in Volume II of the Comprehensive Plan are also independent approval criteria for all land use decisions.

The specific review criteria for Planned Development Amendments in Section 17.74.070 of the McMinnville Zoning Ordinance require the applicant to demonstrate that:

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

The applicant has provided findings to support the request for a Planned Development Amendment. These will be discussed in detail in Section VII (Conclusionary Findings) below.

Generally, the purpose of a planned development is to provide greater flexibility and greater freedom of design in the development of land than may be possible under strict interpretation of the provisions of the zoning ordinance. Further, the purpose of a planned development is to encourage a variety in the development pattern of the community; encourage mixed uses in a planned area; encourage developers to use a creative approach and apply new technology in land development; preserve significant man-made and natural features; facilitate a desirable aesthetic and efficient use of open space; and create public and private common open spaces. A planned development is not intended to be simply a guise to circumvent the intent of the zoning ordinance.

Consideration of a planned development request includes weighing the additional benefits provided to the development and city as a whole through the planned development process that go above and beyond what would be provided through a standard land use application against the applicable zoning requirements. It should be noted in this case that the subject site is already regulated by an existing Planned Development (Ordinance No. 4709), and the request is only to expand the list of uses that are listed as permitted on the subject site. Overall, the proposed planned development amendment would

provide additional benefits to the community and the City as a whole. The proposal would provide an opportunity for increased variety in the development pattern of the community, and would encourage mixed uses in a planned area, specifically allowing for the incorporation of a use that is identified as needed in the community.

II. CONDITIONS:

1. That Condition 15 of Ordinance 4709, as amended by Ordinance 4863, be amended as follows (text to be removed is shown with ~~strikeout~~, text to be added is **bold and underlined**:

"That the subject site is limited to professional office use or medical office use, or **multiple family dwellings**, senior condominiums, senior apartments, or assisted living facilities, or other compatible, small scale commercial uses such as delicatessen, florist, or day care facility. Uses other than professional office use, medical office use, **multiple family dwellings**, or senior condominiums, senior apartments, or assisted living facilities, may not exceed fifteen (15) percent of the total floor area proposed to be constructed within the subject site. Drive-up restaurants; automobile, boat, trailer, or truck rental sales or service; building materials supply stores; recreational vehicle parks; storage garage or mini-warehouse buildings; and, automobile service stations are prohibited from locating on the site.

If the site is developed as multiple family dwellings, an area equivalent to 10 percent of the gross area of the site shall be reserved for usable open space for residents of the multiple-family development site. The usable open space area shall be a contiguous area with each dimension being at least 25 feet in length, 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."

2. All other requirements and conditions of approval from Planned Development Ordinance 4709 shall remain in effect.

III. ATTACHMENTS:

1. PDA 6-18 Application and Attachments (on file with the Planning Department)
2. Ordinance No. 4709 (on file with the Planning Department)
3. Ordinance No. 4863 (on file with the Planning Department)

IV. COMMENTS:

Agency Comments

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

- McMinnville Engineering Department

We have completed our review of PDA 6-18. A recently completed analysis of the sanitary sewer conveyance system indicated that there is adequate system capacity to support the proposal.

Thus, we have no comments re: the proposed planned development amendment.

At the time of development, the applicant will need to acquire all necessary permits (including any required by the Oregon Department of Transportation), and will need to construct the appropriate street and utility improvements necessary to support the development.

- McMinnville Fire Department

No comments received

- McMinnville Water and Light

Regarding the above planning development amendment there are no comments from the water or power side on our end.

- Oregon Department of Transportation

Since the site isn't adjacent to state highway, the only thing we would consider are impacts to a state highway intersection. Normally our threshold for a TIA is 50 peak hour trips or 300 ADT at a state highway intersection. This would potentially include the intersections at Stratus/Norton, OR-18/Norton, and maybe farther down OR-18 depending on what the trip distribution looks like.

Public Comments

Notice of this request was mailed to property owners located within 300 feet of the subject site. Notice of the public hearing was also provided in the News Register on Tuesday, May 7, 2019. As of the date of the Planning Commission public hearing on May 16, 2019, no public testimony had been received by the Planning Department.

V. FINDINGS OF FACT - PROCEDURAL FINDINGS

- A. The applicant, KWDS, LLC, held a neighborhood meeting on November 7, 2018.
- B. The applicant submitted the Planned Development Amendment application (PDA 6-18) on December 20, 2018.
- C. During the completeness review, it was determined that the neighborhood meeting had not be held in accordance with Section 17.72.095 of the McMinnville Municipal Code. It was also determined that findings had not been provided for all applicable Comprehensive Plan goals and policies. The application was deemed incomplete on January 18, 2019.
- D. The applicant held a second neighborhood meeting in accordance with Section 17.72.095 of the McMinnville Municipal Code on February 13, 2019.
- E. The applicant submitted a revised application on March 14, 2019 that included evidence of the neighborhood meeting held on February 13, 2019 and the applicable Comprehensive Plan goals and policies identified in the incomplete notification.
- F. The application was deemed complete on March 22, 2019. Based on that date, the 120 day land use decision time limit expires on July 20, 2019.

- G. Notice of the application was referred to the following public agencies for comment in accordance with Section 17.72.120 of the Zoning Ordinance: 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, Oregon Department of Transportation.
Comments received from agencies are addressed in the Decision Document.
- H. Notice of the application and the May 16, 2019 Planning Commission public hearing was mailed to property owners within 300 feet of the subject property in accordance with Section 17.72.120 of the Zoning Ordinance on Tuesday, April 23, 2019.
- I. Notice of the application and the May 16, 2019 Planning Commission public hearing was published in the News Register on Tuesday, May 7, 2019, in accordance with Section 17.72.120 of the Zoning Ordinance.
- J. No public testimony was submitted to the Planning Department prior to the Planning Commission public hearing.
- K. On May 16, 2019, the Planning Commission held a duly noticed public hearing to consider the request.

VI. FINDINGS OF FACT – GENERAL FINDINGS

- 1. **Location:** West of SE Norton Lane, near the termination of SE Norton Lane at the existing city limits. The property is more specifically described as Parcel 1, Partition Plat 99-47. The property is also identified as Tax Lot 701, Section 27, T. 4 S., R. 4 W., W.M.
- 2. **Size:** Approximately 4.93 acres.
- 3. **Comprehensive Plan Map Designation:** Commercial
- 4. **Zoning:** C-3 PD (General Commercial Planned Development)
- 5. **Overlay Zones/Special Districts:** Three Mile Lane Planned Development Overlay District (Ordinance No. 4131 and Ordinance No. 4572)
- 6. **Current Use:** Undeveloped
- 7. **Inventoried Significant Resources:**
 - a. **Historic Resources:** None
 - b. **Other:** None
- 8. **Other Features:** The site is described by the applicant as being generally flat, with a minor slope to the northwest. There are no significant or distinguishing natural features associated with this property.
- 9. **Utilities:**
 - a. **Water:** Water service is available to the subject site.
 - b. **Electric:** Power service is available to the subject site.

- c. **Sewer:** Sanitary sewer service is available to the subject site.
- d. **Stormwater:** Storm sewer service is available to the subject site.
- e. **Other Services:** Other utility services are available to the subject site. Northwest Natural Gas and Comcast is available to serve the site.

10. **Transportation:** The site is adjacent to SE Norton Lane, which is identified as a minor collector in the McMinnville Transportation System Plan. Section 17.53.101 of the McMinnville Municipal Code identifies the right-of-way width for minor collector streets as 56 feet (with no bike lane) or 66 feet (with bike lane). The existing right-of-way width of SE Norton Lane adjacent to the subject site is 71.47 feet, as shown on Partition Plat 99-47. Therefore, no additional right-of-way dedications are necessary. Conditions 18 and 20 of Ordinance 4709 will require right-of-way improvements to City standards on the site's SE Norton Lane frontage at the time of development.

VII. CONCLUSIONARY FINDINGS:

The Conclusionary Findings are the findings regarding consistency with the applicable criteria for the application. The applicable criteria for a Planned Development Amendment are specified in Section 17.74.070 of the Zoning Ordinance.

In addition, the goals, policies, and proposals in Volume II of the Comprehensive Plan are to be applied to all land use decisions as criteria for approval, denial, or modification of the proposed request. Goals and policies are mandated; all land use decisions must conform to the applicable goals and policies of Volume II. "Proposals" specified in Volume II are not mandated, but are to be undertaken in relation to all applicable land use requests.

Comprehensive Plan Volume II:

The following Goals, Policies, and Proposals from Volume II of the Comprehensive Plan provide criteria applicable to this request:

The implementation of most goals, policies, and proposals as they apply to this application are accomplished through the provisions, procedures, and standards in the city codes and master plans, which are sufficient to adequately address applicable goals, policies, and proposals as they apply to this application.

The following additional findings are made relating to specific Goals and Policies:

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

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

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

purposes, or amending the UGB to include lands appropriate for industrial or commercial use. (Ord.4796, October 14, 2003)

APPLICANT'S RESPONSE: The comprehensive plan map is already consistent with these Goals and this Policy. The subject site and surrounding properties to the north and east are designated commercial and zoned C-3PD.

The proposed amendment does not change this designation, and the property remains zoned C-3PD. Additional vacant commercial land remains north and east of the subject property, to accommodate additional office or senior housing uses. The amendment only adds multi-family apartments to the list of allowed uses, which already includes senior apartments.

FINDING: SATISFIED. City concurs with the applicant's findings, and adds that the proposed amendment to Condition 15 would not remove any ability to develop commercial uses on the subject site. Currently, and after the proposed amendment, professional office, medical office, senior condominiums, senior apartments, assisted living facilities, or other compatible, small-scale commercial uses such as a delicatessen, florist, or day care facility, as allowed under the revised condition of approval that was approved by Ordinance No. 4863.

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

Policy 24.50 The location, type, and amount of commercial activity within the urban growth boundary shall be based on community needs as identified in the Economic Opportunities Analysis. (Ord.4796, October 14, 2003)

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

Policy 29.00 New direct access to arterials by large-scale commercial developments shall be granted only after consideration is given to the land uses and traffic patterns in the area of development as well as at the specific site. Internal circulation roads, acceleration/deceleration lanes, common access collection points, signalization, and other traffic improvements shall be required wherever necessary, through the use of planned development overlays.

APPLICANT'S RESPONSE: As noted, the Subject Property is designated commercial, consistent with these policies. The designation does not change with this proposed amendment. In approving the prior amendment (Ordinance 4863) the City has already determined that residential use, in the form of senior housing, would be compatible with the underlying C-3 commercial zoning, which allows multi-family housing. The applicant is simply requesting that the residential use not be restricted to senior housing, by also allowing traditional multi-family apartment.

The provisions of Policy 29.00 remain in effect, and have been implemented by the existing transportation improvements in the immediate area. As demonstrated by the traffic impact report attached with this application, the proposed multi-family use will generate less traffic impacts than the base commercial office uses.

FINDING: SATISFIED. The existing property is already designated on the Comprehensive Plan as Commercial, and is zoned C-3 PD (General Commercial Planned Development) as determined to meet Goal IV 3 and Policies 24.50 and 25.00 by the previous actions to amend the Comprehensive Plan (CPA 6-99) and adopt the existing Planned Development (ZC 11-99) by Ordinance 4709. The proposed amendment to add multiple family residential as an allowed use would not remove any ability to develop commercial uses on the subject site. Currently, and after the proposed amendment, professional office, medical office, senior condominiums, senior apartments, assisted living facilities, or other compatible, small-scale commercial uses such as a delicatessen, florist, or day care facility, would still be allowed on the subject site under the revised condition of approval that was approved by Ordinance No. 4863.

The existing property has frontage on SE Norton Lane, which is identified as a minor collector in the Transportation System Plan, as adopted by Ordinance No. 4922 in 2010. Therefore, the consideration of the impacts of a new direct access on land uses and traffic patterns in the area of the development is not required by Policy 29.00 because the adjacent roadway is not an arterial. However, the applicant provided a traffic impact analysis report that analyzed the trip generation of the proposed multiple family residential use against other uses currently allowed under the existing Planned Development conditions of approval. The analysis determined that some of the existing uses, specifically medical office, could generate more daily trips than the proposed multiple family residential use.

Proposal 6.00 A planned development overlay should be placed on the large cluster commercial development areas and the entrances to the City to allow for review of site design, on-site and off-site circulation, parking, and landscaping. The areas to be overlaid by this designation shall be noted on the zoning map and/or comprehensive plan map.

APPLICANT'S RESPONSE: The Three Mile Lane Planned Development is consistent with this proposal. The PD Overlay remains in effect, the amendment simply adds multi-family apartments as an allowed uses, and will maintain consistency with the underlying C-3 zoning.

FINDING: SATISFIED. City concurs with the applicant's findings, and adds that the existing conditions of approval from Ordinance No. 4709 remain in effect. Conditions 2, 3, and 4 require site plan and landscape plan review and approval by the Planning Commission and Landscape Review Committee, respectively, prior to any development of the subject site. These reviews would ensure review of site design, on-site and off-site circulation, parking, and landscaping.

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.

Policy 61.00 The City of McMinnville shall monitor the conversion of lands to residential use to ensure that adequate opportunities for development of all housing types are assured. Annual reports on the housing development pattern, housing density and mix shall be prepared for city review.

APPLICANT'S RESPONSE: The City has implemented these Policies through adoption of the Zoning Code, which includes residential zones accommodating various densities and housing types. Further, the underlying C-3 zone allows multi-family development, consistent with R-4 standards, per Section 17.33.010.3. The proposed amendment simply adds this allowed use, maintaining consistency with the C-3 code.

As addressed herein, the evidence provided demonstrates that there is no greater need for senior housing over other type of housing. In fact, the City's Code does not even distinguish senior housing as a separate use category. Any senior housing built would be approved consistent with the C-3 and R-4 zoning for multi-family housing.

Further, there is residential R-4 land immediately to the west of the subject site, so there is a basis for concluding that R-4 residential is compatible with the professional and medical office commercial designation for the remainder of the Planned Development Area.

The requested change will not alter the current density allocated for the property. The allowed density will remain consistent with the R-4 standards for multi-family housing.

Therefore the requested amendment maintains consistency with the applicable zoning.

FINDING: SATISFIED. City concurs with the applicant's findings.

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. (Ord.4840, January 11, 2006; Ord. 4243, April 5, 1983; Ord. 4218, November 23, 1982)

APPLICANT'S RESPONSE: The area of the proposed amendment is zoned C-3 Commercial and therefore is not committed to low density development. The existing C-3 zoning is consistent with Goal V2 and the Policies 68, 71.05 and 71.09.

FINDING: SATISFIED. The proposed Planned Development Amendment would result in the addition of multiple family residential to the list of allowed uses in the existing Planned Development area. The subject property is not designated as residential, but has an underlying zone of C-3 (General Commercial). The underlying C-3 zone allows multiple family residential uses as a permitted use, so the proposed amendment is not inconsistent with the underlying zone and provides an opportunity for the development of residential uses.

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 proposed amendment to allow multiple family residential on the subject site would not increase the amount of land designated specifically for higher density residential use, but it would increase the potential for the development of higher density residential uses on a property with an existing, underlying zone that already permits multiple family residential use (C-3 General Commercial zone).

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;

APPLICANT'S RESPONSE: The area of the proposed amendment is zoned C-3 Commercial and therefore is not committed to low density development. The existing C-3 zoning is consistent with Goal V2 and the Policies 68, 71.03, and 71.09.

The current Planned Development Overlay is consistent with the criteria for location of medium and high density residential, which is allowed under Policy 71.09 and also specifically allowed in the C-3 zone.

However, Ordinance 4863 imposed a specific limitation restricting residential development to various types of senior housing, per Condition 15. Except for this specific conditioned limitation, the C-3 zone would otherwise allow multi-family development, consistent with R-4 standards, as a permitted use.

The applicant's intent is to develop high density apartments consistent with the R-4 standards, as required by the C-3 zone. So technically, under the C-3 zoning, the density is not being increased, as the R-4 standards will be applied.

FINDING: SATISFIED. City concurs with the applicant's findings, specifically that the existing underlying zone of C-3 (General Commercial) is not committed to low density development.

2. Areas that have direct access from collector or arterial streets;

APPLICANT'S RESPONSE: The subject site has direct access from the Highway (E. Salmon River) via SE Norton Lane. Therefore this criterion is met.

FINDING: SATISFIED. The subject site has frontage on SE Norton Lane, which is identified as a minor collector in the Transportation System Plan, as adopted by Ordinance No. 4922 in 2010. Therefore, the subject site has direct access from a collector street.

3. *Areas that are not subject to development limitations such as topography, flooding, or poor drainage;*

APPLICANT'S RESPONSE: The subject site is an open generally flat field, with no development restrictions. Therefore this criterion is met.

FINDING: SATISFIED. City concurs with the applicant's findings.

4. *Areas where the existing facilities have the capacity for additional development;*

APPLICANT'S RESPONSE (Provided December 20, 2018): The commercial area along Norton Lane is served by a full range of urban services including sanitary sewer, water, storm drainage and franchise utilities. All of these services generally have sufficient capacity to serve the proposed development.

However, the City Engineer indicated that the existing sanitary sewer line serving the subject site was designed based on, *"an assumption in the modeling for undeveloped commercial/industrial properties at an equivalent of 12 dwelling units per acre."*

Consequently, in coordination with the City Engineer, CH2M has conducted an analysis of the sewer system capacity for the immediate area to determine that there is capacity. The system was designed based on medium density residential calculated to serve 59 units (4.93 acres x 12 units per acre).

The applicant has agreed to cover the cost for CH2M re-evaluating the available capacity of the sewer system serving the surrounding area, and accounting for the proposed increase in density, using 120 units for the proposed development.

CH2M findings will be submitted separately.

Revised Response from Applicant (Provided March 14, 2019): The applicant agreed to cover the cost of CH2M re-evaluating the available capacity of the sewer system serving the surrounding area, and accounting for the proposed increase in density, using 120 units for the proposed development

However, Mike Bisset, City Engineer, has informed us that the City has engaged CH2M to conduct a system-wide analysis, rather than just to Norton Lane area.

FINDING: SATISFIED. The Engineering Department provided comments (provided on April 5, 2019) on the proposed Planned Development Amendment, and noted that a recently completed analysis of the sanitary sewer conveyance system indicated that there is adequate system capacity to support the proposed amendment and eventual development of multiple family residential use on the site. Existing conditions of approval from Ordinance No. 4709, which remain in effect, will require that final development plans include a detailed storm drainage plan (Condition 5), a detailed sanitary sewer collection plan (Condition 6), provision of water and power services (Condition 9), and right-of-way improvements (Conditions 4, 18, and 20). At the time of development, all necessary permits will be required to be obtained by Oregon Department of Transportation (ODOT), as Norton Lane is a facility under ODOT jurisdiction.

Depending on intensity of development and specific development type, ODOT permitting and review may require additional analysis of the eventual proposed use's impact on the surrounding transportation network.

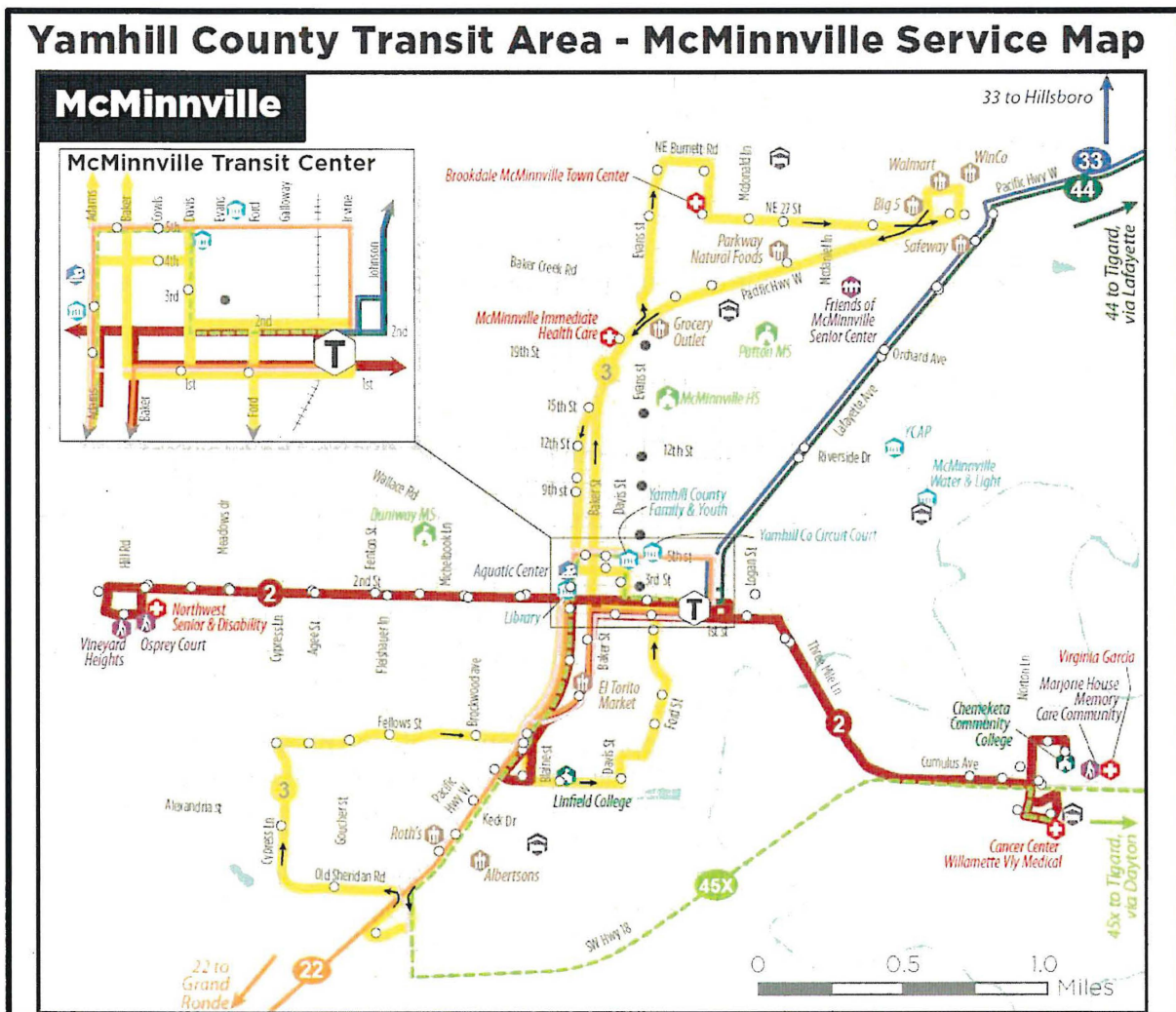
- 5. Areas within one-quarter mile of existing or planned public transportation; and,

APPLICANT'S RESPONSE: Local Transit Routes 2 runs on the Highway and on SE Norton Lane to the Willamette Valley Medical Center, which is located across the street from the subject site. See the attached Route Map and Schedule, at the end of this Compliance Narrative.

Route 2 provides regularly scheduled weekday service. This route connects to the Transit Center for connection to the Yamhill County Transit route for access to the other parts of town. Therefore this criterion is met.

FINDING: SATISFIED. City concurs with the applicant's findings. City would add that Route 2 provides roughly hourly weekday service, and connects to the McMinnville Transit Center, where riders could transfer to other routes, including commuter routes to surrounding cities.

A view of the McMinnville transit map, which identifies Routes 2 near the Willamette Valley Medical Center, is provided below:



6. *Areas that can be buffered from low density residential areas in order to maximize the privacy of established low density residential areas.*

APPLICANT'S RESPONSE: And, there is residential R-4 land immediately to the west of the subject site, which establishes the buffer of lower density residential per criteria 6.

The requested change will not alter the current density allocated to the property. The density will remain as is consistent with the R-4 standards for multi-family housing.

Therefore all of the criteria in Policy 71.09 are met.

FINDING: SATISFIED. The subject site is not located adjacent to any existing low density residential areas. Therefore the subject site and area does not require any buffering from low density residential areas.

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;*

APPLICANT'S RESPONSE: The subject property is zoned C-3 General Commercial with a PD overlay. The C-3 zone allows high density residential use. Therefore it is not committed to low or medium density development.

FINDING: SATISFIED. City concurs with the applicant's findings, specifically that the existing underlying zone of C-3 (General Commercial) is not committed to low 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;*

APPLICANT'S RESPONSE: There is no designated low density residential in the surrounding neighborhood. There is R-4 zoning to the west, which provides a buffer between the site and other zoning. Therefore this criterion is met.

FINDING: SATISFIED. City concurs with the applicant's findings.

3. *Areas which have direct access from a major collector or arterial street;*

APPLICANT'S RESPONSE: The subject site has direct access from the Highway (E. Salmon River) via SE Norton Lane. Therefore this criterion is met.

FINDING: SATISFIED. While Highway 18 (Three Mile Lane) is identified as a major arterial in the Transportation System Plan, as adopted by Ordinance No. 4922 in 2010, the subject site does not have direct access from Highway 18. The subject site has frontage and direct access only onto SE Norton Lane, which is identified as a minor collector in the Transportation System Plan, as adopted by Ordinance No. 4922 in 2010. However, the applicant provided a traffic impact analysis report that analyzed the trip generation of the proposed multiple family residential use against other uses currently allowed under the existing Planned Development

conditions of approval. The analysis determined that some of the existing uses, specifically medical office, could generate more daily trips than the proposed multiple family residential use. Therefore, the use allowed by the proposed amendment would not be more detrimental to the surrounding street network or transportation system than other uses currently allowed on the subject site by Ordinance No. 4709 and Ordinance No. 4863.

4. *Areas which are not subject to development limitations;*

APPLICANT'S RESPONSE: The subject site is an open generally flat field, with no development restrictions. Therefore this criterion is met.

FINDING: SATISFIED. City concurs with the applicant's findings.

5. *Areas where the existing facilities have the capacity for additional development;*

APPLICANT'S RESPONSE (Provided December 20, 2018): The City Engineer indicates that the existing sanitary sewer line serving the subject site was designed based on, "*an assumption in the modeling for undeveloped commercial/industrial properties at an equivalent of 12 dwelling units per acre.*" Whereas, the applicant is proposing high density multi-family development up to 120 units.

Consequently, in coordination with the City Engineer, CH2M has conducted an analysis of the sewer system capacity for the immediate area to determine that there is capacity. The system was designed based on medium density residential calculated to serve 59 units (4.93 acres x 12 units per acre).

The applicant has agreed to cover the cost for CH2M re-evaluating the available capacity of the sewer system serving the surrounding area, and accounting for the proposed increase in density, using 120 units for the proposed development.

CH2M findings will be submitted separately.

Revised Response from Applicant (Provided March 14, 2019): The applicant agreed to cover the cost of CH2M re-evaluating the available capacity of the sewer system serving the surrounding area, and accounting for the proposed increase in density, using 120 units for the proposed development

However, Mike Bisset, City Engineer, has informed us that the City has engaged CH2M to conduct a system-wide analysis, rather than just to Norton Lane area.

FINDING: SATISFIED. The Engineering Department provided comments (provided on April 5, 2019) on the proposed Planned Development Amendment, and noted that a recently completed analysis of the sanitary sewer conveyance system indicated that there is adequate system capacity to support the proposed amendment and eventual development of multiple family residential use on the site. Existing conditions of approval from Ordinance No. 4709, which remain in effect, will require that final development plans include a detailed storm drainage plan (Condition 5), a detailed sanitary sewer collection plan (Condition 6), provision of water and power services (Condition 9), and right-of-way improvements (Conditions 4, 18, and 20). At the time of development, all necessary permits will be required to be obtained by Oregon Department of Transportation (ODOT), as Norton Lane is a facility under ODOT jurisdiction.

Depending on intensity of development and specific development type, ODOT permitting and review may require additional analysis of the eventual proposed use's impact on the surrounding transportation network.

6. *Areas within a one-half mile wide corridor centered on existing or planned public transit routes;*

APPLICANT'S RESPONSE: Local Transit Route 2 runs on the Highway and on SE Norton Lane to the Willamette Valley Medical Center. The Medical Center is located across the street from the subject site. See the attached Route Map and Schedule, at the end of this Compliance Narrative. Route 2 provides regularly scheduled weekday service. Therefore this criterion is met.

FINDING: SATISFIED. City concurs with the applicant's findings. City would add that Route 2 provides roughly hourly weekday service, and connects to the McMinnville Transit Center, where riders could transfer to other routes, including commuter routes to surrounding cities.

A view of the McMinnville transit map, which identifies Routes 2 near the Willamette Valley Medical Center, is provided in the finding for Policy 71.09 above.

7. *Areas within one-quarter mile from neighborhood and general commercial shopping centers; and*

APPLICANT'S RESPONSE: The City's zoning for Neighborhood Commercial is C-1, which General Commercial is C-2.

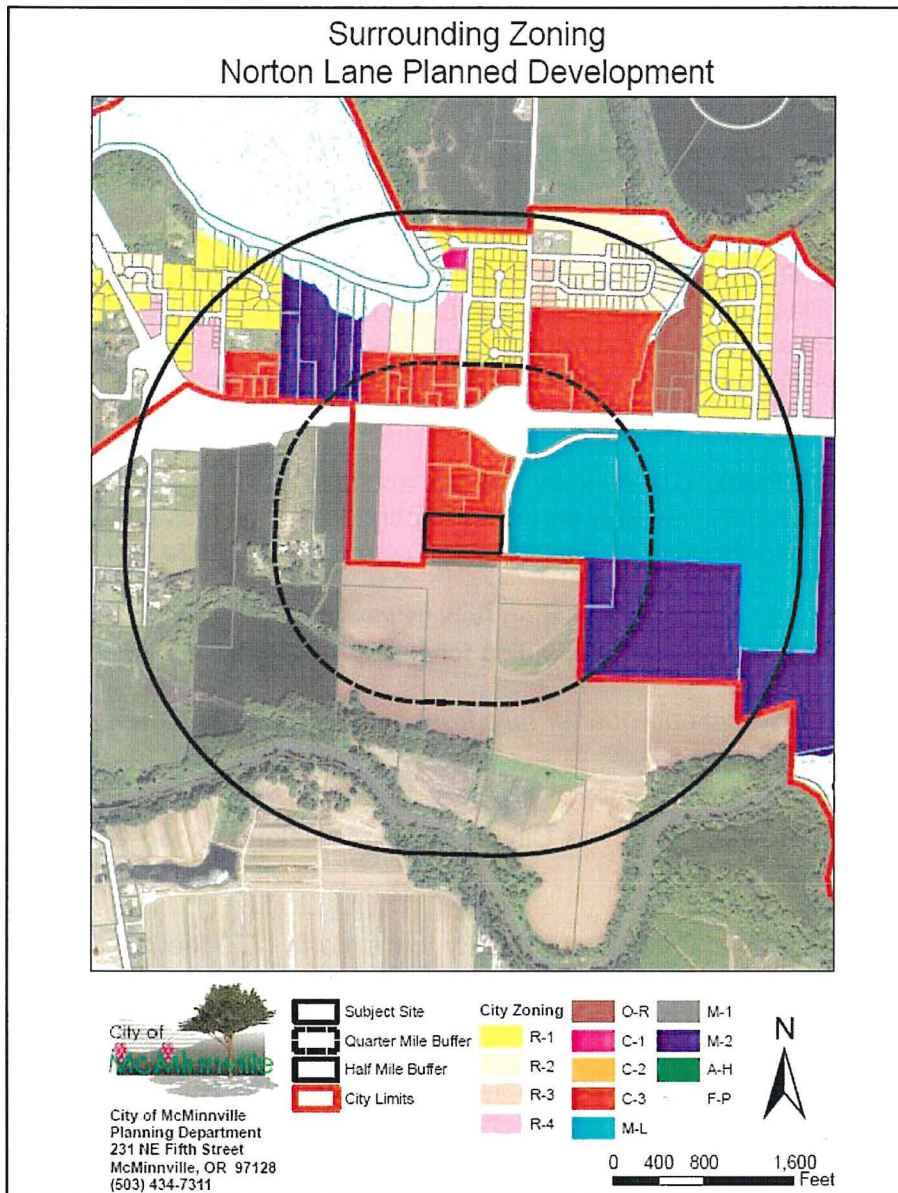
The subject property and adjacent property to the north (770 feet) to Stratus Avenue is zoned C-2, General Commercial, with a PD overlay. There is also C-2 zoning on the north side of the highway on both sides of NE Norton Lane.

The closest C-1 zoning is approximately ¼ mile east of the Norton Lane intersection with the Highway.

Therefore this criterion is met.

FINDING: SATISFIED. While the McMinnville Municipal Code (MMC) does have a Neighborhood Business Zone (C-1), that zoning district has been applied very narrowly and is only designated on two parcels in the entire city limits (the two parcels that the applicant notes approximately ¼ mile east of the Norton Lane intersection with Highway 18). Also, the MMC does not have any definition of neighborhood or general commercial shopping centers. Therefore, the commercial designation of property is used in analyzing this Comprehensive Plan policy and high density residential locational factor. The subject site is located within one-quarter mile of commercially zoned property. The commercially zoned property within one-quarter mile of the subject site is zoned C-3 (General Commercial) – which is a correction on the applicant's response where General Commercial is identified as C-2 – to allow general retail, service, and shopping type uses.

A map identifying the subject site and the distances to commercially zoned properties is provided below:



8. Areas adjacent to either private or public permanent open space.

APPLICANT'S RESPONSE: The closest public open space to the site is Joe Dancer Park, which is located on E. Brooks Street, approximately 1.4 miles to the northwest.

The proposed development will however be designed to provide on-site open space for passive and active recreation for tenants. Therefore this criterion is met.

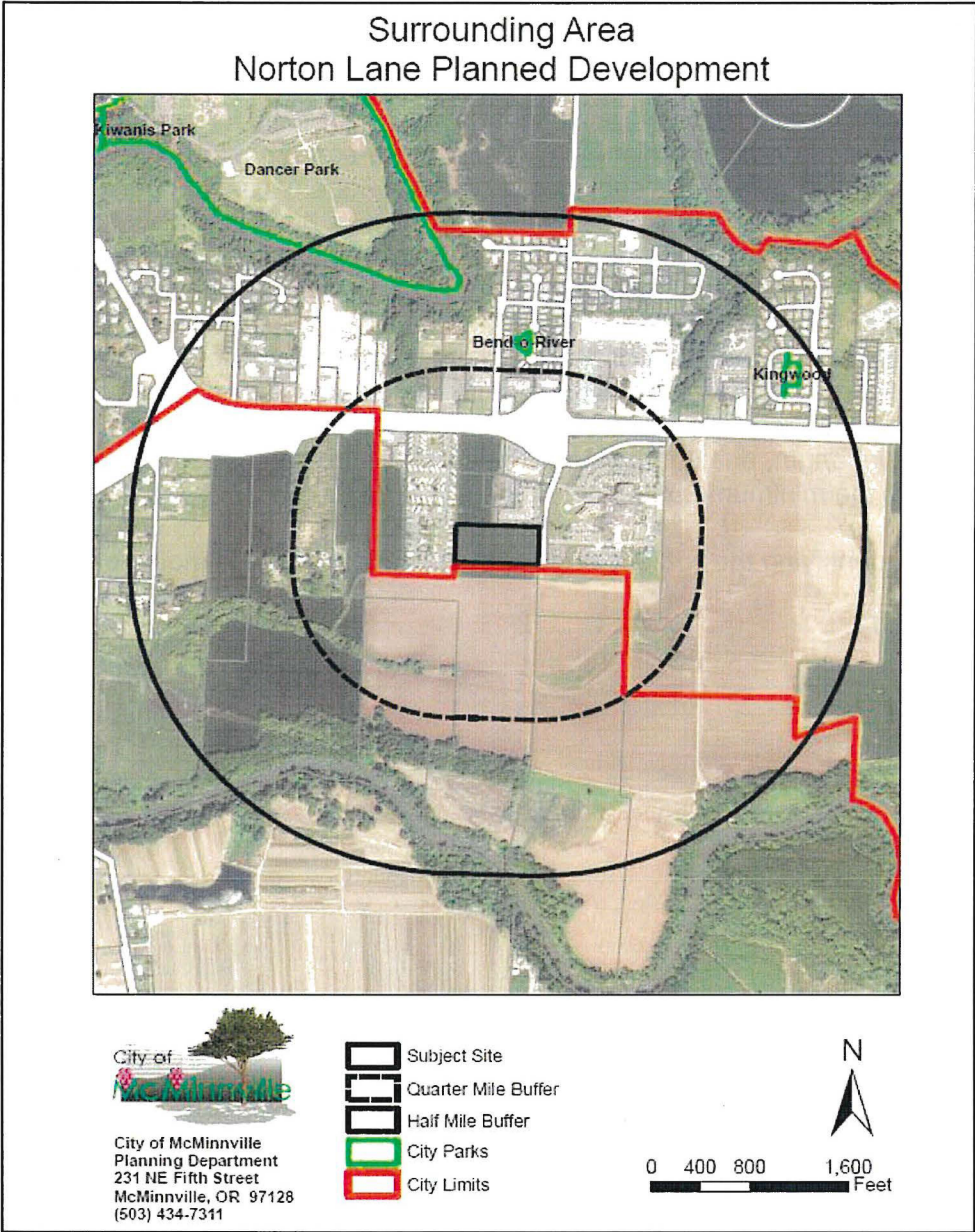
Therefore all of the criteria in Policy 71.13 are met.

FINDING: SATISFIED WITH CONDITION #1. The subject site is not located adjacent to private or public open space. There are only three public parks within ½ mile of the subject site, and two of those parks (Bend-o-River and Kingwood) are what would be classified as Mini-Parks in the McMinnville Parks, Recreation, and Open Space Master Plan. The other park within ½ mile of the subject site is Joe Dancer Park, which is identified as a Community Park in the McMinnville

Parks, Recreation, and Open Space Master Plan. However, Joe Dancer Park is located across the Yamhill River and is not actually accessible within a ½ mile distance of the subject site.

The factor for high density residential development calls for open space to be adjacent to the site, not within a certain distance. While there 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. Not only is there no open space adjacent to the site, there is a lack of connectivity to open space in the surrounding area. As a planned development, open space needs to be provided that provides a benefit to the residents of the site. Therefore, language is included in the amended 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 states that the usable open space area shall be a contiguous area with each dimension being at least 25 feet in length, 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.

A map identifying the subject site and the distances to surrounding parks is provided below:



Planned Development Policies

Policy 72.00 Planned developments shall be encouraged as a favored form of residential development as long as social, economic, and environmental savings will accrue to the residents of the development and the city.

APPLICANT’S RESPONSE: The existing Three Mile Lane Planned Development has been established consistent with these Planned Development Policies, per Ordinance 4709. The 20 conditions included with the ordinance remain in effect, and are applicable to any development of the Subject Site.

FINDING: SATISFIED. City concurs with the applicant’s findings. The existing Planned Development overlay, approved by Ordinance No. 4709, is not specifically residential, but is of an underlying commercial zone that allows for some types of residential uses, including the proposed multiple family residential use. The proposed amendment to allow multiple family

residential use, along with the other commercial and senior living residential uses currently allowed by the existing Planned Development condition of approval, which would provide an opportunity for a wider variety of housing types than is currently allowed.

Policy 73.00 Planned residential developments which offer a variety and mix of housing types and prices shall be encouraged.

APPLICANT'S RESPONSE: The requested amendment will add opportunity for a wider variety of housing types, than is currently allowed. However, this general area is not identified by the City for lower density housing alternatives, just medium and high density residential, consistent with the C-3 zoning.

FINDING: SATISFIED. City concurs with the applicant's findings. City would add that the existing Planned Development overlay, approved by Ordinance No. 4709, is not specifically residential, but is of an underlying commercial zone that allows for some types of residential uses, including the proposed multiple family residential use. The proposed amendment to allow multiple family residential use, along with the other commercial and senior living residential uses currently allowed by the existing Planned Development condition of approval, which would provide an opportunity for a wider variety of housing types than is currently allowed.

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

APPLICANT'S RESPONSE: There are no particularly distinctive natural, topographic or aesthetic features associated with the Subject Site. The property is relatively flat, and currently abuts farm land to the south, which is outside of the city limits and UGB.

FINDING: SATISFIED. City concurs with the applicant's findings.

Policy 75.00 Common open space in residential planned developments shall be designed to directly benefit the future residents of the developments. When the open space is not dedicated to or accepted by the City, a mechanism such as a homeowners association, assessment district, or escrow fund will be required to maintain the common area.

APPLICANT'S RESPONSE: No specific development plans are being proposed at this time. However, the applicant is proposing an apartment complex. Their typical development plans provide landscaped open space for passive recreational use, and depending upon the specific target market, other amenities may be provided. Two examples of the applicant's most recent apartment projects have been provided to show how open space and amenities are typically provided.

Specific details regarding site amenities will be provided at the time of development review, assuming this requested PD amendment is approved. Such facilities or amenities are always located for convenient use of the tenants, as reflected in the site plan examples.

The applicant will maintain ownership and management of the facilities, with costs covered by rents. Therefore no HOA, assessment district or escrow funds are necessary to ensure proper maintenance.

FINDING: SATISFIED WITH CONDITION #1. City concurs with the applicant's findings. City would add that, 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. Not only is there no

open space adjacent to the site, there is a lack of connectivity to open space in the surrounding area. As a planned development, open space needs to be provided that provides a benefit to the residents of the site. Therefore, a condition of approval related to Policy 71.13 will 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 states that the usable open space area shall be a contiguous area with each dimension being at least 25 feet in length, 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.

Policy 76.00 Parks, recreation facilities, and community centers within planned developments shall be located in areas readily accessible to all occupants.

APPLICANT'S RESPONSE: None.

FINDING: SATISFIED WITH CONDITION #1. While there 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. Not only is there no open space adjacent to the site, there is a lack of connectivity to open space in the surrounding area. As a planned development, open space needs to be provided that provides a benefit to the residents of the site, and in areas readily accessible to all occupants. Therefore, a condition of approval related to Policy 71.13 will 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 states that the usable open space area shall be a contiguous area with each dimension being at least 25 feet in length, 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.

Further, the existing conditions of approval from Ordinance No. 4709 remain in effect. Conditions 2, 3, and 4 require site plan and landscape plan review and approval by the Planning Commission and Landscape Review Committee, respectively, prior to any development of the subject site. These reviews would ensure review of site design, on-site and off-site circulation, parking, and landscaping, which will allow an opportunity to review whether the required open space is located in an area readily accessible to all occupants.

Policy 77.00 The internal traffic system in planned developments shall be designed to promote safe and efficient traffic flow and give full consideration to providing pedestrian and bicycle pathways.

APPLICANT'S RESPONSE: Any development of the subject property will be required to meet these design criteria. So this policy will be equally implemented with or without the proposed amendment. Again, the two site plans provided show how site circulation is typically provided.

FINDING: SATISFIED. The existing conditions of approval from Ordinance No. 4709 remain in effect. Conditions 2, 3, and 4 require site plan and landscape plan review and approval by the Planning Commission and Landscape Review Committee, respectively, prior to any development of the subject site. These reviews would ensure review of site design, on-site and off-site circulation, parking, and landscaping, which will allow an opportunity to review whether the internal traffic system promotes safe and efficient traffic flow and gives consideration to providing pedestrian and bicycle pathways.

Policy 78.00 Traffic systems within planned developments shall be designed to be compatible with the circulation patterns of adjoining properties.

APPLICANT'S RESPONSE: Traffic system improvements have been developed in the immediate neighborhood, including the Highway 18 intersection with Norton Lane, and the SE Norton Lane intersection with SE Stratus Avenue. These improvements provide basic and adequate circulation into, out of, and throughout the immediate neighborhood. These street improvements were made to meet the anticipated development within the Three Mile Lane Planned Development area.

As reflected in Table 1 herein, and the accompanying Traffic Impact Report, the traffic impacts of the proposed multi-family development will be slightly more than those associated with senior housing, but will be considerably lower than traffic generated by allowed professional and medical offices, thereby maintaining consistency with this criterion.

FINDING: SATISFIED. The site is adjacent to SE Norton Lane, which is identified as a minor collector in the McMinnville Transportation System Plan. Section 17.53.101 of the McMinnville Municipal Code identifies the right-of-way width for minor collector streets as 56 feet (with no bike lane) or 66 feet (with bike lane). The existing right-of-way width of SE Norton Lane adjacent to the subject site is 71.47 feet, as shown on Partition Plat 99-47. Therefore, no additional right-of-way dedications are necessary. Conditions 18 and 20 of Ordinance 4709 will require right-of-way improvements to City standards on the site's SE Norton Lane frontage at the time of development. These required right-of-way improvements will ensure the traffic system within planned developments will be compatible with adjoining properties. In addition, the applicant provided a traffic impact analysis report that analyzed the trip generation of the proposed multiple family residential use against other uses currently allowed under the existing Planned Development conditions of approval. The analysis determined that some of the existing uses, specifically medical office, could generate more daily trips than the proposed multiple family residential use. At the time of development, all necessary permits will be required to be obtained by Oregon Department of Transportation (ODOT), as Norton Lane is a facility under ODOT jurisdiction. Depending on intensity of development and specific development type, ODOT permitting and review may require additional analysis of the eventual proposed use's impact on the surrounding transportation network.

Residential Design Policies

Policy 79.00 The density allowed for residential developments shall be contingent on the zoning classification, the topographical features of the property, and the capacities and availability of public services including but not limited to sewer and water. Where densities are determined to be less than that allowed under the zoning classification, the allowed density shall be set through adopted clear and objective code standards enumerating the reason for the limitations, or shall be applied to the specific area through a planned development overlay. Densities greater than those allowed by the zoning classification may be allowed through the planned development process or where specifically provided in the zoning ordinance or by plan policy. (Ord. 4796, October 14, 2003)

APPLICANT'S RESPONSE: The requested amendment to allow multi-family development, only amends Condition 15 of Ord. 4709, and does not alter the allowed density, which will remain consistent with the R-4 standards and the base C-3 zoning.

FINDING: SATISFIED. City concurs with the applicant's findings. The proposed amendment to the existing Planned Development condition would add multiple family residential as an allowed use. Multiple family residential is a permitted use in the underlying C-3 (General Commercial) zone, subject to the standards and provisions of the R-4 (Multiple Family Residential) zone. Therefore, the future development, if it includes multiple family residential dwelling units, will be subject to the density requirements of the R-4 zone.

Further, existing conditions of approval from Ordinance No. 4709, which remain in effect, will require that final development plans include a detailed storm drainage plan (Condition 5), a detailed sanitary sewer collection plan (Condition 6), provision of water and power services (Condition 9), and right-of-way improvements (Conditions 4, 18, and 20). This will ensure that the density of the future development is shown to be able to be served by public services.

Urban Policies

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.*

APPLICANT'S RESPONSE: None.

FINDING: SATISFIED. Existing conditions of approval from Ordinance No. 4709, which remain in effect, will require that final development plans include a detailed storm drainage plan (Condition 5), a detailed sanitary sewer collection plan (Condition 6), provision of water and power services (Condition 9), and right-of-way improvements (Conditions 4, 18, and 20). This will ensure that the density of the future development is shown to be able to be served by public services. At the time of development, all necessary permits will be required to be obtained by Oregon Department of Transportation (ODOT), as Norton Lane is a facility under ODOT jurisdiction. Depending on intensity of development and specific development type, ODOT permitting and review may require additional analysis of the eventual proposed use's impact on the surrounding transportation network.

Specifically related to sanitary sewer service, the Engineering Department provided comments on the proposed Planned Development Amendment, and noted that a recently completed analysis of the sanitary sewer conveyance system indicated that there is adequate system capacity to support the proposed amendment and eventual development of multiple family residential use on the 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.

Streets

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

Policy 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.*
- 4. 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.*
- 5. 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)*

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 121.00 The City of McMinnville shall discourage the direct access of small-scale residential developments onto major or minor arterial streets and major collector streets.

APPLICANT'S RESPONSE: The City's transportation Goal and Policies are further refined and implemented through the Transportation System Plan (TSP). The TSP provides the functional classification of streets, including arterial, collector and local designations.

The TSP identifies corridor improvements for the Highway 18 Corridor:

ODOT, the City of McMinnville and Yamhill County have mutually approved the Highway 18 Corridor Refinement Plan, which was completed in 1996. The Plan includes a series of traffic control and frontage roads improvements north and south of Highway 18, to include closing of the existing Norton Lane intersection, construction of a new interchange near the Evergreen Air Museum, and redesign of the current East McMinnville (Three Mile Lane) interchange for full, directional access.

Some frontage road improvements have been completed since the 1996 Plan was adopted. Exhibit 4-10 illustrates the current state of the Plan. It is important to note, however, that the northernmost collector access road depicted in the Highway 18 Corridor Refinement Plan is not shown in the TSP due to the fact that it is located outside of McMinnville's current urban growth boundary. Under Oregon Administrative Rule (OAR 660-012), transportation facilities outside of urban growth boundaries are not permitted as part of a TSP unless a "reasons" exception to the applicable goal(s) has been approved by the City. In this case, McMinnville finds such action premature due to the lack of certainty as to the street corridor's location and design. An

amendment to this plan, and a Goal 2 (Land Use) exception, would be part of any future proposal to add this element to the TSP and permit its construction and use for urban purposes.

Some of the corridor improvements have already been completed, including the Norton Lane intersection and Stratus Avenue frontage road. The future interchange discussed is further to the east, at Cumulus Avenue. However, no decision regarding an interchange has yet been made.

The proposed amendment does not substantially alter the demand for transportation and public service improvement to any greater degree than the currently allowed uses.

Primary access to the property is from Salmon River Highway 18, designated as an arterial street. SE Norton Lane intersects with Highway 18 north of the subject property. The property fronts on the west side of SE Norton Lane, just south of the intersection with SE Stratus Avenue. Stratus Avenue is classified as a collector.

FINDING: SATISFIED. City concurs with the applicant's findings. City would clarify that the site is adjacent to SE Norton Lane, which is identified as a minor collector in the McMinnville Transportation System Plan. Section 17.53.101 of the McMinnville Municipal Code identifies the right-of-way width for minor collector streets as 56 feet (with no bike lane) or 66 feet (with bike lane). The existing right-of-way width of SE Norton Lane adjacent to the subject site is 71.47 feet, as shown on Partition Plat 99-47. Therefore, no additional right-of-way dedications are necessary.

Conditions 18 and 20 of Ordinance 4709 will require right-of-way improvements to City standards on the site's SE Norton Lane frontage at the time of development. These required right-of-way improvements will ensure that adequate access will be provided to the subject site, and the improvements will be completed to existing City standards. At the time of development, all necessary permits will be required to be obtained by Oregon Department of Transportation (ODOT), as Norton Lane is a facility under ODOT jurisdiction. Depending on intensity of development and specific development type, ODOT permitting and review may require additional analysis of the eventual proposed use's impact on the surrounding transportation network.

Further, Conditions 2 and 3 of Ordinance 4709 require site plan review and approval by the Planning Commission prior to any development of the subject site. These reviews would ensure review of site design and on-site and off-site circulation to ensure that the proposed access to serve future development will be compatible with the surrounding transportation system.

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

2. Major, minor collectors.

-Designs should minimize impacts on existing neighborhoods.

-Sufficient street rights-of-way should be obtained prior to development of adjacent lands.

-On-street parking should be limited wherever necessary.

-Landscaping should be required along public rights-of-way. (Ord.4922, February 23, 2010)

-As far as is practical, residential collector streets should be no further than 1,800 feet apart in order to facilitate a grid pattern of collector streets in residential areas.

APPLICANT'S RESPONSE: None.

FINDING: SATISFIED. Conditions 18 and 20 of Ordinance 4709 will require right-of-way improvements to City standards on the site's SE Norton Lane frontage at the time of development. These required right-of-way improvements will ensure that adequate access will be provided to the subject site, and the improvements will be completed to existing City standards. At the time of development, all necessary permits will be required to be obtained by Oregon Department of Transportation (ODOT), as Norton Lane is a facility under ODOT jurisdiction. Depending on intensity of development and specific development type, ODOT permitting and review may require additional analysis of the eventual proposed use's impact on the surrounding transportation network.

Parking

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 rights-of-way as transportation routes.

Bike Paths

Policy 130.00 The City of McMinnville shall encourage implementation of the Bicycle System Plan that connects residential areas to activity areas such as the downtown core, areas of work, schools, community facilities, and recreation facilities. (Ord.4922, February 23, 2010)

Policy 131.00 The City of McMinnville shall encourage development of bicycle and footpaths in scenic and recreational areas as part of future parks and activities.

Policy 132.00 The City of McMinnville shall encourage development of subdivision designs that include bike and foot paths that interconnect neighborhoods and lead to schools, parks, and other activity areas. (Ord. 4922, February 23, 2010; Ord. 4260, August 2, 1983)

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.

APPLICANT'S RESPONSE: None.

FINDING: SATISFIED. Conditions 2 and 3 of Ordinance 4709 require site plan review and approval by the Planning Commission prior to any development of the subject site. These reviews would ensure review of site design, including off-street parking and bike and pedestrian connections associated with the future development plan.

Supportive of General Land Use Plan Designations and Development Patterns

Policy 132.27.00 The provision of transportation facilities and services shall reflect and support the land use designations and development patterns identified in the McMinnville Comprehensive Plan. The design and implementation of transportation facilities and

services shall be based on serving current and future travel demand—both short-term and long-term planned uses. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: See response to Policies 117.00 – 121.00 above.

FINDING: SATISFIED. City concurs with the applicant's findings, along with the additional findings provided for Policies 117.00 – 121.00 above.

Public Safety

Policy 132.32.00 The safe, rapid movement of fire, medical, and police vehicles shall be an integral part of the design and operation of the McMinnville transportation system. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: None.

FINDING: SATISFIED. Conditions 18 and 20 of Ordinance 4709 will require right-of-way improvements to City standards on the site's SE Norton Lane frontage at the time of development. These required right-of-way improvements will be completed to existing City standards, which are of a design and operation standard that allows for required movements for fire, medical, and police vehicles.

Livability

Policy 132.35.00 Transportation facilities in the McMinnville planning area shall be, to the degree possible, designed and constructed to mitigate noise, energy consumption, and neighborhood disruption, and to encourage the use of public transit, bikeways, sidewalks, and walkways. (Ord. 4922, February 23, 2010)

Policy 132.41.20 Modal Balance – The improvement of roadway circulation must not impair the safe and efficient movement of pedestrians and bicycle traffic. (Ord. 4922, February 23, 2010)

Policy 132.41.25 Consolidate Access – Efforts should be made to consolidate access points to properties along major arterial, minor arterial, and collector roadways. (Ord. 4922, February 23, 2010)

Pedestrian Programs

Policy 132.54.00 Promoting Walking for Health and Community Livability – The City will encourage efforts that inform and promote the health, economic, and environmental benefits of walking for the individual and McMinnville community. Walking for travel and recreation should be encouraged to achieve a more healthful environment that reduces pollution and noise to foster a more livable community. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: None.

FINDING: SATISFIED. Conditions 18 and 20 of Ordinance 4709 will require right-of-way improvements to City standards on the site's SE Norton Lane frontage at the time of development. These required right-of-way improvements will ensure that adequate access will be provided to the subject site, and the improvements will be completed to existing City standards.

Further, Conditions 2 and 3 of Ordinance 4709 require site plan review and approval by the Planning Commission prior to any development of the subject site. These reviews would ensure review of site design and on-site and off-site circulation to ensure that the proposed access to serve future development will be compatible with the surrounding transportation system.

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.

Sanitary Sewer System

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 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

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.

Water System

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.

APPLICANT'S RESPONSE: The surrounding development along SE Norton Lane has been constructed consistent with the Public Facilities Goal and these Policies for specific utilities. All required urban services are currently available and adequate to support development of the

property consistent with these policies, assuming that CH2M makes positive findings with their sewer system analysis, being paid for by the applicant.

The proposed amendment will not result in development that will create substantially greater demands on the available services than the types of development that is already allowed.

The City has confirmed that the sanitary sewer line has sufficient capacity to accommodate the proposed increase in density from senior housing to apartments. The net difference is 61 units.

Revised Response from Applicant: The applicant agreed to cover the cost of CH2M re-evaluating the available capacity of the sewer system serving the surrounding area, and accounting for the proposed increase in density, using 120 units for the proposed development

However, Mike Bisset, City Engineer, has informed us that the City has engaged CH2M to conduct a system-wide analysis, rather than just to Norton Lane area.

FINDING: SATISFIED. Existing conditions of approval from Ordinance No. 4709, which remain in effect, will require that final development plans include a detailed storm drainage plan (Condition 5), a detailed sanitary sewer collection plan (Condition 6), provision of water and power services (Condition 9), and right-of-way improvements (Conditions 4, 18, and 20). This will ensure that the density of the future development is shown to be able to be served by public services. At the time of development, all necessary permits will be required to be obtained by Oregon Department of Transportation (ODOT), as Norton Lane is a facility under ODOT jurisdiction. Depending on intensity of development and specific development type, ODOT permitting and review may require additional analysis of the eventual proposed use's impact on the surrounding transportation network.

Specifically related to sanitary sewer service, the Engineering Department provided comments on the proposed Planned Development Amendment, and noted that a recently completed analysis of the sanitary sewer conveyance system indicated that there is adequate system capacity to support the proposed amendment and eventual development of multiple family residential use on the site.

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 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.*

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.

Water and Sewer – Land Development Criteria

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.*

APPLICANT'S RESPONSE: None.

FINDING: SATISFIED. An existing conditions of approval from Ordinance No. 4709, which remains in effect, will require that final development plans include the provision of water and power services (Condition 9). This will ensure that the density of the future development is shown to be able to be served by McMinnville Water and Light services. McMinnville Water and Light was provided an opportunity to review the proposal, and offered no comments or objections to the proposed amendment to the allowable uses on the subject site.

Police and Fire Protection

Policy 153.00 The City 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.

APPLICANT'S RESPONSE: None.

FINDING: SATISFIED. Emergency services departments were provided an opportunity to review the proposal, and offered no comments or objections to the proposed amendment to the allowable uses on the subject site.

Parks and Recreation

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

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.

APPLICANT'S RESPONSE: None.

FINDING: SATISFIED. Park fees shall be paid for each housing unit at the time of building permit application as required by McMinnville Ordinance 4282, as amended.

Energy Conservation

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

Energy Supply Distribution

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.

APPLICANT'S RESPONSE: None.

FINDING: SATISFIED. McMinnville Water and Light and Northwest Natural Gas were provided an opportunity to review the proposal, and offered no comments or objections to the proposed amendment to the allowable uses on the subject site.

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

GOAL X 2: TO MAKE EVERY EFFORT TO ENGAGE AND INCLUDE A BROAD CROSS SECTION OF THE COMMUNITY BY MAINTAINING AN ACTIVE AND OPEN CITIZEN INVOLVEMENT PROGRAM THAT IS ACCESSIBLE TO ALL MEMBERS OF THE COMMUNITY AND ENGAGES THE COMMUNITY DURING DEVELOPMENT AND IMPLEMENTATION OF LAND USE POLICIES AND CODES.

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.

APPLICANT'S RESPONSE: None.

FINDING: SATISFIED. The process for a planned development amendment provides an opportunity for citizen involvement throughout the process through the neighborhood meeting provisions, the public notice, and the public hearing process. Throughout the process, there are

opportunities for the public to review and obtain copies of the application materials and the completed City report prior to the 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 Zoning Ordinance

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

Chapter 17.03. General Provisions

17.03.020 Purpose. The purpose of this ordinance is to encourage appropriate and orderly physical development in the City through standards designed to protect residential, commercial, industrial, and civic areas from the intrusions of incompatible uses; to provide opportunities for establishments to concentrate for efficient operation in mutually beneficial relationship to each other and to shared services; to provide adequate open space, desired levels of population densities, workable relationships between land uses and the transportation system, and adequate community facilities; to provide assurance of opportunities for effective utilization of the land resource; and to promote in other ways public health, safety, convenience, and general welfare.

APPLICANT'S RESPONSE: None.

FINDING: SATISFIED. The purpose of the Zoning Ordinance is met by the proposal as described in the Conclusionary Findings contained in this Decision Document.

Chapter 17.06. Definitions

17.06.015 General Definitions

Apartment House – See "Dwelling, Multifamily."

Assisted Living – A living arrangement where the elderly or other persons are provided assistance with daily activities such as dressing, grooming and bathing.

Condominium – Ownership of a single unit in a multi-unit structure that includes common areas and facilities; includes residential, commercial, and industrial condominiums and regulated, in part, by Oregon State Law (ORS Chapter 100). (Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

Dwelling, Multi-Family – A building containing three or more dwelling units. (Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

Dwelling Unit – A residence containing one or more rooms designed for occupancy by one family and having not more than one cooking facility. This includes both buildings constructed on-site and off-site, such as manufactured homes. (Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

Family – For the purpose of this Zoning Ordinance, "family" refers to:
An individual or two or more persons related by blood, marriage, adoption, or legal guardianship, or other duly-authorized custodial relationship, living together as one housekeeping unit using one kitchen, and providing means of lodging to not more than two additional persons, excluding servants, or a group of not more than five unrelated persons, excluding servants, living together as one housekeeping unit using one kitchen. (Ord. 4988 §1, 2015; Ord. 4479A §1, 1991; Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

APPLICANT'S RESPONSE: A general definition of senior housing is as follows (factfinder2.census.gov):

Senior housing definition

Senior Housing Definition. Senior housing is housing that is suitable for the needs of an aging population. It ranges from independent living to 24-hour care. In senior housing there is an emphasis on safety, accessibility, adaptability, and longevity that many conventional housing options may lack.

Relative to the proposed amendment, there are a few general factors that affect site development and potential impacts when comparing senior housing to general multi-family housing, as follows:

- Senior housing typically provides smaller 1 and 2 bedroom units, while multi-family facilities may include 3 or more bedroom units in the mix.
- Seniors (retired or assisted living) tend to have fewer cars, relying upon public transit or family to making necessary trips. Those seniors that do still drive tend to make fewer trips than younger tenants, particularly families with children and/or two working adults. Consequently senior housing typically has a lower demand for off-street parking, and tends to generate lower trip volumes, both daily and during peak hours, as reflected in Table 1 above [See Table 1 from Traffic Impact Report].
- The lower parking demand for senior housing, combined with smaller units, tends to yield a slightly higher density than general multi-family apartments.

While multi-family development will result in slightly higher trip generation, than senior housing, it is important to recognize that the office commercial uses allowed under the C-3PD zoning generally have higher trip generation than either form of housing.

FINDING: SATISFIED. City concurs with the applicant's clarification that senior condominiums or senior apartments, which are currently listed as allowed uses in Condition 15, are not specifically defined in the Section 17.06.015 of the McMinnville Zoning Ordinance. Section 17.60.060(A)(4) of the McMinnville Zoning Ordinance does regulate off-street parking differently for dwelling units that are "expressly reserved for senior or handicapped persons". However, the same development standards, including setbacks, density, and height, would apply to the development of apartments on the site, whether they were age-restricted or not.

The use that is added to the amended Condition 15 of Ordinance 4709 is "multiple-family dwelling" because that is the specific use that is listed as permitted in the C-3 (General Commercial) zone in Section 17.33.010 of the McMinnville Zoning Ordinance.

Chapter 17.21. R-4 Multiple-Family Residential Zone

17.21.030 Lot size. In an R-4 zone, the lot size shall not be less than five thousand square feet, except that the lot area for common wall, single-family lots shall not be less than two thousand five hundred square feet per family. (Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

17.21.040 Yard requirements. In an R-4 zone, each lot shall have yards of the following size unless otherwise provided for in Section 17.54.050:

- A. A front yard shall not be less than fifteen feet;
- B. A side yard shall not be less than six feet, except an exterior side yard shall not be less than fifteen feet;

- C. A rear yard shall not be less than twenty feet;
- D. Whether attached to a residence or as a separate building, a covered storage facility for a vehicle on which the main opening is toward a street shall be located not less than twenty feet to the property line bordering the street;
- E. All yards shall be increased, over the requirements of this section, one foot for each two feet of building height over thirty-five feet. (Ord. 4912 §3, 2009; Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

17.21.050 Building height. In an R-4 zone, a building shall not exceed sixty feet in height. (Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

17.21.060 Density requirements. In an R-4 zone, the lot area per family shall not be less than fifteen hundred square feet for each unit with two bedrooms or less, and not less than seventeen hundred fifty square feet for each unit with three bedrooms, and an additional five hundred square feet for each additional bedroom in excess of three in any one unit. The above requirements may be waived if the provisions of Section 17.21.020(M) are utilized. (Ord. 4796 §1(b), 2003; Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

APPLICANT’S RESPONSE: The base C-3 zone allows for multi-family apartments as a permitted use, subject to the R-4 zoning standards and density, per Chapter 17.21.

Under Ordinance 4863, senior housing, including apartments and condominiums area an allowed use. However, the City’s code does not specifically define senior housing, differentiated from multi-family apartments, other than assisted living, per Chapter 17.06.015.

No specific site development plan is proposed at this time. Any housing development of the Subject Property will be subject to the R-4 zoning provisions, including density, and will be subject to Site Plan review for compliance with these standards.

FINDING: SATISFIED. City concurs with the applicant’s clarification that senior condominiums or senior apartments, which are currently listed as allowed uses in Condition 15, are not specifically defined in the Section 17.06.015 of the McMinnville Zoning Ordinance. Therefore, the same development standards, including setbacks, density, and height, would apply to the development of apartments on the site, whether they were age-restricted or not. Conditions 2 and 3 of Ordinance 4709 require site plan review and approval by the Planning Commission prior to any development of the subject site. These reviews would ensure that any future development of multiple family residential uses would meet the necessary R-4 development standards.

Chapter 17.33. C-3 General Commercial Zone

17.33.010 Permitted Uses. In a C-3 zone, the following uses and their accessory uses are permitted:

- 3. Multiple-family dwelling subject to the provisions of the R-4 zone; [..]

APPLICANT’S RESPONSE: The property is zoned C-3 PD. The underlying C-3 zone allows multi-family development, per 17.33.010.3, consistent with the R-4 standards.

There is residential R-4 land immediately to the west of the subject site, so there is a basis for concluding that R-4 residential is compatible with the medical commercial designation for the remainder of the Planned Area.

The requested change will not alter the current density allocated to the property. It will remain as is consistent with the R-4 standards, as set forth below.

FINDING: SATISFIED. City concurs with the applicant's findings.

Chapter 17.51. Planned Development Overlay

17.51.010 Purpose. The purpose of a planned development is to provide greater flexibility and greater freedom of design in the development of land than may be possible under strict interpretation of the provisions of the zoning ordinance. Further, the purpose of a planned development is to encourage a variety in the development pattern of the community; encourage mixed uses in a planned area; encourage developers to use a creative approach and apply new technology in land development; preserve significant man-made and natural features; facilitate a desirable aesthetic and efficient use of open space; and create public and private common open spaces. A planned development is not intended to be simply a guise to circumvent the intent of the zoning ordinance.

APPLICANT'S RESPONSE: None.

FINDING: SATISFIED. The proposed amendment to allow multiple family residential use on the subject site would provide for greater flexibility and greater freedom of design in the development of the subject site than is currently allowed by the existing condition of approval. The proposed amendment to add multiple family residential as an allowed use would not remove any ability to develop other uses on the subject site. Currently, and after the proposed amendment, professional office, medical office, senior condominiums, senior apartments, assisted living facilities, or other compatible, small-scale commercial uses such as a delicatessen, florist, or day care facility, would still be allowed on the subject site under the revised condition of approval that was approved by Ordinance No. 4863, along with multiple family residential. This increases the opportunity for mixed uses in the planned development area. The proposed amendment to allow multiple family residential use on the subject site is also not a guise to circumvent the intent of the zoning ordinance, because multiple family residential is a permitted use in the existing, underlying C-3 (General Commercial) zoning district.

17.51.020 Standards and requirements. The following standards and requirements shall govern the application of a planned development in a zone in which it is permitted:

- A. The principal use of land in a planned development shall reflect the type of use indicated on the comprehensive plan or zoning map for the area. Accessory uses within the development may include uses permitted in any zone, except uses permitted only in the M-2 zone are excluded from all other zones. Accessory uses shall not occupy more than twenty-five percent of the lot area of the principal use;
- B. Density for residential planned development shall be determined by the underlying zone designations. (Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

APPLICANT'S RESPONSE: None.

FINDING: SATISFIED. The proposed amendment to allow multiple family residential use on the subject site will not be inconsistent with the comprehensive plan or zoning designation of the subject site, because multiple family residential is a permitted use in the existing, underlying C-3 (General Commercial) zoning district. The density of any eventual residential development will be determined by the existing regulations in the underlying C-3 zone.

17.51.030 Procedure. The following procedures shall be observed when a planned development proposal is submitted for consideration:

- A. The Commission shall consider the preliminary development plan at a meeting at which time the findings of persons reviewing the proposal shall also be considered. In reviewing the plan, the Commission shall need to determine that:
 - a. There are special physical conditions or objectives of a development which the proposal will satisfy to warrant a departure from the standard regulation requirements;
 - b. Resulting development will not be inconsistent with the Comprehensive Plan objectives of the area;
 - c. The development shall be designed so as to provide for adequate access to and efficient provision of services to adjoining parcels;
 - d. The plan can be completed within a reasonable period of time;
 - e. The streets are adequate to support the anticipated traffic, and the development will not overload the streets outside the planned area;
 - f. Proposed utility and drainage facilities are adequate for the population densities and type of development proposed;
 - g. The noise, air, and water pollutants caused by the development do not have an adverse effect upon surrounding areas, public utilities, or the city as a whole;

APPLICANT'S RESPONSE: None.

FINDING: SATISFIED. Section 17.51.030 is satisfied in that the Commission will have an opportunity to review a future development plan, per Conditions 2 and 3 of Ordinance 4709, which require site plan review and approval by the Planning Commission prior to any development of the subject site. These reviews would ensure that any future development of multiple family residential uses would meet the necessary R-4 development standards. Discussion of the criteria listed in subsection C is provided below, as those criteria are the review criteria for a Planned Development Amendment, as found in 17.74.070 of the Zoning Ordinance.

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

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

APPLICANT'S RESPONSE: While none of the listed changes are specifically applicable, the Planning Director has determined that the proposed PD amendment, which changes allowed uses, is considered to be a Major amendment and is therefore subject to Section 17.72.120, as addressed herein.

FINDING: SATISFIED. The applicant has provided a Planned Development Amendment request to be reviewed by the Planning Commission in accordance with Section 17.72.120.

17.74.070. Planned Development Amendment – Review Criteria. [...] An amendment to an existing planned development may be authorized, provided that the proposal satisfies all relevant requirements of this ordinance, and also provided that the applicant demonstrates the following:

17.74.070(A). *There are special physical conditions or objectives of a development which the proposal will satisfy to warrant a departure from the standard regulation requirements;*

APPLICANT'S RESPONSE: The applicants desire to develop multi-family apartments. While senior housing remains an appropriate use, the applicant submits that the need for housing alternatives, within the Planned Development, is greater than just the narrow segment currently allowed for senior housing.

While there is a general modest trend of an aging population, the median age for Yamhill County, including McMinnville is 37.5 (2015). This is slightly higher than the state in general. Consequently the applicant submits that there is no greater demand for senior housing over general housing or non-age restricted apartments.

McMinnville's building permit activity over the past couple of years reflects this trend with similar permit activity rates for both single and multi-family residential construction,

Historic Perspective

Based on a review of the historic records associated with the Three Mile Lane Planned Development it appears that the City's intent was initially to limit development to professional and medical offices, or other compatible commercial uses. General commercial and retail were not allowed with the intent to avoid creating strip commercial development in this area.

The current development within this Planned Development is predominantly medical facilities and professional offices, as originally targeted. However a motel and restaurant have also been developed, considered as compatible uses.

The 2006 amendment (Ord 4683) allowed for various types of senior housing as permitted uses. This amendment was based on findings that this type of housing was compatible with the developed properties and other allowed uses under Ordinance 4709, in particular the compatibility of supportive native of medical services. The decision was also based on consideration that traffic impacts from senior housing would generally be lower than those created by professional or medical offices.

While the prior amendment allowed for senior housing, the decision does not appear to have been made based on any specific findings of need for this particular housing type relative to types of housing. Rather, the decision was based more on consistency with the underlying C-3 zone, and compatibility with the allowed professional and medical office uses.

However, since the amendment, the anticipated senior housing has not come to fruition, at least on the subject site. Consequently the land has remained vacant. While the subject site was not actually developed for the anticipated senior housing, the need for such housing has been met, in part, by other projects developed in the vicinity northeast of the site. These developments include:

1. Fircrest Community, assisted living and retirements apartments; and
2. Parkland Village, assisted living and retirements apartments; and
3. The Virginia Garcia Memorial Health Center has also been developed in close proximity to these senior housing projects. This facility provides various senior medical services.

Continued Need for Housing – General Multi-family

The City's 2001 Housing Needs Analysis projected growth from 2000 to 2020 to increase from 25,153 to 38,720. It is noted that the City has not completed an update of the Needs Analysis, but is working on an update. Consequently the 2001 projections of need are still considered valid.

The 2001 projects identified a need for both single family and multi-family units. City staff confirmed that the projected need remains unfulfilled. For example, staff noted that local business, such as the Medical Center, Chemeketa Community College, and others have identified a need for apartments for transitional housing for new employees and students. Generally people moving to McMinnville continue to create a need for more housing. This growth is consistent with the 2001 projects, just delayed due to the economic recessions over the past 18 years.

Based on data from Portland State University's Population Research Center (PRC) the City's population in 2016 was 33,405, below the 2020 projection. The PRC's most current data shows McMinnville's 2017 population at 34,293, but still below the 2020 projection.

The slower than projected growth is primarily attributed to the economic recessions of in the 1990s and the Great Recession 2008-2012. However, in-migration has also affected the County's and City's population, as noted by PSU research.

Since 2012, the end of the "Great Recession," the economy has shown considerable strength. Given the current continuing strong economy, growth is expected to increase over the rates of the previous 10 years, more on track with the projections prior to the recessions. The Center's updated 2035 projection is for McMinnville to grow to a population of 44,122.

Portland State University's Population Research Center (PRC)

"Yamhill County's total population is forecast to grow by a little more than 70,000 persons from 2017 to 2067, which translates into a total countywide population of 177,170 in 2067 (Figure 15). The population is forecast to grow at the highest rate—just below one and a half percent per year—in the near-term (2017-2025). This anticipated population growth in the near-term is based on three core assumptions: (1) Yamhill County's economy will continue to strengthen in the next 10 years; (2) middle-aged persons will continue migrating into the county—bringing their families or having more children; and (3) empty nesters and retirees will continue migrating into the county, thus increasing deaths. The largest component of growth in this initial period is net in-migration. Over 1,300 more births than deaths are forecast for the 2017 to 2025 period. At the same time roughly 13,000 net in-migrants are also forecast, combining with a diminishing natural increase for continued population growth.

Yamhill County's two largest UGBs—McMinnville and Newberg—are forecast to experience a combined population growth of nearly 20,000 from 2017 to 2035 and nearly 37,000 from 2035 to 2067 (Figure 16). McMinnville is expected to increase by 9,829 persons from 2017 to 2035 (1.4% AAGR), growing from a total population of 34,293 in 2017 to 44,122 in 2035. Newberg's population is expected to increase at a slightly faster rate (1.9% AAGR), growing from 24,296 persons in 2017 to 34,021 in 2035. McMinnville and Newberg are forecast to grow more slowly during the second part of the forecast period at 1.1 and 1.3 percent, respectively. We expect both sub-areas to capture increasing shares of the county's total population."

Portland State University's Population Research Center (PRC) released the preliminary 2016 population estimates for Oregon and its cities and counties on November 15.

According to the preliminary July 1 population estimates, Oregon's population increased from 4,013,845 in 2015 to 4,076,350 in 2016, or by 62,505. This increase represents a 1.6 percent change, slightly higher than in the previous year (1.3 percent). The increase in 2016 is over 11,000 higher than added in 2015, and surpasses the peak pre-recession growth of 58,000 in 2006 and it is closer to growth experienced in the early and mid-1990s.

Population growth consists of two factors: natural increase (the number of births minus the number of deaths) and net migration (movers-in minus movers-out). From 2015 to 2016 net migration accounted for roughly 83 percent of Oregon's population growth.

Generally, net in-migration has either boosted population growth around the state or has prevented population losses. In counties where a natural decrease is occurring (over a third of the counties experience a natural decrease, meaning there are more deaths than births), net immigration has offset overall population decreases. Net in-migration this past year is estimated to have accelerated in most counties statewide from last year.

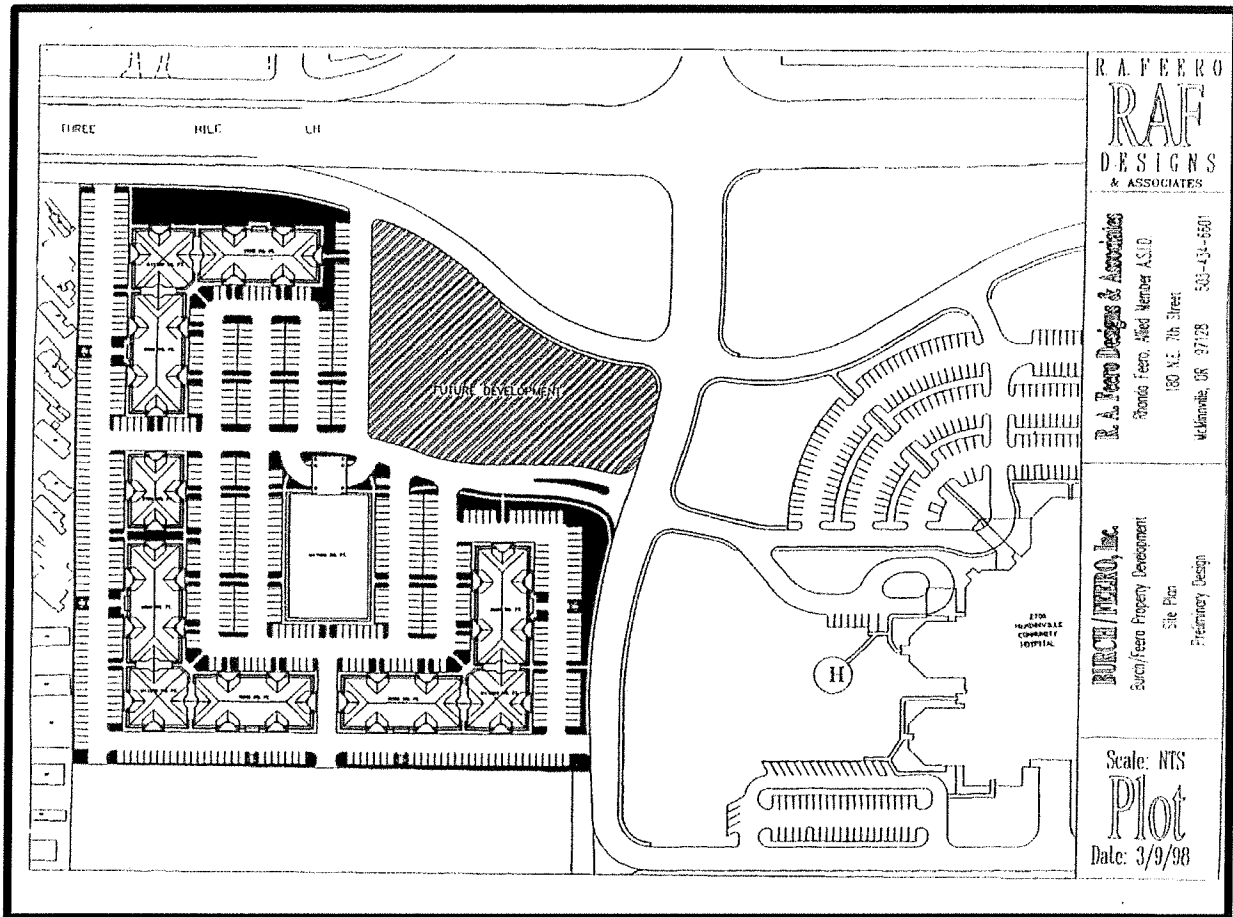
Vacancy rates in 1990 were 2.2% for single family and 3.7% for multi-family. The 2020 projections were based on 2.5% for single family and 5.0% for multi-family. PRC indicates the current vacancy rate is 3.32% for multi-family, which is below the earlier projected rate, thereby indicating a need for more multi-family housing.

For McMinnville currently 40.7% of households are renters. Generally, statewide, there is a trend for renter ship moving towards an even split 50/50 with home ownership. The City's building permit activity for multi-family development has followed a similar pattern as single family over the past couple of years, which is consistent with this trend towards a 50/50 split.

FINDING: SATISFIED. City would generally concur with the applicant's findings, but does provide some clarifying points and additional findings below.

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 City of McMinnville is currently updating its Residential Buildable Lands Inventory and Housing Needs Analysis, and while these reports are not finalized or acknowledged, the analyses are identifying a deficit of land zoned for residential dwelling units. The proposed amendment to allow multiple family residential on the subject site would not increase the amount of land designated specifically for higher density residential use, but it would increase the potential for the development of higher density residential uses on a property with an existing, underlying zone that already permits multiple family residential use (C-3 General Commercial zone).

In terms of compatibility with other uses allowed on the same site and the surrounding area, it is important to note that the subject site is currently regulated by a Planned Development (Ordinance 4709, as amended by Ordinance 4863), but other land immediately adjacent to the subject site is regulated by another Planned Development. The area to the north is subject to a Planned Development (Ordinance No. 4667) that is similar to the subject site, in that there was a limitation of uses on the site to office and medical uses and other compatible uses. The approved development plan for that site is identified below:



R. A. FEERO
RAF
 DESIGNS
 & ASSOCIATES

R. A. Feero Designs & Associates
 Rhonda Feero, Allied Member A.S.D.
 180 N.E. 7th Street
 McManis, OR 97258 503-434-5501

BIRCH FEERO, Inc.
 Euro/Feero Property Development
 Site Plan
 Preliminary Design

Scale: NTS
Plot
 Date: 3/9/98

Only portions of that approved development plan have been constructed, including the portions of the site closest to SE Norton Lane. The original Planned Development (Ordinance No. 4667) was amended to allow for the development of other compatible uses, including the existing hotel and restaurant located in the area of the originally approved development plan that was identified as "Future Development". The most recent Planned Development amendment (Ordinance No. 4937) actually amended the allowable uses on the site to be any use allowed in the C-3 zone, other than a few storage and auto-oriented uses that were still listed as being prohibited. The commercial Planned Development area to the north, and the buildings that have been constructed, can be seen below:



This commercial development to the north of the subject site will serve as a buffer from Highway 18, which is identified in the McMinnville Transportation System Plan as a major arterial roadway, for any future potential development of a multiple family residential use on the subject site. Also, the proposed amendment to allow multiple family residential use on the subject site will provide an opportunity for more of a variety and mix of uses in the Planned Development areas along SE Norton Lane.

17.74.070(B). *Resulting development will not be inconsistent with the Comprehensive Plan objectives of the area;*

APPLICANT'S RESPONSE: Adding apartments to the list of allowed uses will not be inconsistent with the Comprehensive Plan, including general Goals, Policies and Objectives. This decision will be consistent with the prior amendment, which allowed limited residential uses.

[Note – the applicant also provided findings and responses to Comprehensive Plan goals and policies, which are provided above.]

FINDING: SATISFIED. City concurs with the applicant's findings. The proposed Planned Development Amendment would not be inconsistent with the applicable goals and policies of the Comprehensive Plan, as described in more detail above in the specific findings for each Comprehensive Plan goal and policy.

17.74.070(C). *The development shall be designed so as to provide for adequate access to and efficient provision of services to adjoining parcels;*

APPLICANT'S RESPONSE: Access to the property is from Salmon River Highway 18 and south on SE Norton Lane. The property fronts on the west side of SE Norton Lane, just south of the intersection with the SE Stratus Avenue Loop. The property abuts the city limits and UGB to the south, but any site development, regardless of use, will extend the street improvements to the city limits, or as determined by the City.

The proposed amendment does not substantially alter the demand for transportation and public service improvement to any greater degree than the currently allowed uses.

The existing right-of-way for SE Norton Lane is 60 feet down to SE Stratus Avenue, which is the extent of current improvements. Site development of the subject site will complete improvements across the site frontage.

The full range of urban services is currently available to the property, thereby ensuring timely and efficient provision of services. Utilities will be extended as required to the adjoining property, which to the south is outside of the city limits.

FINDING: SATISFIED. Conditions 18 and 20 of Ordinance 4709 will require right-of-way improvements to City standards on the site's SE Norton Lane frontage at the time of development. These required right-of-way improvements will ensure that adequate access will be provided to the subject site, and the improvements will be completed to existing City standards.

17.74.070(D). *The plan can be completed within a reasonable period of time;*

APPLICANT'S RESPONSE: The applicant intends to proceed with development review and site development as quickly as possible, assuming this PD amendment is approved. Full site development would be expected to be completed by 2020-2021.

FINDING: SATISFIED. City concurs with the applicant's findings.

17.74.070(E). *The streets are adequate to support the anticipated traffic, and the development will not overload the streets outside the planned area;*

APPLICANT'S RESPONSE: The existing streets serving the property are designed and constructed to City standards, with adequate capacity, based on the C-3 zoning. The accompanying Traffic Impact Report, prepared by Lancaster Engineering compares the multi-family traffic impacts to those of the allowed commercial offices and senior housing.

[See Table 1 in Traffic Impact Report]

The proposed multi-family residential use will actually generate significantly fewer total trips and peak hour trips than originally anticipated medical office development. The proposed apartment will, however, generate slightly more trips than senior housing, which is currently allowed.

Therefore the requested amendment is not expected to result in any significant increase in new traffic demands, as compared to the current allowed uses.

FINDING: SATISFIED. Conditions 18 and 20 of Ordinance 4709 will require right-of-way improvements to City standards on the site's SE Norton Lane frontage at the time of development. These required right-of-way improvements will ensure that adequate access will be provided to the subject site, and the improvements will be completed to existing City standards. At the time of development, all necessary permits will be required to be obtained by Oregon Department of Transportation (ODOT), as Norton Lane is a facility under ODOT jurisdiction. Depending on intensity of development and specific development type, ODOT permitting and review may require additional analysis of the eventual proposed use's impact on the surrounding transportation network.

The applicant has also provided a traffic impact analysis report that analyzed the trip generation of the proposed multiple family residential use against other uses currently allowed under the existing Planned Development conditions of approval. The analysis determined that some of the existing uses, specifically medical office, could generate more daily trips than the proposed multiple family residential use. Therefore, the use allowed by the proposed amendment would not be more detrimental to the surrounding street network or transportation system than other uses currently allowed on the subject site by Ordinance No. 4709 and Ordinance No. 4863.

17.74.070(F). *Proposed utility and drainage facilities are adequate for the population densities and type of development proposed;*

APPLICANT'S RESPONSE: The full range of urban services is currently available to the property, thereby ensuring timely and efficient provision of services. Utilities will be extended as required to the adjoining properties. However, land to the south is outside of the city limits and UGB.

Utilities requirements for the proposed residential development will be generally consistent with the demands created by the current allowed senior housing. Therefore this amendment will not substantially alter the demand for urban services.

FINDING: SATISFIED. Existing conditions of approval from Ordinance No. 4709, which remain in effect, will require that final development plans include a detailed storm drainage plan (Condition 5), a detailed sanitary sewer collection plan (Condition 6), provision of water and power services (Condition 9), and right-of-way improvements (Conditions 4, 18, and 20). This will ensure that the density of the future development is shown to be able to be served by public services.

Specifically related to sanitary sewer service, the Engineering Department provided comments on the proposed Planned Development Amendment, and noted that a recently completed analysis of the sanitary sewer conveyance system indicated that there is adequate system capacity to support the proposed amendment and eventual development of multiple family residential use on the site. In addition, McMinnville Water and Light and other utility providers were provided an opportunity to review the proposal, and offered no comments or objections to the proposed amendment to the allowable uses on the subject site.

17.74.070(G). *The noise, air, and water pollutants caused by the development do not have an adverse effect upon surrounding areas, public utilities, or the city as a whole.*

APPLICANT'S RESPONSE: The noise, air, and water pollutants caused by the multi-family development allowed by this amendment will not result in any substantial change as compared to the current list of allowed uses, in particular the senior housing, which is substantially similar in potential impacts.

FINDING: SATISFIED. City concurs with the applicant's findings.

CD

TRAFFIC IMPACT ANALYSIS

7



lancaster
moble

Norton Landing Transportation Impact Study McMinnville, Oregon

Date:
August 9, 2023

Prepared for:
Chad Juranek
Kohl, Inc

Prepared by:
Daniel Stumpf, PE
Ken Kim, PE



RENEWS: 6/30/2024

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Executive Summary

1. The proposed Norton Landing project will include the development of an apartment complex on a single property (tax lot R4427 00701) located in McMinnville, Oregon. The project will include the construction of 138 apartment units with a single access driveway located at the intersection of SE Stratus Avenue at SE Norton Lane.
2. The trip generation calculations show that the proposed project is projected to generate a net increase of 66 morning peak hour trips, 80 evening peak hour trips, and 960 average weekday trips.
3. Based on a review of available crash data, no significant trends or crash patterns were identified at any of the study intersections that are indicative of safety concerns. Accordingly, no crash-related mitigation is necessary or recommended as part of the Norton Landing application.
4. Provided any obstructing on-site foliage and foliage along the north property line is either properly maintained or removed, adequate intersection sight distances can be made available at the site access intersection to allow for safe and efficient operation along SE Norton Lane. No other sight distance related mitigation is necessary at the intersection.
5. Left-turn lane warrants are not projected to be met at the proposed intersection of SE Stratus Avenue at SE Norton Lane (South Intersection, Site Access). Accordingly, no new left-turn lanes are necessary or recommended at any of the study intersections as part of the proposed Norton Landing project.
6. Traffic signal warrants are not projected to be met at any of the applicable unsignalized study intersections under any of the analysis scenarios. Accordingly, no new traffic signals are necessary or recommended as part of the proposed Norton Landing application.
7. Based on the results of the operational analysis, all study intersections are currently operating acceptably per jurisdictional standards and are projected to continue operating acceptably through the 2025 site buildout year. Accordingly, no operational mitigation is necessary or recommended at the study intersections.



Project Description

Introduction

The proposed Norton Landing project will include the development of an apartment complex on a single property (tax lot R4427 00701) located in McMinnville, Oregon. The project will include the construction of 138 apartment units with a single access driveway located at the intersection of SE Stratus Avenue at SE Norton Lane.

Based on correspondence with the City of McMinnville and Oregon Department of Transportation (ODOT) staff, the report conducts safety and capacity/level of service analyses at the following intersections during the morning and evening peak hours:

1. OR-18 at SE Norton Lane
2. SE Stratus Avenue at SE Norton Lane (North Intersection)
3. SE Stratus Avenue at SE Norton Lane (South Intersection, Site Access)

The purpose of this study is to determine whether the transportation system within the vicinity of the site is capable of safely and efficiently supporting the existing and proposed uses, and to determine any mitigation that may be necessary to do so. Detailed information on traffic counts, trip generation calculations, safety analyses, and level of service calculations is included in the appendix to this report.

Location Description

The project site is located south of SE Stratus Avenue, east of Evergreen Parkway E, and west of SE Norton Lane in McMinnville, Oregon. The subject site is located in a commercial area (zoned C-3) of the City, with the Willamette Valley Medical Center to the east, a medical care center to the north, residential single-family houses to the west, and agriculture land use to the south. The site includes a single property (tax lots R4427 00701) which encompasses an approximate total of ±4.93 acres. The property is currently undeveloped/utilized for agricultural purposes.

Figure 1 presents an aerial image of the nearby vicinity with the project site outlined in yellow.



Figure 1: Aerial Photo of Site Vicinity (Image from Google Earth)

Vicinity Streets

The study intersections are composed of three roadways. Table 1 provides a description of these vicinity roadways.

Table 1: Vicinity Roadway Descriptions

Street Name	Jurisdiction	Functional Classification	Speed (MPH)	On-Street Parking	Curbs & Sidewalks	Bicycle Lanes
OR-18	ODOT	Major Arterial/Statewide Highway	45/55	Not Permitted	Partial North Side	None
SE Stratus Avenue	McMinnville/ODOT	Minor Collector	35	Not Permitted	Partial South Side	None
SE Norton Lane	McMinnville/ODOT	Minor Collector	25	Partially Permitted	Both Sides	None

Table Notes: Functional classification based on City of McMinnville TSP and ODOT's Online TransGIS Map.

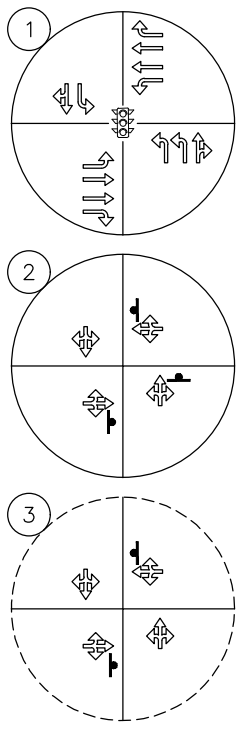
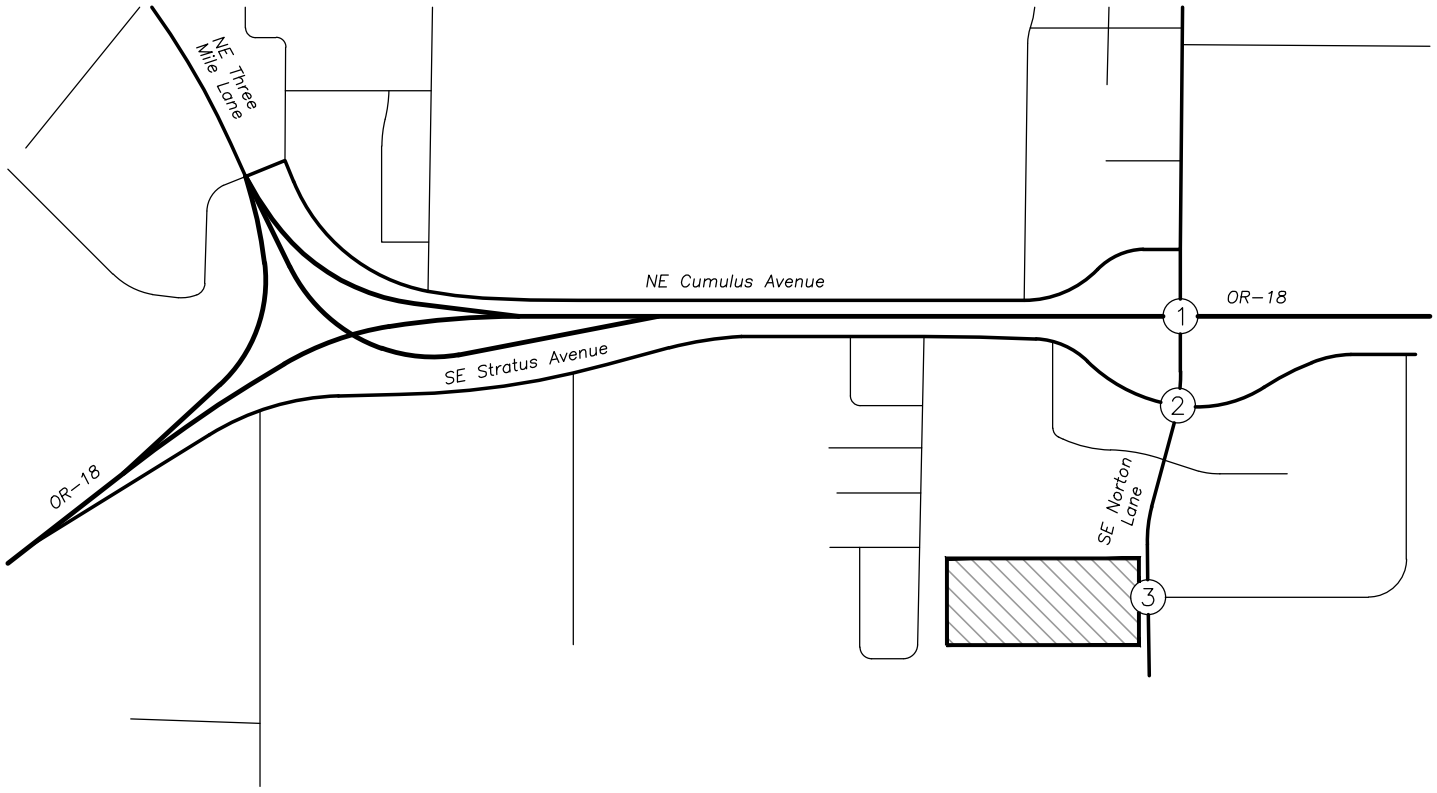
Study Intersections

Based on coordination with agency staff, three intersections were identified for analysis. A summarized description of these study intersections is provided in Table 2.

Table 2: Study Intersection Descriptions

Number	Intersection	Geometry	Traffic Control	Phasing/Stopped Approaches
1	OR-18 at SE Norton Lane	Four-Legged	Signalized	Protected EB/WB/NB/SB Left-turns
2	SE Stratus Avenue at SE Norton Lane	Four-Legged	Stop-Controlled	Stop-Controlled EB/WB/NB Approaches
3	SE Stratus Avenue at SE Norton Lane	Three-Legged (Proposed Four-Legged)	Stop-Controlled	Stop-Controlled (EB)/WB Approaches

A vicinity map showing the project site, vicinity streets, and study intersection configurations is shown in Figure 2.



LEGEND

- STUDY INTERSECTION (EXISTING)
- STUDY INTERSECTION (PROPOSED)
- STOP SIGN
- TRAFFIC SIGNAL
- PROJECT SITE
- ARTERIAL ROADWAY
- COLLECTOR ROADWAY
- LOCAL ROADWAY



Site Trips

Trip Generation

The proposed development will include the construction of 138 residential apartment units. To estimate the number of trips that will be generated by the proposed use, trip equations from the *Trip Generation Manual*¹ were used. Data from land use code 220, *Multifamily Housing (Low-Rise)*, was used to estimate site trip generation based on the number of dwelling units.

The trip generation calculations show that the proposed project is projected to generate an additional 66 morning peak hour trips, 80 evening peak hour trips, and 960 average weekday trips. The trip generation estimates are summarized in Table 3. Detailed trip generation calculations are included in the appendix.

Table 3: Trip Generation Summary

ITE Code		Size/Rate	AM Peak Hour			PM Peak Hour			Weekday Total
			Enter	Exit	Total	Enter	Exit	Total	
Multifamily Housing (Low-Rise)	220	138 units	16	50	66	50	30	80	960

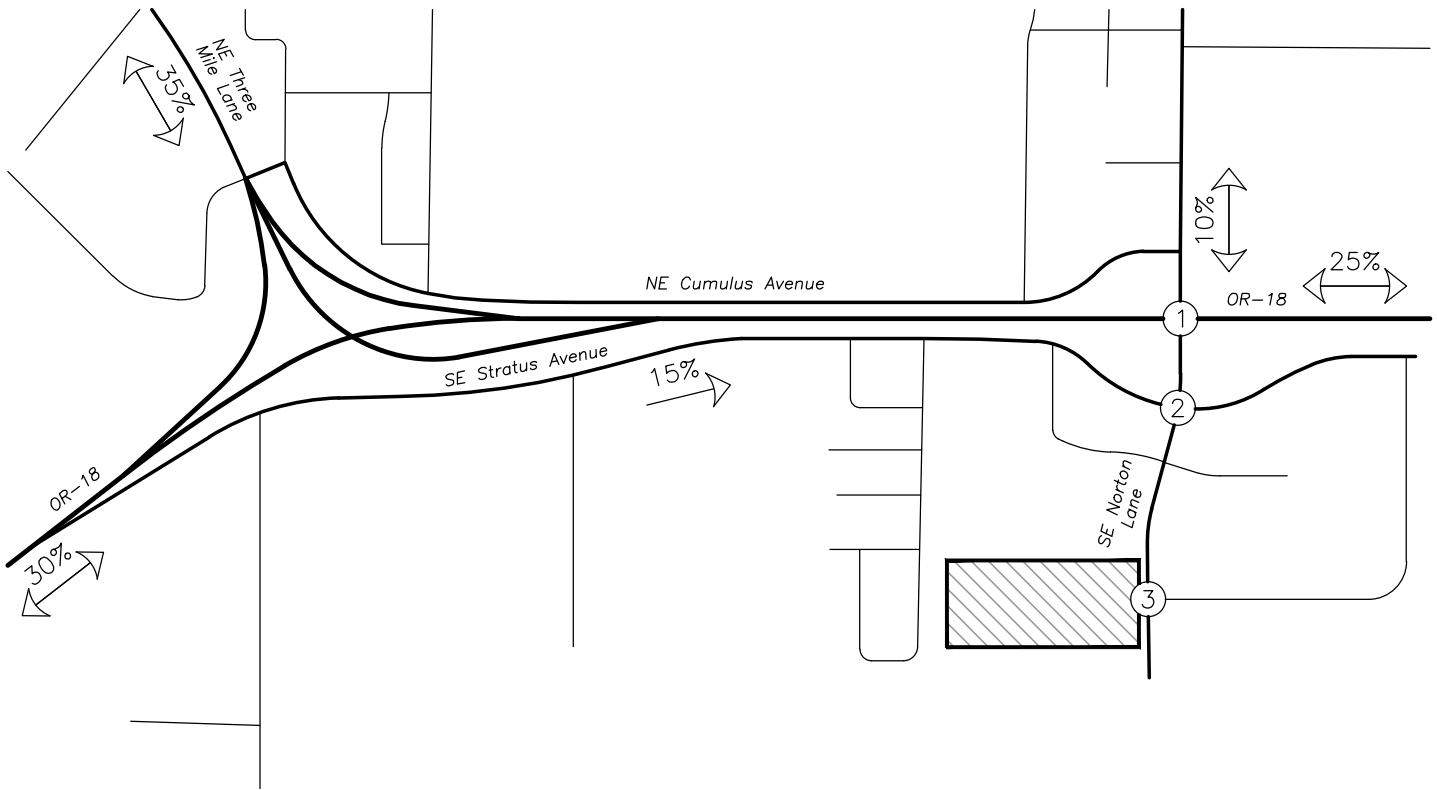
Trip Distribution

The directional distribution of site trips was estimated based on the locations of likely trip destinations, locations of major transportation facilities in the site vicinity, and existing travel patterns at the study intersections. The following trip distribution was used for analysis:

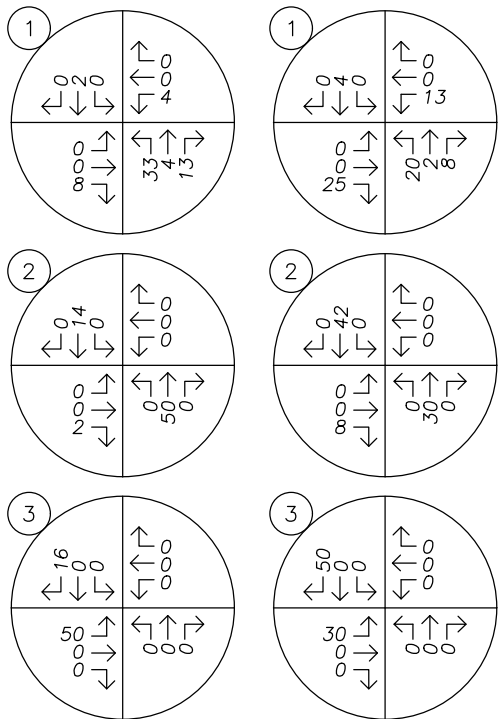
- Approximately 35% of site trips will travel to/from the northwest along NE Three Mile Lane, north of OR-18.
- Approximately 30% of site trips will travel to/from the southwest along OR-18, west of NE Three Mile Lane.
 - Approximately half of site ingress trips will travel via SE Stratus Avenue.
 - Approximately half of site ingress trips will travel via OR-18.
 - All site egress trips will travel via OR-18.
- Approximately 25% of site trips will travel to/from the east along OR-18, east of SE Norton Lane.
- Approximately 10% of site trips will travel to/from the north along NE Norton Lane, north of OR-18.

Figure 3 shows the trip distribution and assignment of the proposed development for the morning and evening peak hours.

¹ Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, 2021.



AM PEAK HOUR PM PEAK HOUR



LEGEND

XX% PERCENT OF PROJECT TRIPS

TRIP GENERATION			
	IN	OUT	TOTAL
AM	16	50	66
PM	50	30	80



Traffic Volumes

Existing Conditions

Traffic counts were conducted at all the study intersections on Tuesday, August 1, 2023, from 6:00/7:00 AM to 9:00 AM and from 3:00/4:00 PM to 6:00 PM. Data was used from each intersection's respective morning and evening peak hours.

In accordance with the *Analysis Procedures Manual*² (APM), a seasonal adjustment factor was applied to the traffic volumes along OR-18 to estimate the 30th highest hour volumes on the ODOT facility. Utilizing the average of the Summer and Commuter trend data from ODOT's Seasonal Trend Table, a seasonal adjustment factor of 1.0227 was calculated. The seasonal adjustment factor was applied to the existing year morning and evening peak hour volumes along the OR-18 through movements.

Figure 4 shows the existing traffic volumes at the study intersections during the morning and evening peak hours.

Background Conditions

To provide an analysis of the impact of the proposed development on the nearby transportation facilities, an estimate of future traffic volumes is required. It is expected that the proposed development will be constructed and in operation by year 2025. In order to approximate the future year 2025 traffic volumes at the study intersections, the following growth rates were applied to the study intersections:

- A linear growth rate of 1.40 percent per year, as calculated per ODOT's 2041 Future Volumes Table, was applied to the adjusted year 2023 east/west through volumes at the intersection of OR-18 at SE Norton Lane over a two-year period.
- A conservative compounded growth rate of two percent per year over a two-year period was applied to all other turning movements and study intersections.

In addition to the general growth rate, traffic from the proposed Stratus Village multifamily housing development located to the north of the project site was included in the traffic forecasts.

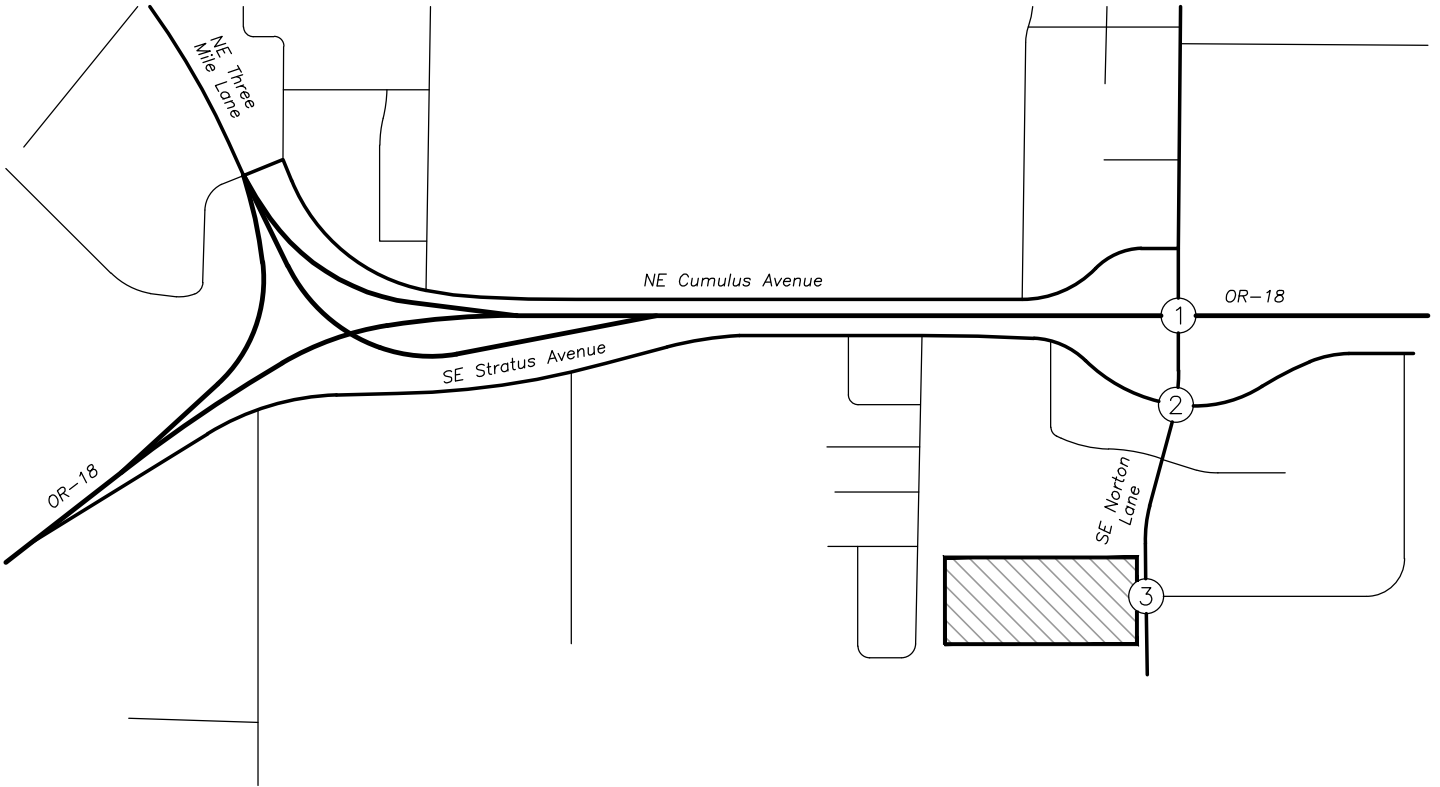
Figure 5 presents the year 2025 background volumes at the study intersections for the morning and evening peak hours. A figure depicting in-process trips is included in the appendix to this report.

Buildout Conditions

The peak hour trips calculated to be generated by the proposed development, as described earlier in the *Site Trips* section, were added to the projected year 2025 background traffic volumes to obtain the expected 2025 site buildout volumes.

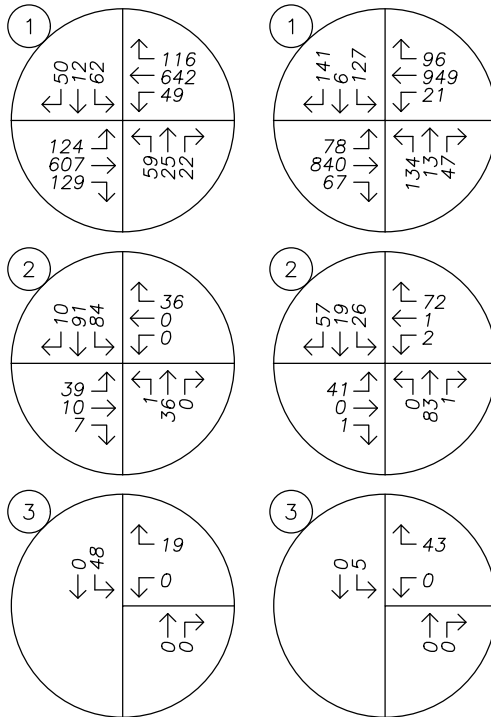
Figure 6 shows year 2025 buildout traffic volumes at the study intersections during the morning and evening peak hours.

² Oregon Department of Transportation, *Analysis Procedures Manual Version 2*. December 2019.

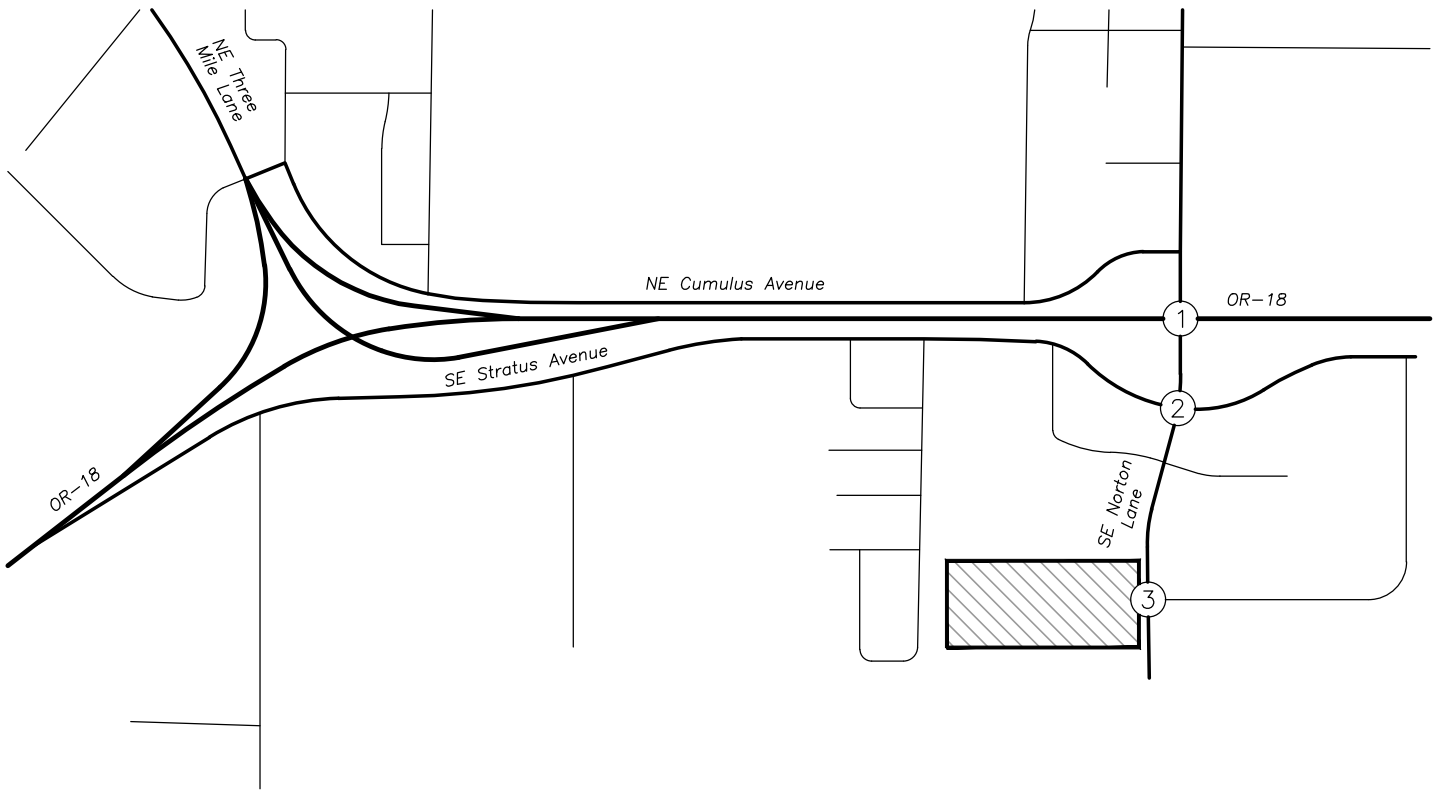


AM PEAK HOUR

PM PEAK HOUR

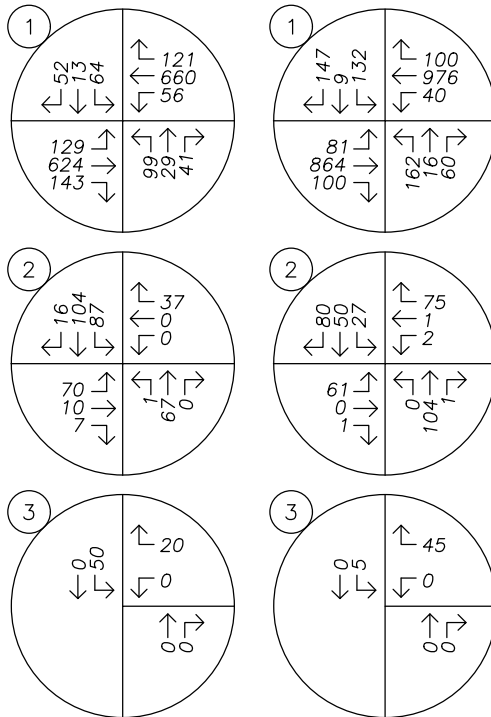


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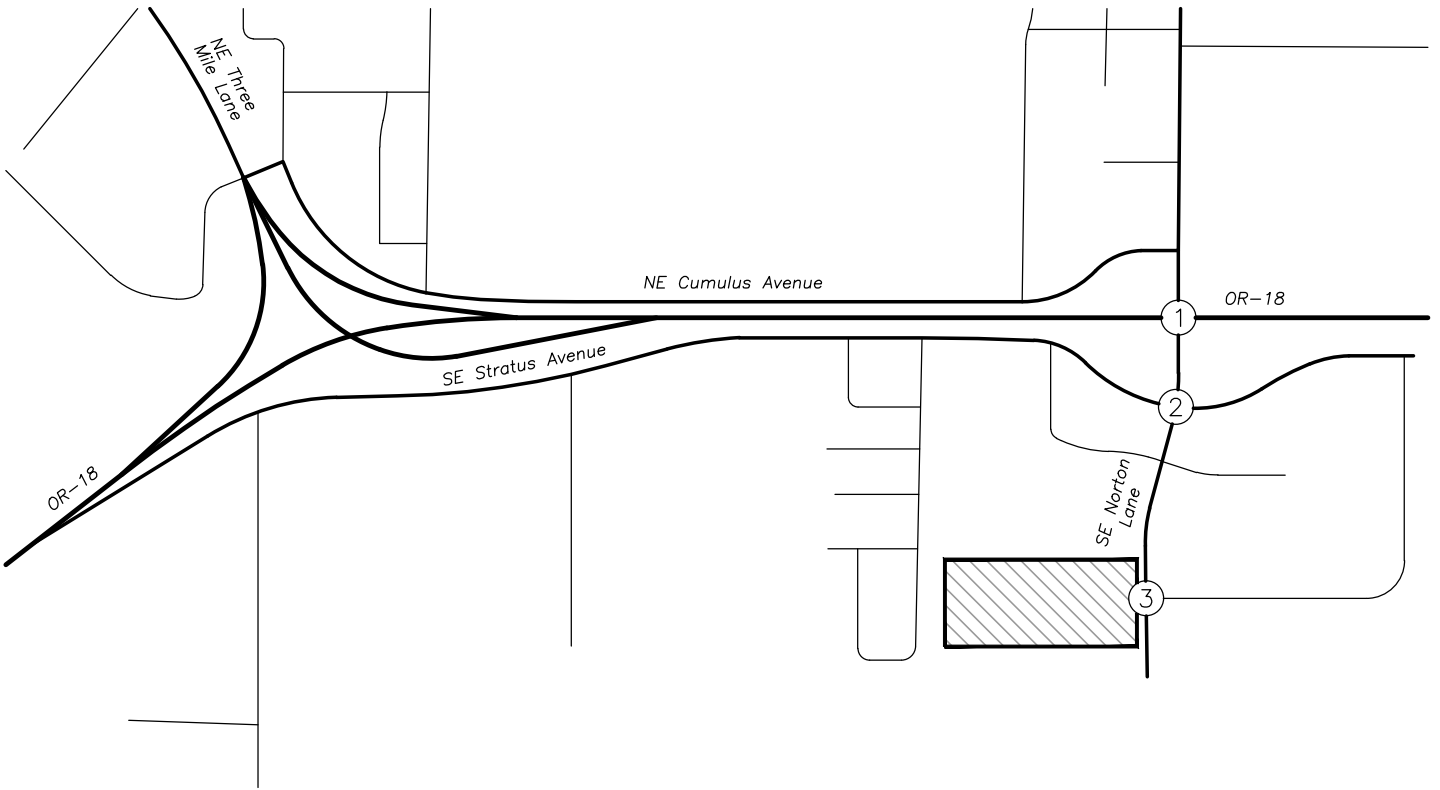


AM PEAK HOUR

PM PEAK HOUR

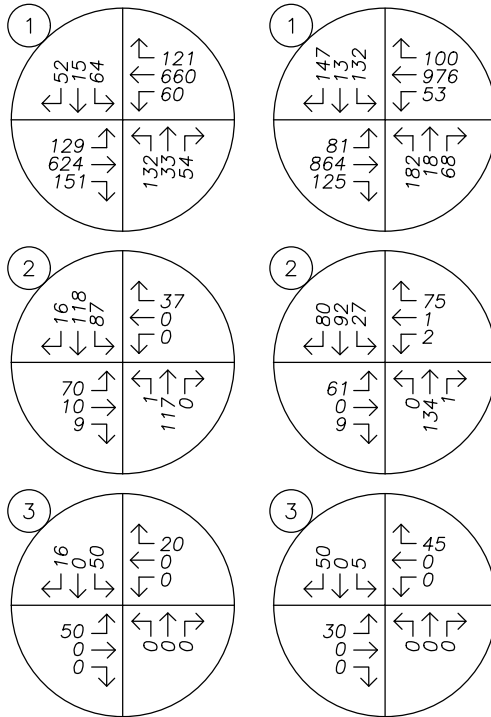


no scale



AM PEAK HOUR

PM PEAK HOUR



no scale

Safety Analysis

Crash History Review

Using data obtained from ODOT's Crash Analysis & Reporting Unit and ODOT's online TransGIS website, a review was performed of the most recent five years of available crash data at the study intersections (January 2017 through December 2021). The crash data was evaluated based on the number of crashes, the type of collisions, the severity of the collisions, and the resulting crash rate for each intersection.

Crash rates provide the ability to compare safety risks at different intersections by accounting for both the number of crashes that have occurred during the study period and the number of vehicles that typically travel through the intersection. Crash rates were calculated under the common assumption that traffic counted during the evening peak hour represents approximately ten percent of annual average daily traffic (AADT) at each intersection. Crash rates in excess of 1.00 crashes per million entering vehicles (CMEV) may be indicative of design deficiencies and therefore require a need for further investigation and possible mitigation.

Excluding the site access intersection, all other study intersections are ODOT facilities which adhere to the crash analysis methodologies in ODOT's APM. According to *Exhibit 4-1: Intersection Crash Rates per MEV by Land Type and Traffic Control* of the APM, intersections which experience crash rates in excess of their respective 90th percentile crash rates should be "flagged for further analysis". For intersections in urban settings, the following average and 90th percentile rates are applicable to the study intersection:

- Signalized, Four-Legged Intersections:
 - Average rate of 0.477 CMEV.
 - 90th percentile rate of 0.860 CMEV.
- Stop-Controlled, Four-Legged Intersections:
 - Average rate of 0.198 CMEV.
 - 90th percentile rate of 0.408 CMEV.

With regard to crash severity, ODOT classifies crashes in the following categories:

- Property Damage Only (*PDO*);
- Possible Injury – Complaint of Pain (*Injury C*);
- Non-Incapacitating Injury (*Injury B*);
- Incapacitating Injury – Bleeding, Broken Bones (*Injury A*); and
- Fatality or Fatal Injury.

Table 4 provides a summary of crash types while Table 5 summarizes crash severities and rates for each of the study intersections. Detailed crash data reports are provided in the appendix.

Table 4: Crash Type Summary

Number	Intersection	Crash Type						Total
		Rear End	Turn/ Angle	Fixed Object	Side swipe	Ped/ Bike	Other	
1	OR-18 at SE Norton Lane	17	5	0	3	0	0	25
2	SE Stratus Avenue at SE Norton Lane (North Intersection)	0	1	0	0	0	0	1
3	SE Stratus Avenue at SE Norton Lane (South Intersection)	0	0	0	0	0	0	0

Table 5: Crash Severity and Rate Summary

Number	Intersection	Crash Severity						Total Crashes	AADT	Crash Rate
		PDO	C	B	A	Fatal	Unknown			
1	OR-18 at SE Norton Lane	9	10	4	2	0	0	25	24,790	0.553
2	SE Stratus Avenue at SE Norton Lane (North Intersection)	1	0	0	0	0	0	1	3,030	0.181
3	SE Stratus Avenue at SE Norton Lane (South Intersection)	0	0	0	0	0	0	0	480	0.000

Table Notes: **BOLDED** text indicates a crash rate in excess of 1.00 CMEV or ODOT's 90th percentile rate.

There were two crashes at the intersection of OR-18 at SE Norton Lane that were classified as *Injury A*. Details of these crashes are as follows:

- The one of the crashes occurred when the driver of an eastbound through vehicle followed too closely and rear-ended another eastbound vehicle stopped at the intersection. A third vehicle was struck after the initial collision. The passenger of the of the rear-ended vehicle sustained injuries classified as *Injury A* while the driver of the vehicle at fault for causing the crash sustained injuries classified as *Injury B*. Two other people involved in the crash were uninjured.
- The second crash occurred when the driver of a westbound through vehicle disregarded the traffic signal and collided with an eastbound left turning vehicle. The driver of the westbound through vehicle sustained injuries consistent with *Injury C* classification while the driver of the eastbound left turning vehicle sustained injuries consistent with *Injury A* classification.



Based on a review of available crash data, no significant trends or crash patterns were identified at any of the study intersections that are indicative of safety concerns. In addition, none of the study intersections exhibit crash rates near or above the 1.00 CMEV threshold nor do any of the study intersections have a crash rate exceeding ODOT's 90th percentile rates. Accordingly, no crash-related mitigation is necessary or recommended as part of the Norton Landing application.

Sight Distance Evaluation

Intersection sight distances were measured at the proposed site access intersection along SE Norton Lane, located opposite of SE Stratus Avenue. Sight distances along SE Norton Lane were measured and evaluated in accordance with standards established in *A Policy on Geometric Design of Highways and Streets*³.

According to AASHTO, the driver's eye is assumed to be approximately 14.5 feet from the near edge of the nearest travel lane, or traveled way, of the intersecting street and at a height of 3.5 feet above the minor-street approach pavement. The vehicle driver's eye height along the major-street approach is assumed to be 3.5 feet above the cross-street pavement. Based on a posted/statutory speed of 25 mph along the applicable segment of SE Norton Lane, the minimum recommended intersection sight distances include the following:

- 280 feet to the south for site egress left-turn vehicles.
- 240 feet to the north for site egress right-turn/through vehicles.

At the site access intersection, sight distance to the south was measured back to the end of the paved edge/gated portion of SE Norton Lane, approximately 50 feet away. Assuming in the future the paved portion of SE Norton Lane is extended further to the south, sight distances in excess of 300 feet can be obtained.

Due to a combination of overgrown foliage both on-site and along the north property line (i.e. overgrown grass and trees/bushes), sight distances were limited to approximately 135 feet. Provided all sight obstructing foliage is either properly maintained or removed from within the sight distance triangle to the north, sight distances of up to 240 feet to the north can be obtained.

Based on the above measurements and provided any obstructing on-site foliage and foliage along the north property line is either properly maintained or removed, adequate intersection sight distances can be made available at the site access intersection to allow for safe and efficient operation along SE Norton Lane. No other sight distance related mitigation is necessary at the intersection.

³ American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 7th Edition, 2018.

Warrant Analysis

Left-turn lane and preliminary traffic signal warrants were examined for the study intersections where such treatments would be applicable.

Left-Turn Lane Warrants

A left-turn refuge lane is primarily a safety consideration for the major-street, removing left-turning vehicles from the through traffic stream. The left-turn lane warrants used were developed from the *National Cooperative Highway Research Project's (NCHRP) Report 457*. Turn lane warrants were evaluated based on the number of advancing and opposing vehicles as well as the number of turning vehicles, the travel speed, and the number of through lanes.

Left-turn lane warrants are not projected to be met at the proposed intersection of SE Stratus Avenue at SE Norton Lane (South Intersection, Site Access). Accordingly, no new left-turn lanes are necessary or recommended at any of the study intersections as part of the proposed Norton Landing project.

Preliminary Traffic Signal Warrants

Preliminary traffic signal warrants were examined for the unsignalized study intersections to determine whether the installation of a new traffic signal will be warranted at the intersections by the 2025 site buildout year. Based on the preliminary analysis following a review of Warrant 1 in the MUTCD and considering methodologies presented in the APM for the ODOT study intersections, traffic signal warrants are not projected to be met at any of the applicable unsignalized study intersections under any of the analysis scenarios. Accordingly, no new traffic signals are necessary or recommended as part of the proposed Norton Landing application.

Detailed warrant analyses for each applicable study intersection are included in the technical appendix to this report.

Operational Analysis

Intersection Capacity Analysis

A capacity and delay analysis were conducted for each of the study intersections per the signalized and unsignalized intersection analysis methodologies in the *Highway Capacity Manual (HCM)*⁴, as well as the signalized intersection analysis methodology detailed in ODOT's APM Section 13. Intersections are generally evaluated based on the average control delay experienced by vehicles and are assigned a grade according to their operation. The level of service (LOS) of an intersection can range from LOS A, which indicates very little or no delay experienced by vehicles, to LOS F, which indicates a high degree of congestion and delay. The volume-to-capacity (v/c) ratio is a measure that compares the traffic volumes (demand) against the available capacity of an intersection.

Performance Standards

City of McMinnville

According to the McMinnville Transportation System Plan (TSP), the Mobility Standard for all local (City) intersections and streets shall be a volume/capacity (v/c) ratio of 0.90.

ODOT

The study intersections of OR-18 at SE Norton Lane and SE Stratus Avenue at SE Norton Lane (North Intersection) operate under the jurisdiction of ODOT. The applicable minimum operation standards for these facilities are established under the *Oregon Highway Plan*⁵ (OHP) and are based on the v/c ratio of the intersection. According to these documents, the following operation standards are applicable to the study intersections:

- The intersection of OR-18 at SE Norton Lane is to operate with a maximum allowable v/c ratio of 0.80.
- The intersection of SE Stratus Avenue at SE Norton Lane (North Intersection) is to operate with a maximum allowable v/c ratio of 0.95.

Delay & Capacity Analysis

The TrafficWare Synchro software utilized for analysis does not report the overall v/c ratio of signalized intersections in the HCM 6th Edition capacity reports. Therefore, the signalized intersection v/c ratio was calculated utilizing methods detailed in ODOT's APM Sections 13.

For the intersection of SE Stratus Avenue at SE Norton Lane (North Intersection), due to the atypical traffic controls at the intersection (i.e. free-flow southbound approach and stop-controlled eastbound, westbound, and northbound approaches) the HCM 6th Edition does not provide intersection capacity outputs. In order to generate capacity outputs, the following was conducted:

- The southbound approach was modeled to operate as yield-control in lieu of free-flow.
- HCM 2000 results were used and the highest approach v/c ratio was reported.

⁴ Transportation Research Board, *Highway Capacity Manual 6th Edition*, 2016.

⁵ Oregon Department of Transportation, *1999 Oregon Highway Plan*: Including amendments November 1999 through May 2015, 1999

During one of the applications neighborhood meetings, some of the community raised concerns regarding safety at the intersection of SE Stratus Avenue at SE Norton Lane (North Intersection) due to its atypical traffic controls. During the meeting it was suggested intersection controls could be revised to two-way stop-control, where the eastbound and westbound approaches would be stopped and the northbound and southbound approaches would operate under free-flow. To demonstrate such traffic controls would operate acceptably per agency standards, the intersection was modeled with this traffic control configuration under 2025 buildout conditions for informational purposes only.

The LOS, delay, and v/c results of the capacity analysis are shown in Table 6 for the morning and evening peak hours. Detailed calculations as well as tables showing the relationship between delay and LOS are included in the appendix to this report.

Table 6: Capacity Analysis Summary

		AM Peak Hour			PM Peak Hour		
		LOS	Delay (s)	v/c	LOS	Delay (s)	v/c
1. OR-18 at SE Norton Lane							
	2023 Existing Conditions	B	13	0.48	B	16	0.62
	2025 Background Conditions	B	14	0.51	B	17	0.64
	2025 Buildout Conditions	B	15	0.52	B	17	0.65
2. SE Stratus Avenue at SE Norton Lane (North Intersection)							
	2023 Existing Conditions	A	9	0.28	A	8	0.13
	2025 Background Conditions	A	9	0.32	A	8	0.21
	2025 Buildout Conditions	A	10	0.35	A	9	0.27
	2025 Buildout Conditions (TWSC)	C	17	0.28	B	13	0.15
3. SE Stratus Avenue at SE Norton Lane (South Intersection, Site Access)							
	2023 Existing Conditions	A	9	0.04	A	9	0.05
	2025 Background Conditions	A	9	0.04	A	9	0.06
	2025 Buildout Conditions	B	10	0.10	A	9	0.06

Table Notes: **BOLDED** text indicates intersection operation above jurisdictional standards.

Based on the results of the operational analysis, all study intersections are currently operating acceptably per jurisdictional standards and are projected to continue operating acceptably through the 2025 site buildout year. Accordingly, no operational mitigation is necessary or recommended at the study intersections.



Conclusions

Based on a review of available crash data, no significant trends or crash patterns were identified at any of the study intersections that are indicative of safety concerns. Accordingly, no crash-related mitigation is necessary or recommended as part of the Norton Landing application.

Provided any obstructing on-site foliage and foliage along the north property line is either properly maintained or removed, adequate intersection sight distances can be made available at the site access intersection to allow for safe and efficient operation along SE Norton Lane. No other sight distance related mitigation is necessary at the intersection.

Left-turn lane warrants are not projected to be met at the proposed intersection of SE Stratus Avenue at SE Norton Lane (South Intersection, Site Access). Accordingly, no new left-turn lanes are necessary or recommended at any of the study intersections as part of the proposed Norton Landing project.

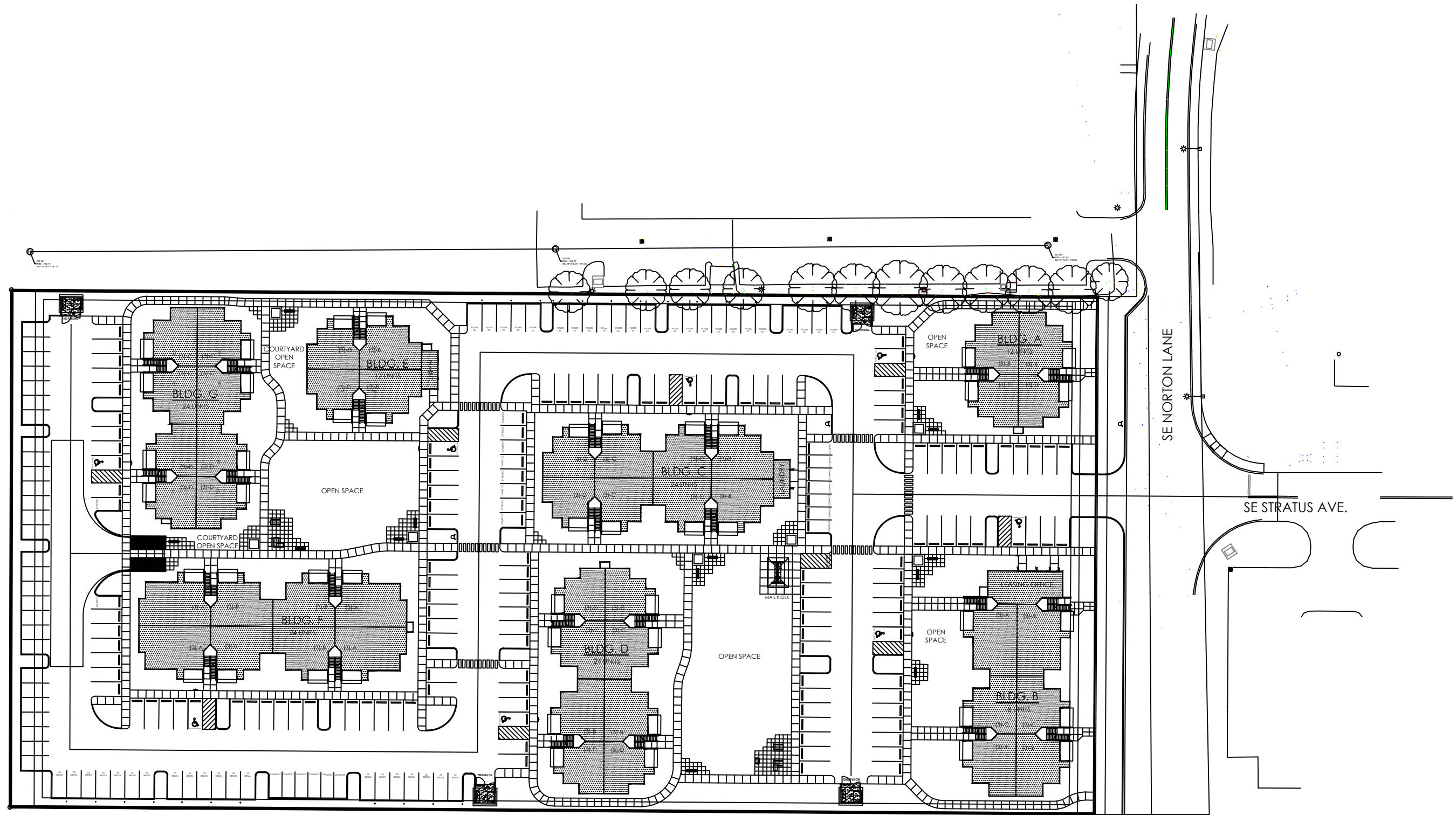
Traffic signal warrants are not projected to be met at any of the applicable unsignalized study intersections under any of the analysis scenarios. Accordingly, no new traffic signals are necessary or recommended as part of the proposed Norton Landing application.

Based on the results of the operational analysis, all study intersections are currently operating acceptably per jurisdictional standards and are projected to continue operating acceptably through the 2025 site buildout year. Accordingly, no operational mitigation is necessary or recommended at the study intersections.

Appendix A

Site Plan





Appendix B

Trip Generation Calculations





TRIP GENERATION CALCULATIONS
 Source: Trip Generation Manual, 11th Edition

Land Use: Multifamily Housing (Low-Rise)
Land Use Code: 220
Land Use Subcategory: Not Close to Rail Transit
Setting/Location: General Urban/Suburban
Variable: Dwelling Units
Trip Type: Vehicle
Formula Type: Equation
Variable Quantity: **138**

AM PEAK HOUR

Trip Rate: $=0.31*(\$X5)+22.85$

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	16	50	66

PM PEAK HOUR

Trip Rate: $=0.43*(\$X5)+20.55$

	Enter	Exit	Total
Directional Split	63%	37%	
Trip Ends	50	30	80

WEEKDAY

Trip Rate: $=6.41*(\$X5)+75.31$

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	480	480	960

SATURDAY

Trip Rate: $=4.55*(\$X5)$

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	314	314	628

Caution: Small Sample Size

Source: Trip Generation Manual, 11th Edition

Appendix C

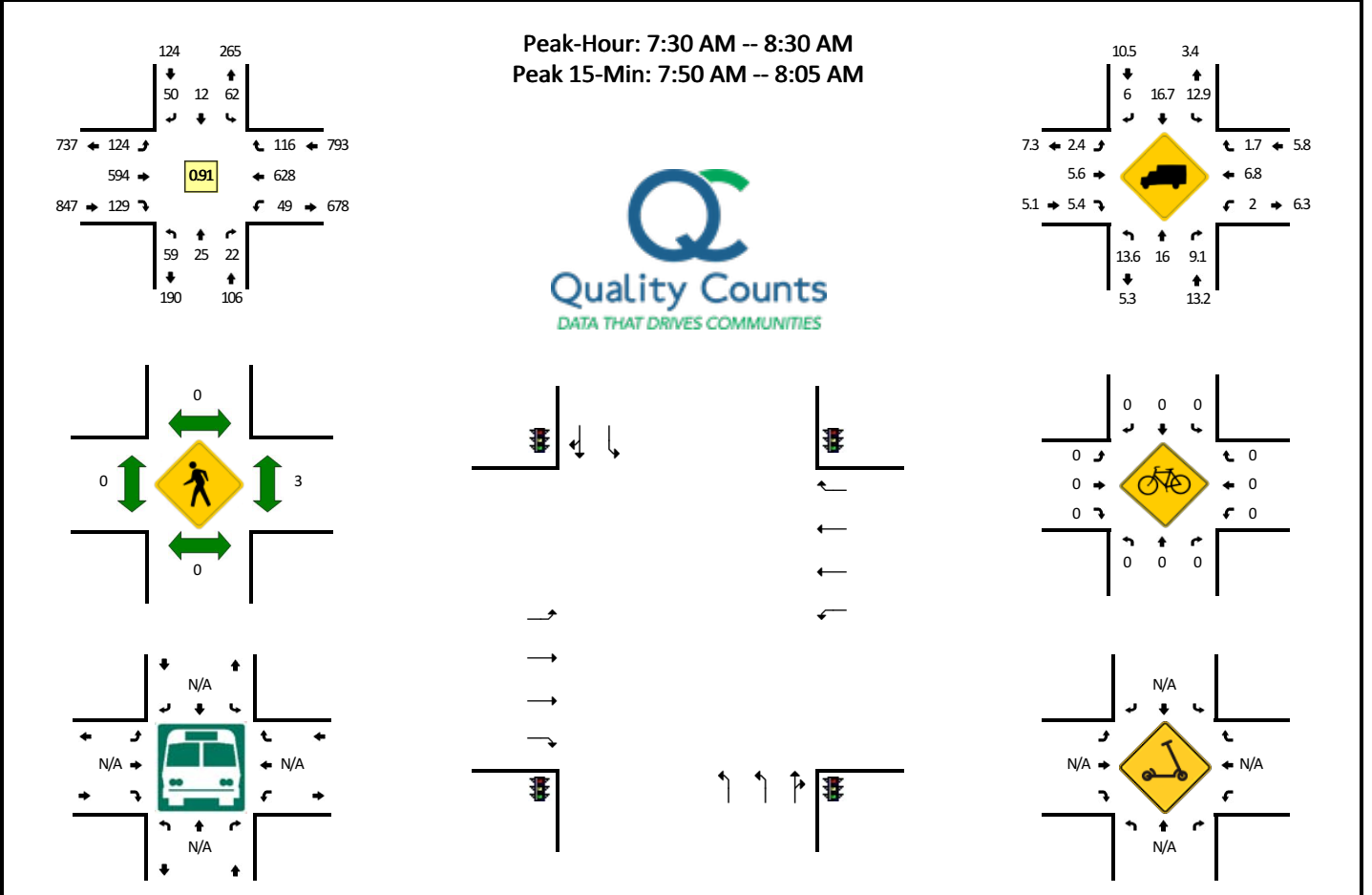
Traffic Counts

In-Process Data



LOCATION: Norton Ln -- OR-18
CITY/STATE: McMinnville, OR

QC JOB #: 16274501
DATE: Tue, Aug 1 2023



5-Min Count Period Beginning At	Norton Ln (Northbound)				Norton Ln (Southbound)				OR-18 (Eastbound)				OR-18 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	1	0	1	0	3	0	2	0	0	42	3	0	1	14	2	0	69	
6:05 AM	4	0	0	0	3	1	2	0	1	58	2	0	1	20	3	0	95	
6:10 AM	3	0	1	0	2	0	4	0	0	50	5	0	2	27	4	0	98	
6:15 AM	3	0	1	0	1	0	2	0	5	52	5	0	3	21	4	0	97	
6:20 AM	5	0	0	0	4	0	1	0	1	58	2	0	3	16	2	0	92	
6:25 AM	3	0	1	0	5	1	1	0	5	47	2	0	2	23	2	0	92	
6:30 AM	2	0	4	0	4	1	1	0	2	60	9	0	2	25	3	0	113	
6:35 AM	9	0	0	0	3	1	4	0	5	50	5	0	0	43	2	0	122	
6:40 AM	3	0	2	0	3	1	2	0	3	51	10	0	2	29	3	0	109	
6:45 AM	3	0	1	0	4	0	3	0	5	49	6	0	6	42	5	0	124	
6:50 AM	3	0	1	0	6	0	3	0	7	41	13	0	2	33	4	0	113	
6:55 AM	2	1	1	0	5	0	1	0	6	39	16	0	10	21	7	0	109	1233
7:00 AM	5	2	0	0	3	1	1	0	7	60	7	0	0	44	6	0	136	1300
7:05 AM	3	1	1	0	3	0	2	0	6	50	4	0	2	36	5	0	113	1318
7:10 AM	5	1	2	0	2	1	2	0	3	42	2	0	3	18	8	0	89	1309
7:15 AM	2	1	2	0	3	0	2	0	6	68	17	0	4	41	6	0	152	1364
7:20 AM	4	2	2	0	4	0	3	0	10	39	6	0	3	31	4	0	108	1380
7:25 AM	11	0	3	0	4	0	1	0	6	47	10	0	4	36	9	0	131	1419
7:30 AM	10	1	2	0	3	0	2	0	7	54	11	0	6	59	13	0	168	1474
7:35 AM	3	0	1	0	9	1	4	0	11	54	11	0	5	46	11	0	156	1508
7:40 AM	6	2	5	0	6	1	1	0	6	60	8	0	0	66	8	0	169	1568
7:45 AM	4	1	2	0	8	3	6	0	10	44	11	0	4	51	9	0	153	1597
7:50 AM	4	2	0	0	4	0	2	0	9	34	16	0	7	59	16	0	153	1637
7:55 AM	1	3	4	0	6	2	8	0	15	52	17	0	7	62	11	0	188	1716
8:00 AM	9	5	1	0	4	2	8	0	14	48	13	0	3	53	11	0	171	1751
8:05 AM	6	3	2	0	3	0	1	0	9	47	10	0	1	41	7	0	130	1768
8:10 AM	4	1	0	0	1	1	3	0	7	51	2	0	3	57	10	0	140	1819
8:15 AM	4	3	2	0	7	1	3	0	12	43	9	0	5	31	6	0	126	1793
8:20 AM	3	0	0	0	4	1	3	0	11	64	12	0	6	68	6	0	178	1863
8:25 AM	5	4	3	0	7	0	9	0	13	43	9	0	2	35	8	0	138	1870
8:30 AM	8	1	0	0	4	1	6	0	10	49	7	0	6	25	10	0	127	1829
8:35 AM	10	2	2	0	7	2	4	0	5	41	10	0	0	52	9	0	144	1817
8:40 AM	6	3	0	0	3	3	7	0	8	55	11	0	2	51	9	0	158	1806
8:45 AM	9	2	1	0	6	1	8	0	5	53	9	0	7	48	4	0	153	1806
8:50 AM	8	4	4	0	1	1	10	0	11	52	3	0	1	45	8	0	148	1801
8:55 AM	4	0	0	0	2	1	6	0	4	32	9	0	3	54	6	0	121	1734

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	56	40	20	0	56	16	72	0	152	536	184	0	68	696	152	0	2048
Heavy Trucks	12	4	0		8	4	8		0	28	16		0	28	0		108
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scoters																	

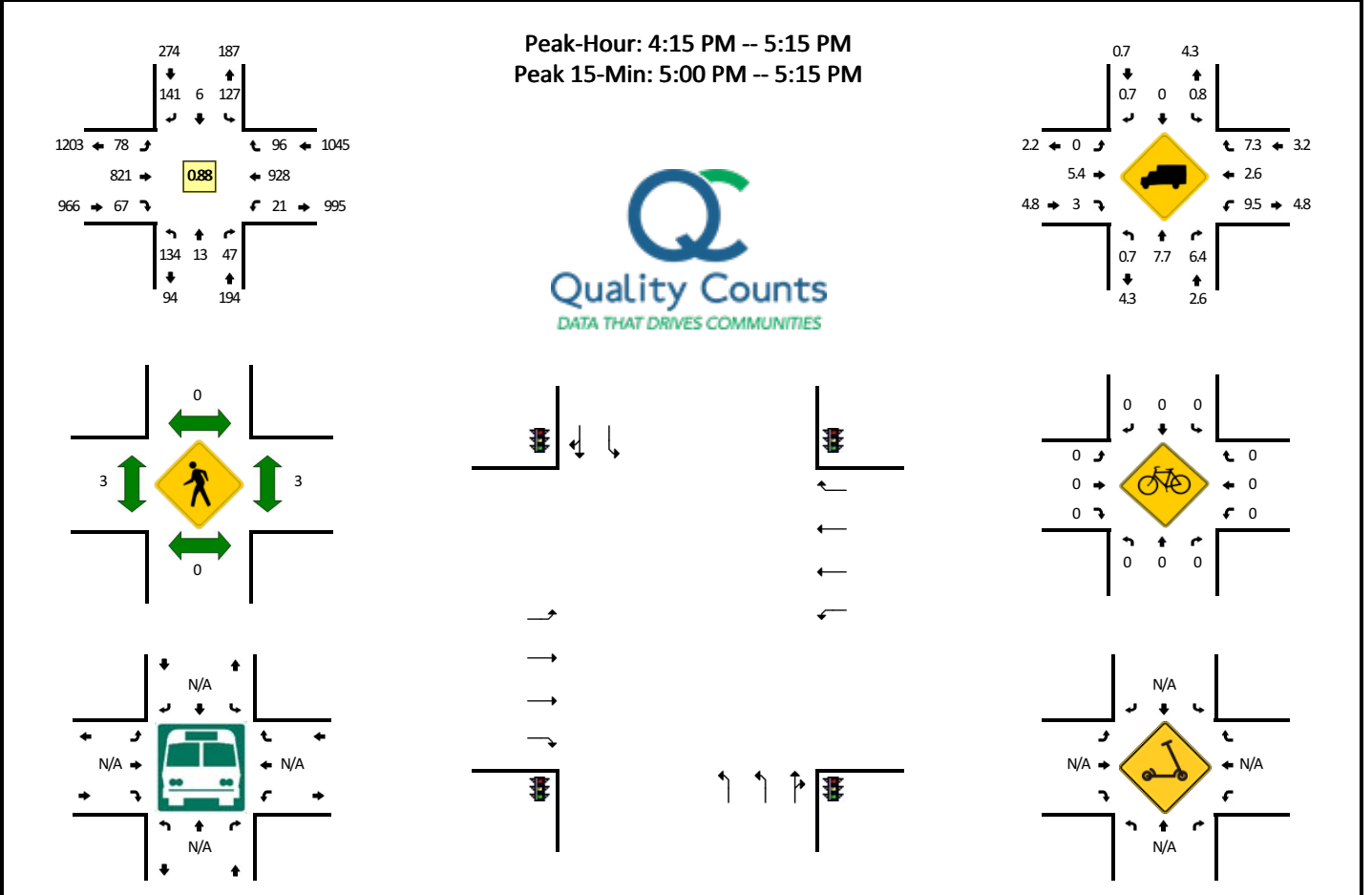
Comments:

Report generated on 8/3/2023 11:46 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Norton Ln -- OR-18
CITY/STATE: McMinnville, OR

QC JOB #: 16274502
DATE: Tue, Aug 1 2023



5-Min Count Period Beginning At	Norton Ln (Northbound)				Norton Ln (Southbound)				OR-18 (Eastbound)				OR-18 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	8	2	5	0	7	1	17	0	11	70	5	0	0	63	9	0	198	
3:05 PM	6	1	2	0	11	0	15	0	3	52	4	0	1	50	12	0	157	
3:10 PM	7	1	1	0	9	1	15	0	18	76	2	0	4	46	13	0	193	
3:15 PM	15	3	2	0	8	0	16	0	10	49	1	0	3	72	15	0	194	
3:20 PM	10	1	2	0	2	1	14	0	12	65	7	0	0	48	6	0	168	
3:25 PM	6	1	6	0	10	0	9	0	12	38	0	0	3	68	10	0	163	
3:30 PM	18	0	4	0	3	1	10	0	11	54	9	0	1	84	9	0	204	
3:35 PM	8	0	5	0	9	1	11	0	12	57	6	0	3	61	8	0	181	
3:40 PM	13	3	2	0	4	0	14	0	8	48	1	0	3	67	9	0	172	
3:45 PM	11	2	1	0	2	0	12	0	7	107	6	0	3	69	10	0	230	
3:50 PM	17	1	5	0	6	2	10	0	10	57	1	0	2	49	4	0	164	
3:55 PM	3	4	2	0	4	0	13	0	10	60	7	0	0	79	8	0	190	2214
4:00 PM	4	2	5	0	11	0	18	0	8	50	4	0	4	61	8	0	175	2191
4:05 PM	13	1	2	0	3	1	10	0	5	60	6	0	2	93	7	0	203	2237
4:10 PM	7	0	5	0	5	1	16	0	6	66	3	0	2	66	6	0	183	2227
4:15 PM	8	3	6	0	6	0	5	0	5	71	9	0	3	95	11	0	222	2255
4:20 PM	14	1	4	0	8	0	15	0	11	61	4	0	2	63	10	0	193	2280
4:25 PM	10	0	2	0	6	0	9	0	3	55	8	0	2	64	9	0	168	2285
4:30 PM	9	2	8	0	6	0	15	0	7	62	2	0	1	87	6	0	205	2286
4:35 PM	15	1	7	0	14	1	10	0	13	59	4	0	4	66	5	0	199	2304
4:40 PM	10	1	2	0	5	0	13	0	4	79	14	0	2	83	11	0	224	2356
4:45 PM	9	2	3	0	12	0	10	0	4	61	5	0	2	72	7	0	187	2313
4:50 PM	7	0	2	0	7	0	8	0	6	70	4	0	1	79	10	0	194	2343
4:55 PM	11	0	3	0	9	0	5	0	7	64	3	0	1	80	3	0	186	2339
5:00 PM	14	0	4	0	14	2	13	0	6	83	2	0	0	68	8	0	214	2378
5:05 PM	14	1	4	0	30	2	29	0	4	54	6	0	0	70	7	0	221	2396
5:10 PM	13	2	2	0	10	1	9	0	8	102	6	0	3	101	9	0	266	2479
5:15 PM	14	5	2	0	6	0	12	0	4	77	3	0	0	75	9	0	207	2464
5:20 PM	8	1	4	0	6	0	10	0	2	58	5	0	2	57	12	0	165	2436
5:25 PM	6	1	5	0	5	1	4	0	4	64	6	0	0	55	13	0	164	2432
5:30 PM	14	4	2	0	6	0	9	0	6	57	6	0	4	77	6	0	191	2418
5:35 PM	6	1	5	0	4	0	6	0	8	59	3	0	0	66	7	0	165	2384
5:40 PM	17	0	2	0	4	1	10	0	7	52	2	0	3	62	4	0	164	2324
5:45 PM	9	1	4	0	10	1	10	0	5	56	3	0	0	71	4	0	174	2311
5:50 PM	5	0	2	0	1	0	6	0	6	60	3	0	0	67	2	0	152	2269
5:55 PM	7	2	0	0	11	1	13	0	3	30	3	0	1	50	4	0	125	2208

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	164	12	40	0	216	20	204	0	72	956	56	0	12	956	96	0	2804
Heavy Trucks	0	0	0		4	0	0		0	36	0		0	8	4		52
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scoters																	

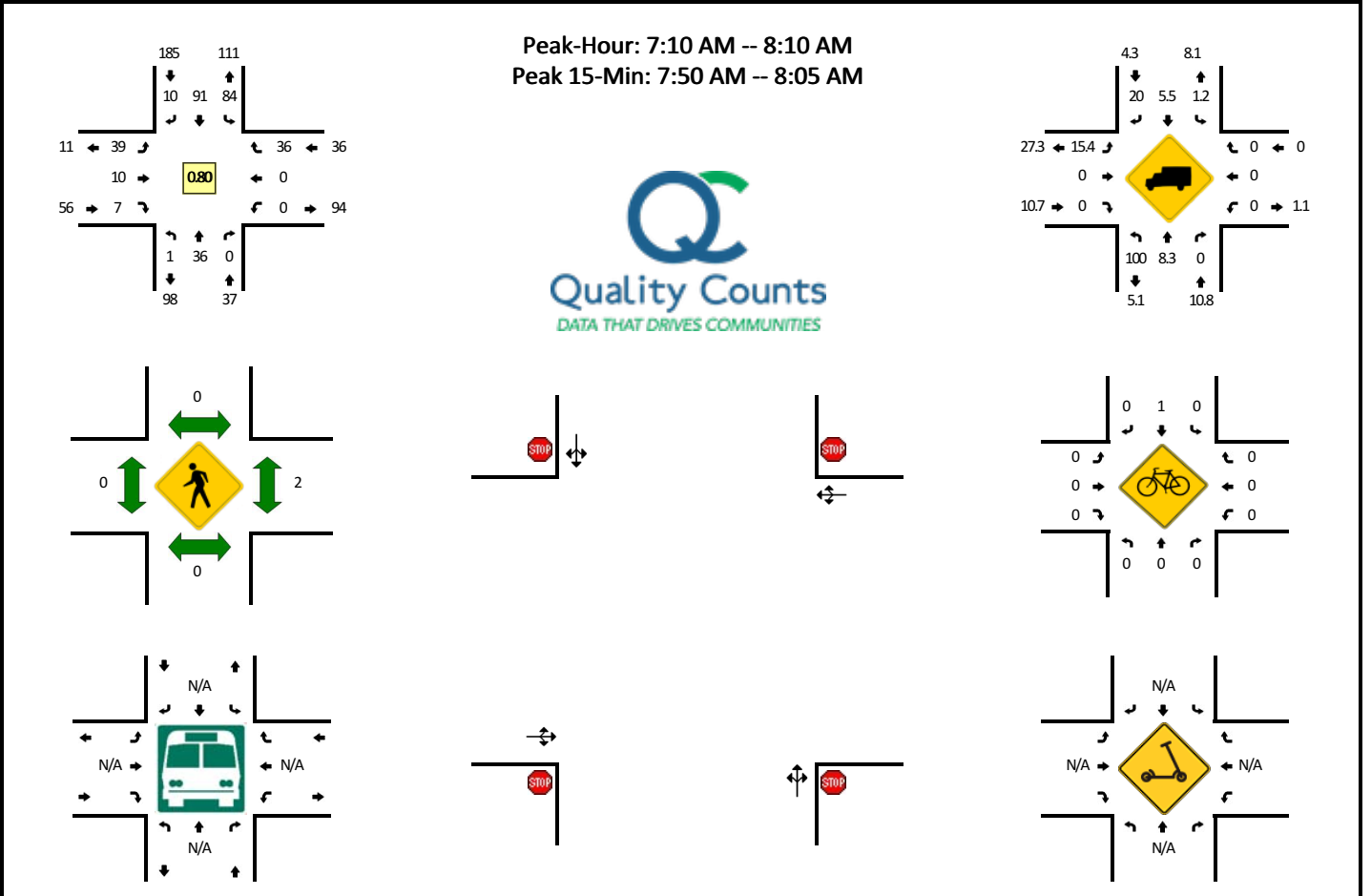
Comments:

Report generated on 8/3/2023 11:46 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: SE Norton Ln -- SE Stratus Ave (north)
CITY/STATE: McMinnville, OR

QC JOB #: 16274503
DATE: Tue, Aug 1 2023



5-Min Count Period Beginning At	SE Norton Ln (Northbound)				SE Norton Ln (Southbound)				SE Stratus Ave (north) (Eastbound)				SE Stratus Ave (north) (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
6:00 AM	0	0	0	0	1	2	0	0	1	0	0	0	0	0	0	0	4		
6:05 AM	0	1	0	0	0	3	1	0	1	0	1	0	0	0	0	1	0	8	
6:10 AM	0	1	0	0	2	3	1	0	3	2	0	0	0	0	0	0	0	12	
6:15 AM	0	1	0	0	4	3	2	0	3	0	0	0	0	0	0	0	0	13	
6:20 AM	0	1	0	0	2	2	0	0	3	0	0	0	0	0	0	1	0	9	
6:25 AM	0	0	0	0	1	3	1	0	5	0	0	0	0	0	0	0	0	10	
6:30 AM	0	0	0	0	4	8	0	0	5	0	0	0	0	0	0	1	0	18	
6:35 AM	0	4	0	0	4	3	0	0	3	0	1	0	0	0	0	1	0	16	
6:40 AM	0	1	0	0	4	5	2	0	5	0	0	0	0	0	0	0	0	17	
6:45 AM	0	0	0	0	6	5	0	0	2	1	1	0	0	0	0	2	0	17	
6:50 AM	0	0	0	0	3	11	2	0	2	0	0	0	0	0	0	1	0	19	
6:55 AM	0	0	0	0	15	9	1	0	1	1	2	0	0	0	0	4	0	33	176
7:00 AM	0	0	0	0	4	5	0	0	3	0	0	0	0	0	0	1	0	13	185
7:05 AM	0	3	0	0	2	2	0	0	3	0	0	0	0	0	0	1	0	11	188
7:10 AM	0	2	0	0	3	2	0	0	3	1	2	0	0	0	3	0	0	16	192
7:15 AM	0	2	0	0	8	9	0	0	3	0	2	0	0	0	2	0	0	26	205
7:20 AM	1	2	0	0	4	8	0	0	2	0	0	0	0	0	2	0	0	19	215
7:25 AM	0	6	0	0	7	4	1	0	3	1	0	0	0	0	5	0	0	27	232
7:30 AM	0	6	0	0	10	8	0	0	3	1	1	0	0	0	2	0	0	31	245
7:35 AM	0	2	0	0	9	8	0	0	1	2	0	0	0	0	4	0	0	26	255
7:40 AM	0	2	0	0	3	4	2	0	4	1	0	0	0	0	5	0	0	21	259
7:45 AM	0	2	0	0	8	10	1	0	3	1	0	0	0	0	3	0	0	28	270
7:50 AM	0	1	0	0	10	8	2	0	4	0	1	0	0	0	1	0	0	27	278
7:55 AM	0	2	0	0	11	14	1	0	3	2	0	0	0	0	4	0	0	37	282
8:00 AM	0	5	0	0	7	9	2	0	7	0	1	0	0	0	3	0	0	34	303
8:05 AM	0	4	0	0	4	7	1	0	3	1	0	0	0	0	2	0	0	22	314
8:10 AM	0	2	0	0	3	2	0	1	2	0	1	0	0	0	2	0	0	13	311
8:15 AM	0	0	0	0	4	3	4	0	6	0	0	0	0	0	2	0	0	19	304
8:20 AM	0	2	0	0	12	8	2	0	3	0	1	0	0	0	1	0	0	29	314
8:25 AM	0	1	0	0	5	5	0	0	4	0	1	0	0	0	4	0	0	20	307
8:30 AM	0	6	0	0	6	8	2	0	2	0	1	0	0	0	5	0	0	30	306
8:35 AM	0	1	0	0	7	3	0	0	4	2	0	0	1	0	4	0	0	22	302
8:40 AM	0	7	1	0	6	7	1	0	1	1	0	0	0	0	2	0	0	26	307
8:45 AM	0	3	0	0	10	9	1	0	6	1	0	0	0	0	4	0	0	34	313
8:50 AM	0	3	0	0	1	2	1	0	3	2	4	0	0	0	7	0	0	23	309
8:55 AM	0	0	0	0	7	5	2	0	0	2	1	0	1	1	4	0	0	23	295

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	32	0	0	112	124	20	0	56	8	8	0	0	0	32	0	392
Heavy Trucks	0	4	0	0	0	8	4	0	8	0	0	0	0	0	0	0	24
Buses																	
Pedestrians		0				0				0				8			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scoters																	

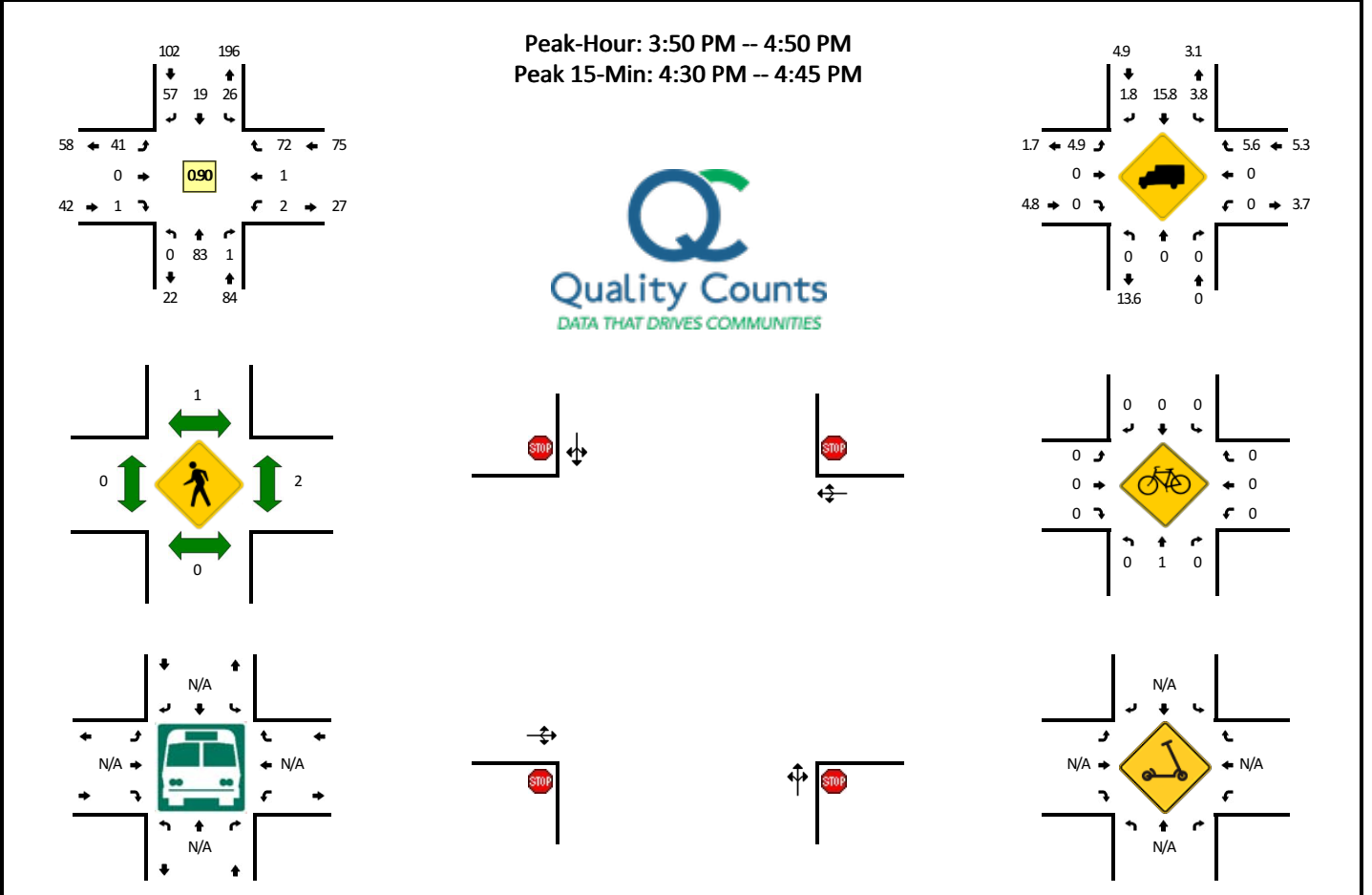
Comments: Stop signs at all approaches except for SB

Report generated on 8/3/2023 11:46 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: SE Norton Ln -- SE Stratus Ave (north)
CITY/STATE: McMinnville, OR

QC JOB #: 16274504
DATE: Tue, Aug 1 2023



5-Min Count Period Beginning At	SE Norton Ln (Northbound)				SE Norton Ln (Southbound)				SE Stratus Ave (north) (Eastbound)				SE Stratus Ave (north) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	4	0	0	1	3	3	0	3	1	1	0	0	0	6	0	22	
3:05 PM	0	1	0	0	1	1	3	0	3	0	1	0	0	0	4	0	14	
3:10 PM	0	5	0	0	1	3	2	0	2	1	0	0	0	0	5	0	19	
3:15 PM	1	8	0	0	2	1	1	0	7	0	0	0	0	0	1	0	21	
3:20 PM	0	6	0	0	1	7	1	0	4	0	1	0	0	0	5	0	25	
3:25 PM	0	7	0	0	3	1	1	0	3	0	2	0	0	0	3	0	20	
3:30 PM	0	7	1	0	6	1	3	0	9	1	0	0	0	0	6	0	34	
3:35 PM	0	3	0	0	0	6	5	0	2	1	1	0	0	0	6	0	24	
3:40 PM	0	6	0	0	1	2	0	0	3	0	0	0	0	0	10	0	22	
3:45 PM	1	3	0	0	0	6	2	0	2	0	0	0	0	0	8	0	22	
3:50 PM	0	10	0	0	3	0	2	0	6	0	0	0	0	0	7	0	28	
3:55 PM	0	4	0	0	2	4	1	0	3	0	0	0	0	0	2	0	16	267
4:00 PM	0	6	0	0	3	2	5	0	3	0	0	0	0	0	4	0	23	268
4:05 PM	0	7	0	0	1	3	5	0	2	0	0	0	1	0	6	0	25	279
4:10 PM	0	9	0	0	2	0	3	0	5	0	1	0	0	1	2	0	23	283
4:15 PM	0	4	0	0	1	2	10	0	1	0	0	0	0	0	11	0	29	291
4:20 PM	0	7	0	0	1	3	3	0	6	0	0	0	0	0	6	0	26	292
4:25 PM	0	8	1	0	4	2	4	0	2	0	0	0	0	0	4	0	25	297
4:30 PM	0	11	0	0	0	0	3	0	5	0	0	0	1	0	10	0	30	293
4:35 PM	0	8	0	0	4	1	5	0	0	0	0	0	0	0	7	0	25	294
4:40 PM	0	2	0	0	4	1	11	0	4	0	0	0	0	0	7	0	29	301
4:45 PM	0	7	0	0	1	1	5	0	4	0	0	0	0	0	6	0	24	303
4:50 PM	0	4	0	0	0	2	3	0	4	0	0	0	0	0	0	0	13	288
4:55 PM	0	3	0	0	0	1	2	0	5	0	0	0	0	0	7	0	18	290
5:00 PM	0	4	0	0	2	1	2	0	2	0	0	0	0	0	7	0	18	285
5:05 PM	0	8	0	0	2	1	5	0	6	0	0	0	0	0	7	0	29	289
5:10 PM	0	6	0	0	1	3	6	0	4	0	0	0	0	0	8	0	28	294
5:15 PM	0	8	0	0	0	2	1	0	4	0	0	0	0	0	6	0	21	286
5:20 PM	0	7	0	0	0	1	6	0	4	1	1	0	0	0	2	0	22	282
5:25 PM	0	3	0	0	3	2	3	0	2	0	0	0	0	0	10	0	23	280
5:30 PM	0	6	0	0	1	3	6	0	4	0	0	0	0	0	6	0	26	276
5:35 PM	0	5	0	0	0	0	1	0	4	0	0	0	0	0	7	0	17	268
5:40 PM	0	2	0	0	1	1	5	0	8	0	0	0	0	0	1	0	18	257
5:45 PM	0	2	0	0	1	1	2	0	6	0	0	0	0	0	4	0	16	249
5:50 PM	0	4	0	0	0	1	2	0	3	0	0	0	0	1	1	0	12	248
5:55 PM	0	3	0	0	1	1	2	0	4	0	1	0	0	0	1	0	13	243

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	84	0	0	32	8	76	0	36	0	0	0	4	0	96	0	336
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scoters																	

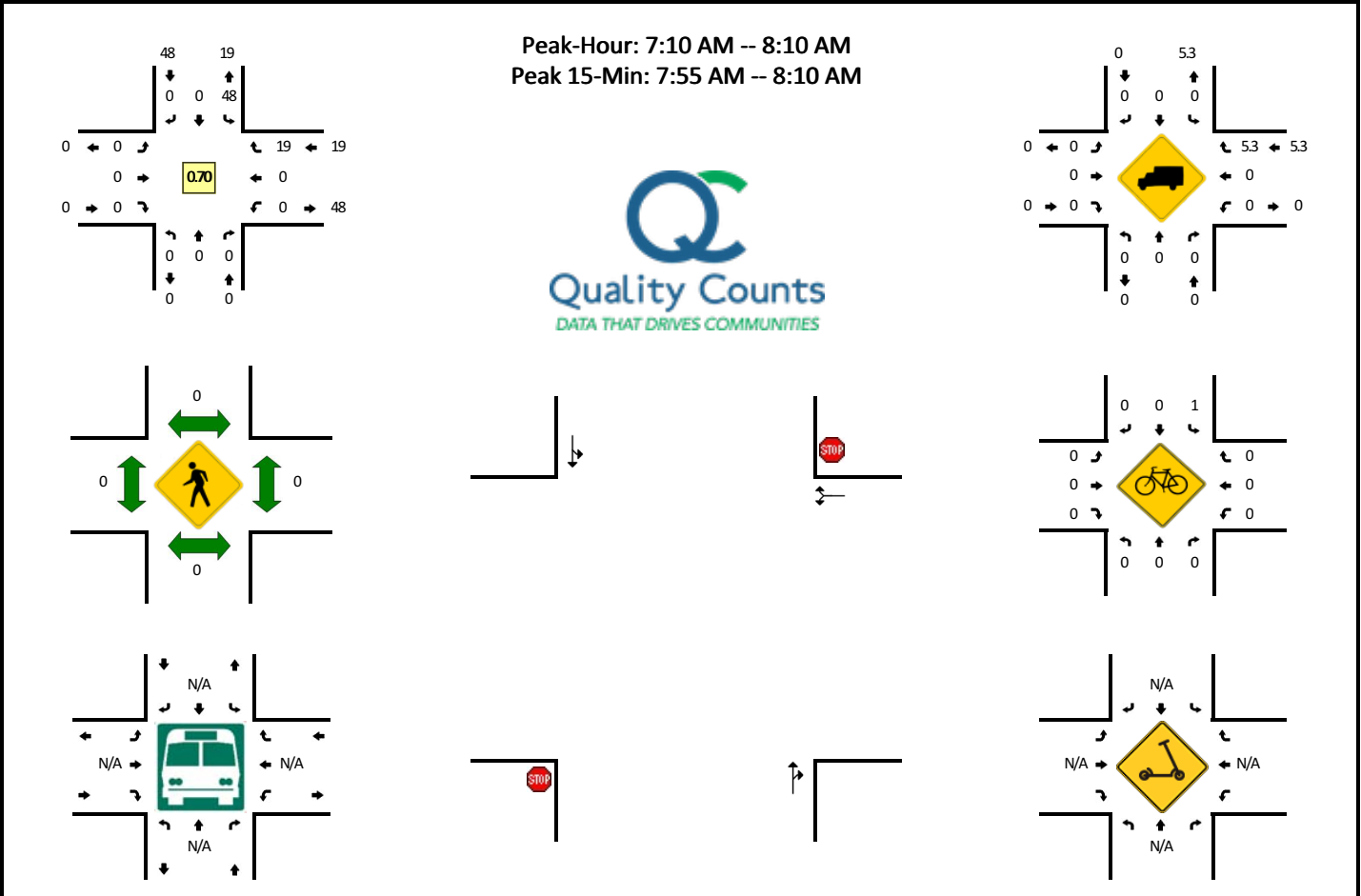
Comments: Stop signs at all approaches except for SB

Report generated on 8/3/2023 11:46 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: SE Norton Ln -- SE Stratus Ave (south)
CITY/STATE: McMinnville, OR

QC JOB #: 16274505
DATE: Tue, Aug 1 2023

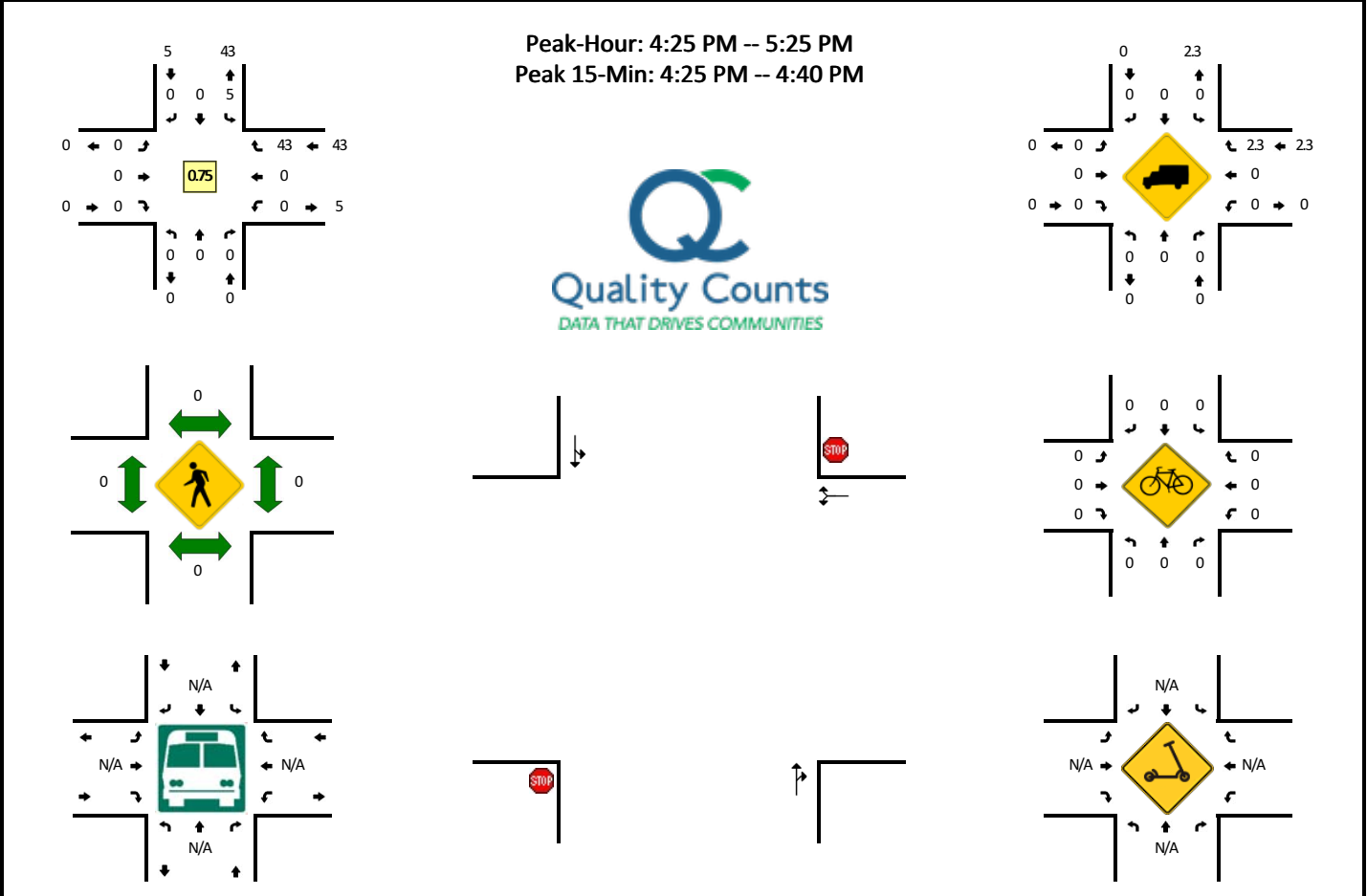


5-Min Count Period Beginning At	SE Norton Ln (Northbound)				SE Norton Ln (Southbound)				SE Stratus Ave (south) (Eastbound)				SE Stratus Ave (south) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
7:10 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	3	
7:15 AM	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
7:20 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	4	
7:25 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	5	
7:30 AM	0	0	0	0	5	0	0	0	0	0	0	0	0	0	2	0	7	
7:35 AM	0	0	0	0	5	0	0	0	0	0	0	0	0	0	1	0	6	
7:40 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	
7:45 AM	0	0	0	0	5	0	0	0	0	0	0	0	0	0	2	0	7	
7:50 AM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
7:55 AM	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7	59
8:00 AM	0	0	0	0	7	0	0	0	0	0	0	0	0	3	0	0	10	62
8:05 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	4	0	0	7	67
8:10 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	65
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	61
8:20 AM	0	0	0	0	2	2	0	0	0	0	0	0	0	1	0	0	5	62
8:25 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	60
8:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	5	58
8:35 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	4	56
8:40 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	58
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	52
8:50 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	3	51
8:55 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	47
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	68	0	0	0	0	0	0	0	0	0	28	0	96	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

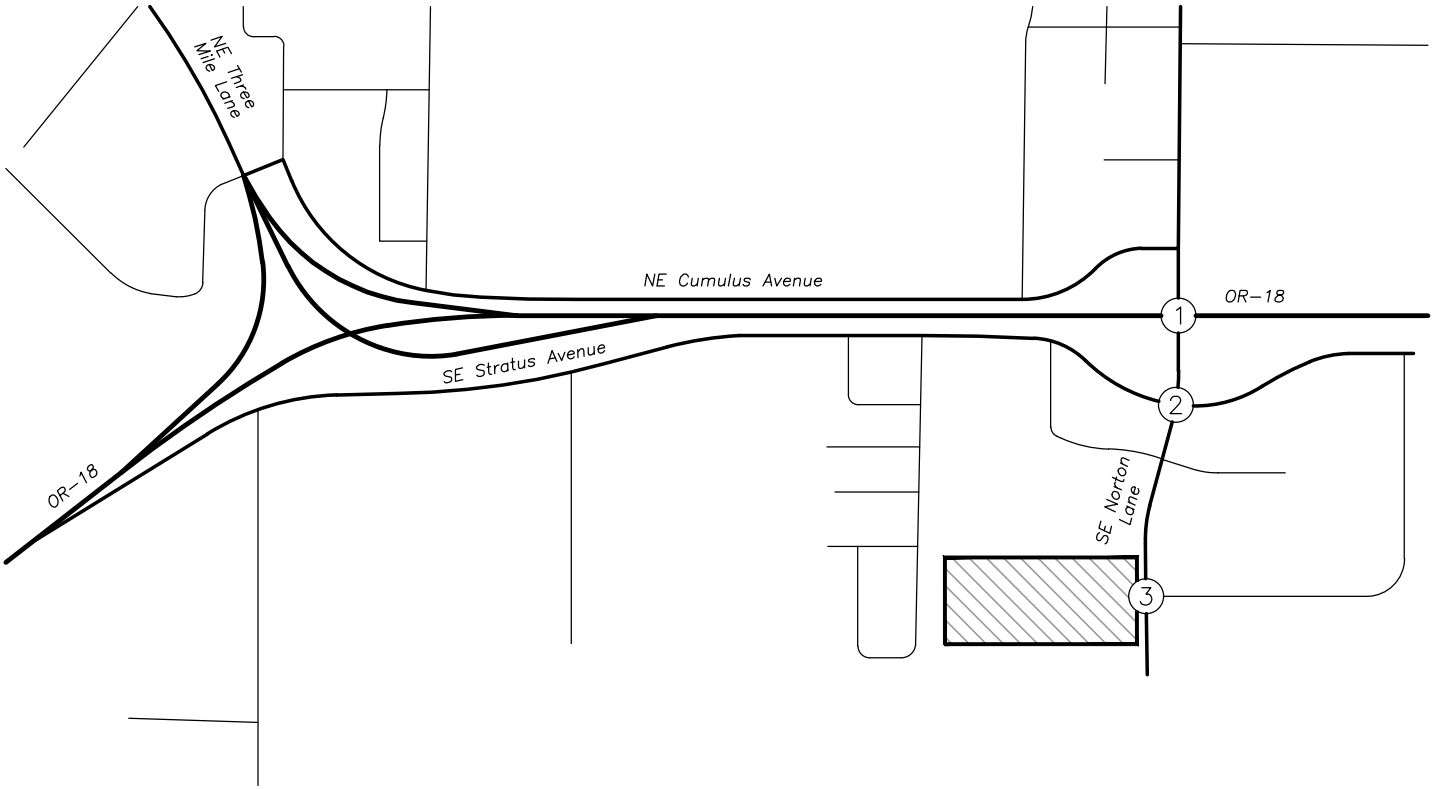
LOCATION: SE Norton Ln -- SE Stratus Ave (south)
CITY/STATE: McMinnville, OR

QC JOB #: 16274506
DATE: Tue, Aug 1 2023



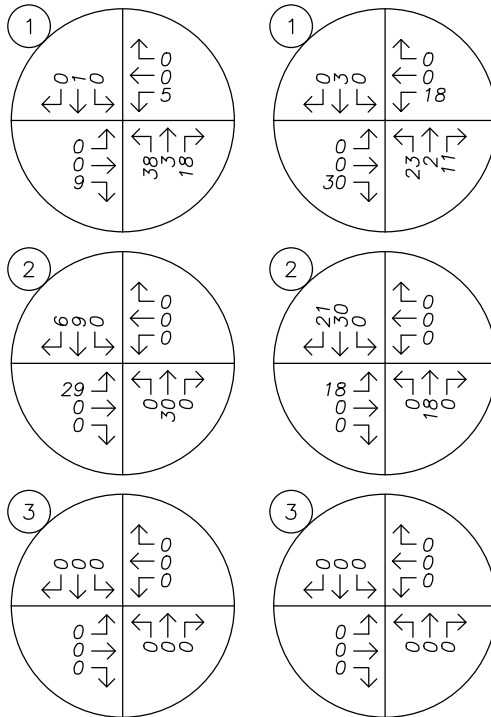
5-Min Count Period Beginning At	SE Norton Ln (Northbound)				SE Norton Ln (Southbound)				SE Stratus Ave (south) (Eastbound)				SE Stratus Ave (south) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	
4:35 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	5	0	6	
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	40
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	3	40
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	42
5:10 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	3	40
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	5	0	6	45
5:20 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	5	0	6	48
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	46
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	3	43
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	39
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	40
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	38
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	36
5:55 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	3	36
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	4	0	0	0	0	0	0	0	0	0	60	0	64	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:



AM PEAK HOUR

PM PEAK HOUR



no scale

Appendix D

Crash History Data

Left-turn Lane Warrants

Preliminary Traffic Signal Warrants

039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 46.56 to 46.83 01/01/2017 to 12/31/2021, Both Add and Non-Add mileage

1 - 26 of 26 Crash records shown.

SER#	S P R J S W	DATE	COUNTY	RD# FC	CONN#	RD CHAR	INT-TYPE	SPCL USE													
INVEST	E A U I C O	DAY	CITY	COMPNT	FIRST STREET	DIRECT	(MEDIAN) INT-REL	OFFRD WTHR	CRASH	TLR QTY	MOVE	A S									
RD DPT	E L G N H R	TIME	URBAN AREA	MLG TYP	SECOND STREET	LOCTN	LEGS TRAF-	RNDBT SURF	COLL	OWNER	FROM	PRTC INJ	G E LICNS	PED							
UNLOC?	D C S V L K	LAT	LONG	MILEPNT	LRS		(#LANES) CONTL	DRVWY LIGHT	SVRTY	V# TYPE	TO	P# TYPE	SVRTY	E X RES	LOC	ERROR	ACT	EVENT	CAUSE		
01299	N N N N	12/31/2021	YAMHILL	1 14		STRGHT	Y		N CLR	S-1STOP	01 NONE 0	STRGHT							29		
NO RPT		FR	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	TRF SIGNAL	N WET	REAR	PRVTE	W -E						000	00		
N		5P	MCMINVL UA	46.65	NE NORTON LN	03			N DARK	INJ	PSNGR CAR		01 DRVR	NONE	49 F	UNK	026	000	29		
N		45 12 3.31	-123 10 2.74		003900100S00		(04)												OR>25		
											02 NONE 0	STOP									
											PRVTE	W -E						011	00		
											PSNGR CAR		01 DRVR	INJC	39 F	OR-Y	000	000	00		
																			OR<25		
01147	N N N N N	11/17/2019	YAMHILL	1 14		STRGHT	N		N RAIN	S-1STOP	01 NONE 9	STRGHT						012	07		
NONE		SU	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	UNKNOWN	N WET	REAR	N/A	W -E						000	00		
N		3P	MCMINVL UA	46.66	NE NORTON LN	03			N DAY	PDO	PSNGR CAR		01 DRVR	NONE	00 Unk	UNK	000	000	00		
N		45 12 3.34	-123 10 2.01		003900100S00		(04)												UNK		
											02 NONE 9	STOP									
											N/A	W -E						011	00		
											PSNGR CAR		01 DRVR	NONE	00 Unk	UNK	000	000	00		
																			UNK		
00910	Y N N N N N	11/12/2020	YAMHILL	1 14		STRGHT	N		N CLR	S-1STOP	01 NONE	STRGHT							32,07,27		
CITY		TH	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	UNKNOWN	N DRY	REAR	PRVTE	W -E						000	00		
N		7A	MCMINVL UA	46.66	NE NORTON LN	04			N DAY	INJ	PSNGR CAR		01 DRVR	INJC	46 M	SUSP	026,043,047	000	32,07,27		
N		45 12 3.33	-123 10 2		003900100S00		(04)												OR>25		
											02 NONE	STOP									
											PRVTE	W -E						011	00		
											PSNGR CAR		01 DRVR	NONE	60 F	OR-Y	000	000	00		
																			OR<25		
00240	N N N N	03/20/2020	YAMHILL	1 14		STRGHT	Y		N CLR	S-1STOP	01 NONE	STRGHT							07,29,27		
STATE		FR	MCMINNVILLE	MN 0	SALMON RIVER HY	W	(NONE)	L-GRN-SIG	N DRY	REAR	PRVTE	W -E						000	00		
N		9A	MCMINVL UA	46.66	NE NORTON LN	05			N DAY	INJ	PSNGR CAR		01 DRVR	INJC	83 F	OR-Y	026	000	07,29,27		
N		45 12 3.33	-123 10 1.98		003900100S00		(04)												OR<25		
											02 NONE	STOP									
											PRVTE	W -E						012	00		
											PSNGR CAR		01 DRVR	INJC	70 F	OR-Y	000	000	00		

039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 46.56 to 46.83 01/01/2017 to 12/31/2021, Both Add and Non-Add mileage

1 - 26 of 26 Crash records shown.

OR<25

00713	N N N N	07/18/2018	YAMHILL	1	14	STRGHT		N	N	CLR	S-STRGHT	01 NONE	9	STRGHT					29			
NONE		WE	MCMINNVILLE	MN	0	SALMON RIVER HY	W	(NONE)	UNKNOWN	N	DRY	REAR	N/A	W -E				000	00			
N		4P	MCMINVL UA	46.67	NE NORTON LN	03				N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00	Unk UNK	000	000	00	
N		45 12 3.3	-123 10 1.25			003900100S00		(04)											UNK			
												02 NONE	9	STRGHT								
												N/A		W -E					000	00		
												PSNGR CAR			01 DRVR	NONE	00	Unk UNK	000	000	00	
																			UNK			
00535	N N N N	07/24/2020	YAMHILL	1	14	STRGHT		Y	N	CLR	S-1STOP	01 NONE	9	STRGHT					07			
NONE		FR	MCMINNVILLE	MN	0	SALMON RIVER HY	W	(NONE)	TRF SIGNAL	N	DRY	REAR	N/A	W -E					088	00		
N		6P	MCMINVL UA	46.67	NE NORTON LN	03				N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00	Unk UNK	000	000	00	
N		45 12 3.35	-123 10 1.24			003900100S00		(04)											UNK			
												02 NONE	9	STOP								
												N/A		W -E					011	00		
												PSNGR CAR			01 DRVR	NONE	00	Unk UNK	000	000	00	
																			UNK			
00569	N N N N	06/16/2019	YAMHILL	1	14	INTER	CROSS	N	N	CLR	S-1STOP	01 NONE		STRGHT					07,29			
STATE		SU	MCMINNVILLE	MN	0	NE NORTON LN	W		TRF SIGNAL	N	DRY	REAR	PRVTE	W -E					000	00		
N		6P	MCMINVL UA	46.67	SALMON RIVER HY	04	1			N	DAY	INJ	PSNGR CAR		01 DRVR	INJC	41	F	OTH-Y	026,043	000	07
N		45 12 3.37	-123 10 1.27			003900100S00													N-RES			
												01 NONE		STRGHT								
												PRVTE		W -E					000	00		
												PSNGR CAR			02 PSNG	INJC	13	F		000	000	00
												02 NONE	0	STOP								
												PRVTE		W -E					011	00		
												PSNGR CAR			01 DRVR	INJC	58	M	OTH-Y	000	000	00
																			N-RES			
00522	N N N N N N	06/17/2021	YAMHILL	1	14	INTER	CROSS	N	N	CLR	S-1STOP	01 NONE	0	STRGHT					27,29			
CITY		TH	MCMINNVILLE	MN	0	NE NORTON LN	N		TRF SIGNAL	N	DRY	REAR	PRVTE	N -S					000	00		
N		1P	MCMINVL UA	46.69	SALMON RIVER HY	06	0			N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	23	M	OR-Y	016,043	038	27,29
N		45 12 3.32	-123 9 59.72			003900100S00													OR<25			
												02 NONE	0	STOP								
												PRVTE		N -S					011	00		
												PSNGR CAR			01 DRVR	INJB	61	M	OR-Y	000	000	00
																			OR<25			

039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 46.56 to 46.83 01/01/2017 to 12/31/2021, Both Add and Non-Add mileage

1 - 26 of 26 Crash records shown.

00364	N N Y Y N N	05/05/2021	YAMHILL	1	14	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	0	STRGHT			32,29,16								
CITY	WE		MCMINNVILLE	MN	0	NE NORTON LN	E		TRF SIGNAL	N	DRY	REAR	PRVTE		E -W			000	00							
N	9A		MCMINVL UA	46.69		SALMON RIVER HY	06		0	N	DAY	INJ	PSNGR CAR		01	DRVR	NONE	44	M	OR-Y	052,026	025	32,29,16			
N	45 12 3.32		-123 9 59.72			003900100S00																				
													02	NONE	0	STOP										
													PRVTE		E -W									011	00	
													PSNGR CAR		01	DRVR	INJC	68	F	OR-Y	000		000	00		
																									OR<25	
00415	N N N N N N	04/22/2018	YAMHILL	1	14	INTER	CROSS	N	N	CLR	S-OTHER	01	NONE	0	TURN-L										13	
CITY	SU		MCMINNVILLE	MN	0	NE NORTON LN	W		TRF SIGNAL	N	DRY	TURN	PRVTE		S -W										000	00
N	7P		MCMINVL UA	46.69		SALMON RIVER HY	05		0	N	DUSK	INJ	PSNGR CAR		01	DRVR	INJC	30	F	OR-Y	000		000	00		
N	45 12 3.32		-123 9 59.72			003900100S00																				OR>25
													02	NONE	0	TURN-L										
													PRVTE		S -W										000	00
													PSNGR CAR		01	DRVR	NONE	61	F	OR-Y	045		000	13		
																										OR<25
00076	N N N N N N	01/18/2018	YAMHILL	1	14	INTER	CROSS	N	N	RAIN	S-STRGHT	01	NONE	0	STRGHT											10
STATE	TH		MCMINNVILLE	MN	0	NE NORTON LN	W		UNKNOWN	N	WET	SS-O	PRVTE		W -E										006	00
N	7A		MCMINVL UA	46.69		SALMON RIVER HY	06		0	N	DAY	INJ	PSNGR CAR		01	DRVR	INJC	39	F	NONE	080		017	10		
N	45 12 3.32		-123 9 59.72			003900100S00																				OR<25
													02	NONE	1	STRGHT										
													PRVTE		W -E										000	00
													SEMI TOW		01	DRVR	NONE	68	M	OR-Y	000		000	00		
																										OR<25
00517	N N N N N N	07/16/2020	YAMHILL	1	14	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	0	STRGHT											27,07
CITY	TH		MCMINNVILLE	MN	0	NE NORTON LN	W		TRF SIGNAL	N	DRY	REAR	PRVTE		W -E										000	00
N	11A		MCMINVL UA	46.69		SALMON RIVER HY	06		0	N	DAY	INJ	PSNGR CAR		01	DRVR	INJB	57	M	OR-Y	016,043		038	27,07		
N	45 12 3.32		-123 9 59.72			003900100S00																				OR<25
													02	NONE	0	STOP										
													PRVTE		W -E										011	00
													PSNGR CAR		01	DRVR	NONE	68	F	OR-Y	000		000	00		
																										OR>25
													02	NONE	0	STOP										
													PRVTE		W -E										011	00
													PSNGR CAR		02	PSNG	INJA	68	F		000		000	00		
													03	NONE	0	STRGHT										

039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 46.56 to 46.83 01/01/2017 to 12/31/2021, Both Add and Non-Add mileage

1 - 26 of 26 Crash records shown.

											PRVTE	W -E						022	00					
											PSNGR CAR			01	DRVR	NONE	58	M	OR-Y	000	000	00		
																						OR<25		
00984	Y N N N N N	12/15/2020	YAMHILL	1	14	INTER	CROSS	N	N	CLD	S-1STOP	01	NONE	9	STRGHT							33,01,10		
STATE		TU	MCMINNVILLE	MN	0	NE NORTON LN	W			TRF SIGNAL	N	WET	REAR	N/A	W -E							088	00	
N		1P	MCMINVL UA	46.69	SALMON RIVER HY	06	0			N	DAY	PDO	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000	00	
N		45 12 3.33	-123 9 59.73			003900100S00																	UNK	
											02	NONE	9	STOP										
											N/A	W -E										012	00	
											PSNGR CAR			01	DRVR	NONE	00	Unk	UNK	000	000	000	00	
																							UNK	
00888	N N N N N	09/14/2021	YAMHILL	1	14	INTER	CROSS	N	N	CLR	S-1STOP	01	UNKN	0	STRGHT								29	
NONE		TU	MCMINNVILLE	MN	0	NE NORTON LN	W			TRF SIGNAL	N	DRY	REAR	UNKN	W -E								000	00
N		10A	MCMINVL UA	46.69	SALMON RIVER HY	06	0			N	DAY	INJ	UNKNOWN		01	DRVR	NONE	00	F	UNK	026	000	29	
N		45 12 3.32	-123 9 59.72			003900100S00																	UNK	
											02	NONE	0	STOP										
											PRVTE	W -E											012	00
											PSNGR CAR			01	DRVR	INJC	69	M	OR-Y	000	000	000	00	
																							OR<25	
01254	N N N N N N	12/21/2021	YAMHILL	1	14	INTER	CROSS	N	N	CLD	S-1STOP	01	NONE	0	STRGHT								06,05,02	
CITY		TU	MCMINNVILLE	MN	0	NE NORTON LN	W			TRF SIGNAL	N	WET	SS-O	PRVTE	W -E								000	00
N		1P	MCMINVL UA	46.69	SALMON RIVER HY	06	0			N	DAY	INJ	MOTRHOME		01	DRVR	NONE	29	M	SUSP	034,044,028	000	06,05,02	
N		45 12 3.32	-123 9 59.72			003900100S00																	OR<25	
											02	NONE	0	STOP										
											PRVTE	W -E											012	00
											PSNGR CAR			01	DRVR	INJC	66	F	OR-Y	000	000	000	00	
																							OR<25	
00642	N N N N N N	07/17/2021	YAMHILL	1	14	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	9	STRGHT								07,29	
STATE		SA	MCMINNVILLE	MN	0	NE NORTON LN	W			TRF SIGNAL	N	DRY	REAR	N/A	W -E								000	00
N		8P	MCMINVL UA	46.69	SALMON RIVER HY	06	0			N	DUSK	PDO	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000	00	
N		45 12 3.32	-123 9 59.71			003900100S00																	UNK	
											02	NONE	9	STOP										
											N/A	W -E											011	00
											PSNGR CAR			01	DRVR	NONE	00	Unk	UNK	000	000	000	00	
																							UNK	
01163	N N N N N N	10/23/2017	YAMHILL	1	14	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	0	STRGHT								003,013	04

039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 46.56 to 46.83 01/01/2017 to 12/31/2021, Both Add and Non-Add mileage

1 - 26 of 26 Crash records shown.

CITY	MO	MCMINNVILLE	MN	0	NE NORTON LN	CN		TRF SIGNAL	N	DRY	TURN	PRVTE	E -W										
N	10A	MCMINVL UA	46.69	SALMON RIVER HY	01	0			N	DAY	INJ	PSNGR CAR		01 DRVR	INJB	17	M	OR-Y	020	000 003	04		
N	45 12 3.32	-123 9 59.72				003900100S00														OR<25			
												02 NONE	0	TURN-L									
												PRVTE	N -E							000 013	00		
												PSNGR CAR		01 DRVR	NONE	86	M	OR-Y	000	000	00		
																					OR<25		
												03 NONE	0	STOP									
												PRVTE	W -E							022	00		
												PSNGR CAR		01 DRVR	NONE	49	M	OR-Y	000	000	00		
																					OR<25		
01420	N N N N N	12/23/2017	YAMHILL	1	14			INTER	CROSS	N	N	CLD	O-1 L-TURN	01 NONE	0	STRGHT					04		
STATE	SA	MCMINNVILLE	MN	0	NE NORTON LN	CN		UNKNOWN	N	DRY	TURN	PRVTE	E -W								000	00	
N	6P	MCMINVL UA	46.69	SALMON RIVER HY	02	0			N	DLIT	INJ	PSNGR CAR		01 DRVR	INJC	69	F	OR-Y	020	000	04		
N	45 12 3.32	-123 9 59.72				003900100S00																OR<25	
												02 NONE	0	TURN-L									
												PRVTE	W -N								000	00	
												PSNGR CAR		01 DRVR	INJA	57	M	OR-Y	000	000	00		
																						OR<25	
00110	N N N N	02/07/2020	YAMHILL	1	14			INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE	9	STRGHT						02	
NONE	FR	MCMINNVILLE	MN	0	NE NORTON LN	CN		TRF SIGNAL	N	DRY	TURN	N/A	S -N									000	00
N	2P	MCMINVL UA	46.69	SALMON RIVER HY	04	0			N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00	Unk	UNK	000	000	00		
N	45 12 3.33	-123 9 59.74				003900100S00																UNK	
												02 NONE	9	TURN-L									
												N/A	N -E								088	00	
												PSNGR CAR		01 DRVR	NONE	00	Unk	UNK	000	000	00		
																						UNK	
00236	N N Y N N N	03/26/2021	YAMHILL	1	14			STRGHT		Y	N	CLR	S-1TURN	01 NONE	9	TURN-L						08,13	
STATE	FR	MCMINNVILLE	MN	0	SALMON RIVER HY	E	(NONE)	TRF SIGNAL	N	DRY	TURN	N/A	E -S									000	00
N	6P	MCMINVL UA	46.70	NE NORTON LN	06				N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00	Unk	UNK	000	000	00		
N	45 12 3.32	-123 9 58.98				003900100S00		(04)														UNK	
												02 NONE	9	STRGHT									
												N/A	E -W								000	00	
												PSNGR CAR		01 DRVR	NONE	00	Unk	UNK	000	000	00		
																						UNK	
00232	N N N N N N	03/18/2020	YAMHILL	1	14			STRGHT		Y	N	CLR	S-1STOP	01 NONE	9	STRGHT						07	
CITY	WE	MCMINNVILLE	MN	0	SALMON RIVER HY	E	(NONE)	TRF SIGNAL	N	DRY	REAR	N/A	E -W									088	00

039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 46.56 to 46.83 01/01/2017 to 12/31/2021, Both Add and Non-Add mileage

1 - 26 of 26 Crash records shown.

N	4P	MCMINVL UA	46.71	NE NORTON LN	06		N	DAY	PDO	PSNGR CAR	01	DRVR	NONE	00	Unk UNK	000	000	00		
N	45 12 3.35	-123 9 58.29		003900100S00	(04)										UNK					
										02	NONE	9	STOP							
										N/A		E -W					011	00		
										PSNGR CAR	01	DRVR	NONE	00	Unk UNK	000	000	00		
															UNK					
00546	Y Y Y N N N	07/29/2020	YAMHILL	1 14		STRGHT	Y	N	CLR	S-1STOP	01	NONE			STRGHT			013	01,29,10	
CITY	WE		MCMINNVILLE	MN 0	SALMON RIVER HY	E	(NONE)	TRF SIGNAL	N	DRY	REAR	PRVTE	E -W					000	00	
N	5P		MCMINVL UA	46.72	NE NORTON LN	05		N	DAY	INJ	PSNGR CAR	01	DRVR	NONE	33	M	OR-Y	026	000	01,29,10
N	45 12 3.39	-123 9 57.57		003900100S00	(04)										OR>25					
										02	NONE		STOP							
										PRVTE		E -W						011	013	00
										PSNGR CAR	01	DRVR	NONE	60	M	OTH-Y	000	000	00	
															N-RES					
										03	NONE		STOP							
										PRVTE		E -W						011	013	00
										PSNGR CAR	01	DRVR	INJC	21	M	OR-Y	000	000	00	
															OR<25					
										04	NONE		STOP							
										PRVTE		E -W						011	00	
										PSNGR CAR	01	DRVR	NONE	26	F	OR-Y	000	000	00	
															OR<25					
00372	N N N N	04/24/2019	YAMHILL	1 14		STRGHT	N	N	CLR	O-STRGHT	01	NONE			STRGHT				05,15,33	
CITY	WE		MCMINNVILLE	MN 0	NE NORTON LN	E	(NONE)	UNKNOWN	N	DRY	SS-M	PRVTE	E -W					000	00	
Y	6A		MCMINVL UA	46.73	SALMON RIVER HY	04		N	DAY	INJ	PSNGR CAR	01	DRVR	NONE	44	M	SUSP	044,051,080	017	05,15,33
N	45 12 3.34	-123 9 56.78		003900100S00	(04)										OR<25					
										02	NONE		STRGHT							
										PRVTE		W -E						000	00	
										PSNGR CAR	01	DRVR	INJB	44	M	OR-Y	000	000	00	
															OR<25					
										03	NONE		STRGHT							
										PRVTE		W -E						000	00	
										PSNGR CAR	01	DRVR	INJC	29	M	OR-Y	000	000	00	
															OR<25					
00546	N N N N N N	06/22/2021	YAMHILL	1 14		STRGHT	N	N	CLR	S-1STOP	01	NONE	0		STRGHT				013	27,29
CITY	TU		MCMINNVILLE	MN 0	SALMON RIVER HY	E	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	E -W					000	00	
N	6P		MCMINVL UA	46.79	NE NORTON LN	06		N	DAY	INJ	PSNGR CAR	01	DRVR	INJC	48	M	OR-Y	016,026	038	27,29
N	45 12 3.34	-123 9 52.38		003900100S00	(04)										OR<25					

039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 46.56 to 46.83 01/01/2017 to 12/31/2021, Both Add and Non-Add mileage

1 - 26 of 26 Crash records shown.

02 NONE	0	STOP										
	PRVTE	E -W								011 013	00	
	PSNGR CAR		01 DRVR	INJC	43 M	OR-Y	000	000			00	
												OR<25
03 NONE	0	STOP										
	PRVTE	E -W								022	00	
	PSNGR CAR		01 DRVR	INJB	43 F	OR-Y	000	022			00	
												OR<25

CITY OF MCMINNVILLE, YAMHILL COUNTY

NORTON LN and Intersectional Crashes at NORTON LN, City of McMinnville, Yamhill County, 01/01/2017 to 12/31/2021

1 - 22 of 22 Crash records shown.

SER#	S	D	M	P	R	J	S	W	DATE	CLASS	CITY STREET	INT-TYPE	SPCL USE																								
INVEST	E	A	U	I	C	O	DAY			DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR	QTY	MOVE				A	S												
RD DPT	E	L	G	N	H	R	TIME			FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM			PRTC	INJ	G	E	LICNS	PED										
UNLOC?	D	C	S	V	L	K	LAT			LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO			P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE				
00635	N	N	N	N			06/15/2018			14	NE NORTON LN	STRGHT		N	N	CLR	S-STRGHT	01	NONE	9	STRGHT														07,29		
NONE							FR				SALMON RIVER HY	W	(NONE)	UNKNOWN	N	DRY	REAR	N/A		W	-E											000		00			
N							3P					04			N	DAY	PDO	PSNGR CAR					01	DRVR	NONE	00	Unk	UNK		000		000		00			
N							45 12 3.3			-123 10 15.55	003900100800		(04)																								

CITY OF MCMINNVILLE, YAMHILL COUNTY

STRATUS RD and NORTON LN, City of McMinnville, Yamhill County, 01/01/2017 to 12/31/2021

1 - 1 of 1 Crash records shown.

SER#	S P R J S W	D M	DATE	CLASS	CITY STREET	INT-TYPE	SPCL USE																
INVEST	E A U I C O	DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE	A S										
RD DPT	E L G N H R	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G E	LICNS	PED						
UNLOC?	D C S V L K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E X	RES	LOC	ERROR	ACT	EVENT	CAUSE
00171	N N N N N		02/21/2019	19	SE NORTON LN	ALLEY	N	N	CLR	PRKD MV	01	NONE	9	TURN-R									08,10
NONE		TH	170	SE STRATUS RD	S	(NONE)	UNKNOWN	N	DRY	SS-M	N/A	W	-S									018	00
Y		9P			08			N	DLIT	PDO		PSNGR	CAR	01	DRVR	NONE	00	Unk	UNK		000	000	00
N		45 11	58.75	-123 10	.48	(02)																	UNK

Left-Turn Lane Warrant Analysis



Project: 23087 - Norton Lane Apt
 Intersection: SE Stratus Avenue at SE Norton Lane (South Intersection)
 Date: 8/9/2023
 Scenario: 2025 Buildout Conditions - AM Peak Hour (NB)

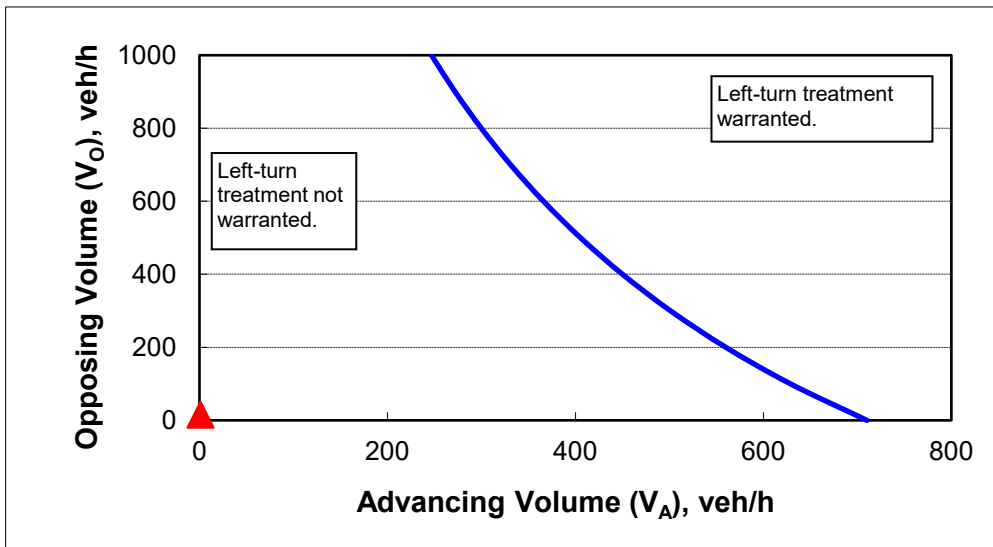
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	91%
Advancing volume (V_A), veh/h:	1
Opposing volume (V_O), veh/h:	16

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	696
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis



Project: 23087 - Norton Lane Apt
 Intersection: SE Stratus Avenue at SE Norton Lane (South Intersection)
 Date: 8/9/2023
 Scenario: 2025 Buildout Conditions - AM Peak Hour (NB)

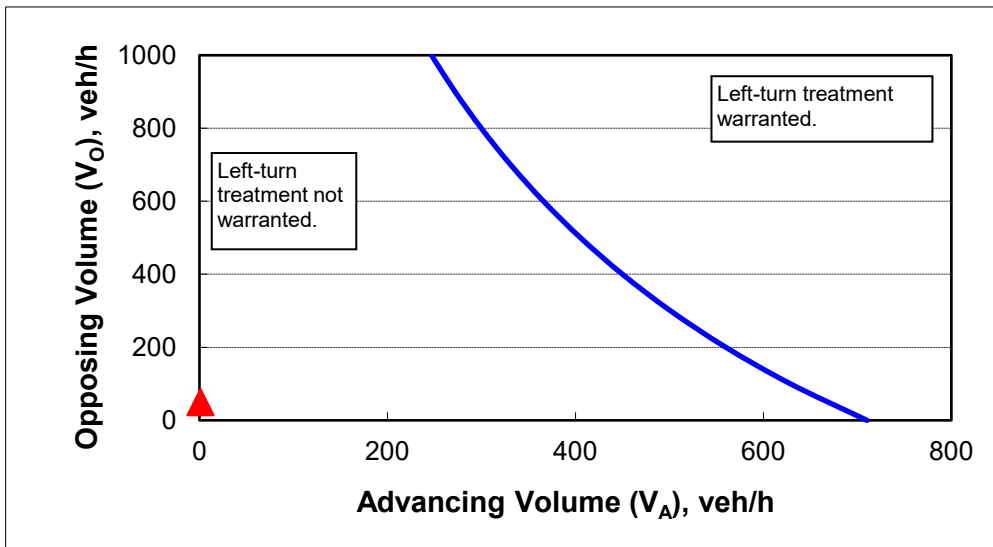
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	91%
Advancing volume (V_A), veh/h:	1
Opposing volume (V_O), veh/h:	50

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	668
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis



Project: 23087 - Norton Lane Apt
 Intersection: SE Stratus Avenue at SE Norton Lane (South Intersection)
 Date: 8/9/2023
 Scenario: 2025 Buildout Conditions - AM Peak Hour (SB)

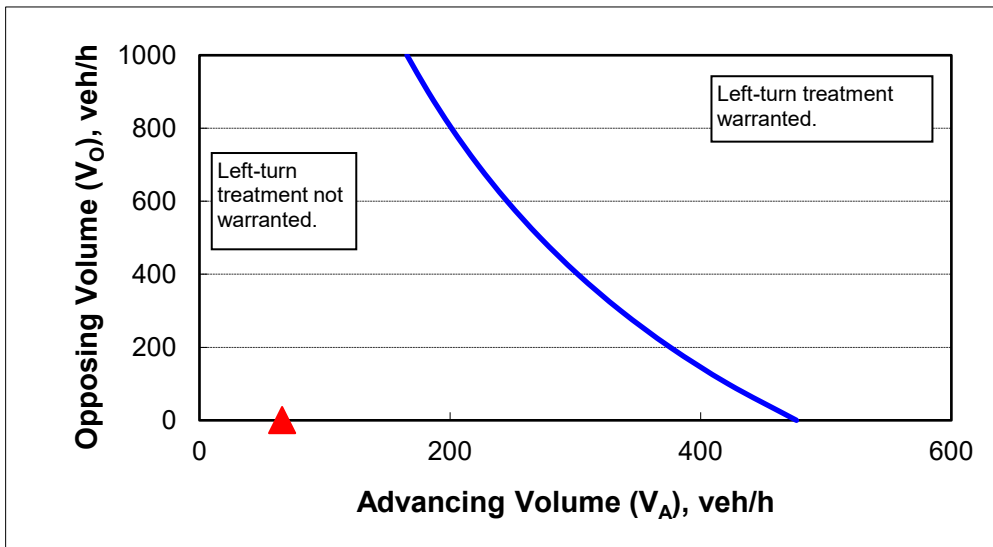
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	76%
Advancing volume (V_A), veh/h:	66
Opposing volume (V_O), veh/h:	1

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	476
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis



Project: 23087 - Norton Lane Apt
 Intersection: SE Stratus Avenue at SE Norton Lane (South Intersection)
 Date: 8/9/2023
 Scenario: 2025 Buildout Conditions - AM Peak Hour (SB)

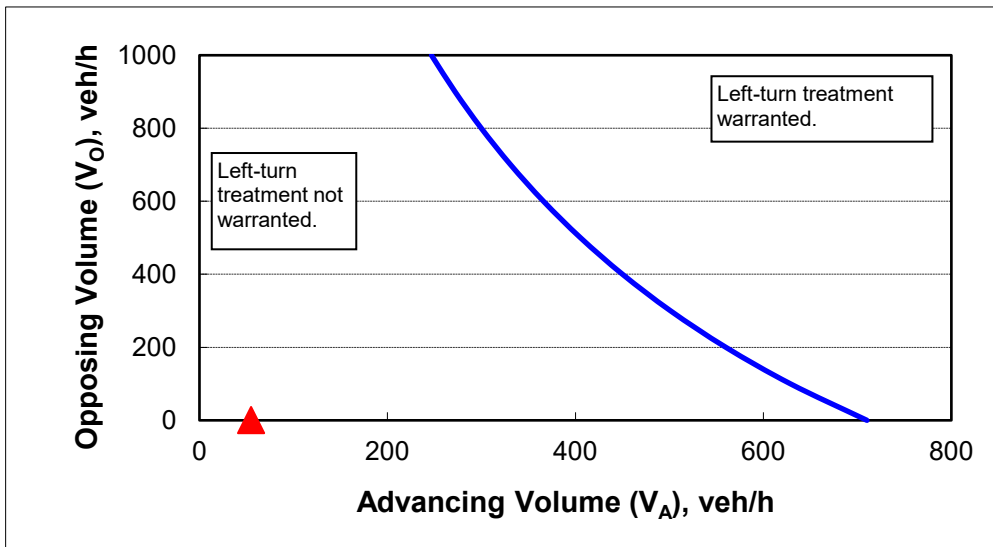
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	9%
Advancing volume (V_A), veh/h:	55
Opposing volume (V_O), veh/h:	1

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	709
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Traffic Signal Warrant Analysis



Project: 23087 - Norton Lane Apartments
 Date: 8/8/2023
 Scenario: Year 2025 Buildout Conditions

Major Street:	SE Norton Lane	Minor Street:	SE Stratus Ave (North Int)
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	334	PM Peak Hour Volumes:	61

Warrant Used:

 X 100 percent of standard warrants used
 70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
<u>Major St.</u>	<u>Minor St.</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>
WARRANT 1, CONDITION A					
		100%	70%	100%	70%
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.65% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	3,340	8,850	
Minor Street*	610	2,650	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	3,340	13,300	
Minor Street*	610	1,350	No
<i>Combination Warrant</i>			
Major Street	3,340	10,640	
Minor Street*	610	2,120	No

* Minor street right-turning traffic volumes reduced by 85% of the turn capacity.

Traffic Signal Warrant Analysis



Project: 23087 - Norton Lane Apartments
 Date: 8/8/2023
 Scenario: Year 2025 Buildout Conditions

Major Street:	SE Norton Lane	Minor Street:	SE Stratus Ave (South Int)
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	55	PM Peak Hour Volumes:	34

Warrant Used:

 X 100 percent of standard warrants used
 70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
<u>Major St.</u>	<u>Minor St.</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>
WARRANT 1, CONDITION A					
		100%	70%	100%	70%
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.65% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	550	8,850	
Minor Street*	340	2,650	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	550	13,300	
Minor Street*	340	1,350	No
<i>Combination Warrant</i>			
Major Street	550	10,640	
Minor Street*	340	2,120	No

* Minor street right-turning traffic volumes reduced by 25%

Appendix E

Level of Service Descriptions

Capacity Reports





Level of Service Definitions

Level of service is used to describe the quality of traffic flow. Levels of service A to C are considered good, and rural roads are usually designed for level of service C. Urban streets and signalized intersections are typically designed for level of service D. Level of service E is considered to be the limit of acceptable delay. For unsignalized intersections, level of service E is generally considered acceptable. Here is a more complete description of levels of service:

- *Level of service A:* Very low delay at intersections, with all traffic signal cycles clearing and no vehicles waiting through more than one signal cycle. On highways, low volume and high speeds, with speeds not restricted by other vehicles.
- *Level of service B:* Operating speeds beginning to be affected by other traffic; short traffic delays at intersections. Higher average intersection delay than for level of service A resulting from more vehicles stopping.
- *Level of service C:* Operating speeds and maneuverability closely controlled by other traffic; higher delays at intersections than for level of service B due to a significant number of vehicles stopping. Not all signal cycles clear the waiting vehicles. This is the recommended design standard for rural highways.
- *Level of service D:* Tolerable operating speeds; long traffic delays occur at intersections. The influence of congestion is noticeable. At traffic signals many vehicles stop, and the proportion of vehicles not stopping declines. The number of signal cycle failures, for which vehicles must wait through more than one signal cycle, are noticeable. This is typically the design level for urban signalized intersections.
- *Level of service E:* Restricted speeds, very long traffic delays at traffic signals, and traffic volumes near capacity. Flow is unstable so that any interruption, no matter how minor, will cause queues to form and service to deteriorate to level of service F. Traffic signal cycle failures are frequent occurrences. For unsignalized intersections, level of service E or better is generally considered acceptable.
- *Level of service F:* Extreme delays, resulting in long queues which may interfere with other traffic movements. There may be stoppages of long duration, and speeds may drop to zero. There may be frequent signal cycle failures. Level of service F will typically result when vehicle arrival rates are greater than capacity. It is considered unacceptable by most drivers.



Level of Service Criteria
For Signalized Intersections























Level of Service (LOS)	Control Delay per Vehicle (Seconds)
A	<10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

Level of Service Criteria
For Unsignalized Intersections

Level of Service (LOS)	Control Delay per Vehicle (Seconds)
A	<10
B	10-15
C	15-25
D	25-35
E	35-50
F	>50

HCM 6th Signalized Intersection Summary
 1: SE Norton Lane & NE Three Mile Lane (OR 18)

















08/08/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	607	129	49	642	116	59	25	22	62	12	50
Future Volume (veh/h)	124	607	129	49	642	116	59	25	22	62	12	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1682	1682	1682	1668	1668	1668	1573	1573	1573	1614	1614	1614
Adj Flow Rate, veh/h	136	667	35	54	705	22	65	27	6	68	13	13
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	6	6	6	13	13	13	10	10	10
Cap, veh/h	168	1190	531	73	994	443	153	118	26	84	71	71
Arrive On Green	0.10	0.37	0.37	0.05	0.31	0.31	0.05	0.09	0.09	0.05	0.10	0.10
Sat Flow, veh/h	1602	3195	1425	1589	3169	1414	2905	1243	276	1537	736	736
Grp Volume(v), veh/h	136	667	35	54	705	22	65	0	33	68	0	26
Grp Sat Flow(s),veh/h/ln	1602	1598	1425	1589	1585	1414	1453	0	1519	1537	0	1471
Q Serve(g_s), s	3.1	6.1	0.6	1.2	7.3	0.4	0.8	0.0	0.7	1.6	0.0	0.6
Cycle Q Clear(g_c), s	3.1	6.1	0.6	1.2	7.3	0.4	0.8	0.0	0.7	1.6	0.0	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.18	1.00		0.50
Lane Grp Cap(c), veh/h	168	1190	531	73	994	443	153	0	144	84	0	142
V/C Ratio(X)	0.81	0.56	0.07	0.74	0.71	0.05	0.42	0.00	0.23	0.81	0.00	0.18
Avail Cap(c_a), veh/h	390	1555	694	387	1542	688	707	0	739	374	0	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.2	9.2	7.5	17.4	11.2	8.9	17.0	0.0	15.5	17.3	0.0	15.4
Incr Delay (d2), s/veh	6.8	0.3	0.0	10.2	0.7	0.0	1.4	0.0	0.6	13.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.3	0.1	0.5	1.5	0.1	0.3	0.0	0.2	0.8	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.0	9.5	7.5	27.7	11.9	8.9	18.4	0.0	16.1	30.4	0.0	15.8
LnGrp LOS	C	A	A	C	B	A	B	A	B	C	A	B
Approach Vol, veh/h		838			781			98				94
Approach Delay, s/veh		11.6			12.9			17.6				26.4
Approach LOS		B			B			B				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	15.6	5.9	7.6	5.7	17.8	6.0	7.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	9.0	18.0	9.0	18.0	9.0	18.0	9.0	18.0				
Max Q Clear Time (g_c+I1), s	5.1	9.3	2.8	2.6	3.2	8.1	3.6	2.7				
Green Ext Time (p_c), s	0.1	2.3	0.1	0.0	0.0	2.5	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay				13.3								
HCM 6th LOS				B								

HCM Unsignalized Intersection Capacity Analysis

2: SE Norton Lane & SE Stratus Avenue

08/08/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Yield	
Traffic Volume (vph)	39	10	7	1	1	36	1	36	1	84	91	10
Future Volume (vph)	39	10	7	1	1	36	1	36	1	84	91	10
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	49	12	9	1	1	45	1	45	1	105	114	12
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	70	47	47	231								
Volume Left (vph)	49	1	1	105								
Volume Right (vph)	9	45	1	12								
Hadj (s)	0.25	-0.57	0.18	0.13								
Departure Headway (s)	4.8	4.1	4.6	4.4								
Degree Utilization, x	0.09	0.05	0.06	0.28								
Capacity (veh/h)	692	813	745	795								
Control Delay (s)	8.4	7.3	7.9	9.1								
Approach Delay (s)	8.4	7.3	7.9	9.1								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.6									
Level of Service			A									
Intersection Capacity Utilization			34.3%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM 6th TWSC
 3: SE Norton Lane & SE Stratus Avenue

08/08/2023

Intersection						
Int Delay, s/veh	7.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	19	1	1	48	1
Future Vol, veh/h	1	19	1	1	48	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	5	5	0	0	0	0
Mvmt Flow	1	27	1	1	69	1

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	141	2	0	0	2	0
Stage 1	2	-	-	-	-	-
Stage 2	139	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.1	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.2	-
Pot Cap-1 Maneuver	845	1073	-	-	1634	-
Stage 1	1013	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	810	1073	-	-	1634	-
Mov Cap-2 Maneuver	810	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	843	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	7.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1056	1634
HCM Lane V/C Ratio	-	-	0.027	0.042
HCM Control Delay (s)	-	-	8.5	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

HCM 6th Signalized Intersection Summary
 1: SE Norton Lane & NE Three Mile Lane (OR 18)

08/08/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘↗	↗		↘	↗	
Traffic Volume (veh/h)	78	840	67	21	949	96	134	13	47	127	6	141
Future Volume (veh/h)	78	840	67	21	949	96	134	13	47	127	6	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1682	1682	1682	1709	1709	1709	1709	1709	1709	1736	1736	1736
Adj Flow Rate, veh/h	89	955	0	24	1078	25	152	15	10	144	7	28
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	5	5	5	3	3	3	3	3	3	1	1	1
Cap, veh/h	109	1472	656	37	1349	602	248	86	58	181	37	146
Arrive On Green	0.07	0.46	0.00	0.02	0.42	0.42	0.08	0.09	0.09	0.11	0.12	0.12
Sat Flow, veh/h	1602	3195	1425	1628	3247	1448	3158	951	634	1654	301	1204
Grp Volume(v), veh/h	89	955	0	24	1078	25	152	0	25	144	0	35
Grp Sat Flow(s),veh/h/ln	1602	1598	1425	1628	1624	1448	1579	0	1585	1654	0	1505
Q Serve(g_s), s	2.8	11.6	0.0	0.7	14.7	0.5	2.4	0.0	0.7	4.3	0.0	1.1
Cycle Q Clear(g_c), s	2.8	11.6	0.0	0.7	14.7	0.5	2.4	0.0	0.7	4.3	0.0	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.40	1.00		0.80
Lane Grp Cap(c), veh/h	109	1472	656	37	1349	602	248	0	144	181	0	183
V/C Ratio(X)	0.82	0.65	0.00	0.65	0.80	0.04	0.61	0.00	0.17	0.80	0.00	0.19
Avail Cap(c_a), veh/h	285	1771	790	290	1800	803	563	0	565	295	0	536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.2	10.5	0.0	24.5	12.9	8.8	22.5	0.0	21.2	22.0	0.0	20.0
Incr Delay (d2), s/veh	10.5	0.5	0.0	13.5	1.7	0.0	1.8	0.0	0.4	5.9	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.8	0.0	0.4	3.7	0.1	0.9	0.0	0.3	1.8	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	11.0	0.0	38.0	14.6	8.8	24.4	0.0	21.6	27.9	0.0	20.3
LnGrp LOS	C	B	A	D	B	A	C	A	C	C	A	C
Approach Vol, veh/h		1044			1127			177				179
Approach Delay, s/veh		12.9			15.0			24.0				26.4
Approach LOS		B			B			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.4	25.0	8.0	10.1	5.1	27.3	9.5	8.6				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	9.0	28.0	9.0	18.0	9.0	28.0	9.0	18.0				
Max Q Clear Time (g_c+I1), s	4.8	16.7	4.4	3.1	2.7	13.6	6.3	2.7				
Green Ext Time (p_c), s	0.0	4.3	0.1	0.1	0.0	4.5	0.1	0.0				

















Intersection Summary

HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

HCM Unsignalized Intersection Capacity Analysis

2: SE Norton Lane & SE Stratus Avenue

08/08/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Yield	
Traffic Volume (vph)	41	1	1	2	1	72	1	83	1	26	19	57
Future Volume (vph)	41	1	1	2	1	72	1	83	1	26	19	57
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	46	1	1	2	1	80	1	92	1	29	21	63
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	48	83	94	113								
Volume Left (vph)	46	2	1	29								
Volume Right (vph)	1	80	1	63								
Hadj (s)	0.26	-0.49	0.00	-0.20								
Departure Headway (s)	4.7	3.9	4.3	4.1								
Degree Utilization, x	0.06	0.09	0.11	0.13								
Capacity (veh/h)	726	867	801	847								
Control Delay (s)	8.0	7.3	7.8	7.7								
Approach Delay (s)	8.0	7.3	7.8	7.7								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.7									
Level of Service			A									
Intersection Capacity Utilization			29.3%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM 6th TWSC
3: SE Norton Lane & SE Stratus Avenue

08/08/2023

Intersection						
Int Delay, s/veh	7.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	43	1	1	5	1
Future Vol, veh/h	1	43	1	1	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	0	0	0	0
Mvmt Flow	1	57	1	1	7	1

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	17	2	0	0	2	0
Stage 1	2	-	-	-	-	-
Stage 2	15	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.2	-
Pot Cap-1 Maneuver	1001	1082	-	-	1634	-
Stage 1	1021	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	997	1082	-	-	1634	-
Mov Cap-2 Maneuver	997	-	-	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	1004	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1080	1634
HCM Lane V/C Ratio	-	-	0.054	0.004
HCM Control Delay (s)	-	-	8.5	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 6th Signalized Intersection Summary
 1: SE Norton Lane & NE Three Mile Lane (OR 18)

















08/08/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↗	↗	↗	↗↗	↗	↗↗	↗		↗	↗	
Traffic Volume (veh/h)	129	624	143	56	660	121	99	29	41	64	13	52
Future Volume (veh/h)	129	624	143	56	660	121	99	29	41	64	13	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1682	1682	1682	1668	1668	1668	1573	1573	1573	1614	1614	1614
Adj Flow Rate, veh/h	142	686	38	62	725	28	109	32	11	70	14	14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	6	6	6	13	13	13	10	10	10
Cap, veh/h	176	1193	532	80	994	443	206	126	43	84	71	71
Arrive On Green	0.11	0.37	0.37	0.05	0.31	0.31	0.07	0.11	0.11	0.05	0.10	0.10
Sat Flow, veh/h	1602	3195	1425	1589	3169	1414	2905	1115	383	1537	735	735
Grp Volume(v), veh/h	142	686	38	62	725	28	109	0	43	70	0	28
Grp Sat Flow(s),veh/h/ln	1602	1598	1425	1589	1585	1414	1453	0	1499	1537	0	1471
Q Serve(g_s), s	3.4	6.7	0.7	1.5	8.0	0.5	1.4	0.0	1.0	1.8	0.0	0.7
Cycle Q Clear(g_c), s	3.4	6.7	0.7	1.5	8.0	0.5	1.4	0.0	1.0	1.8	0.0	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.26	1.00		0.50
Lane Grp Cap(c), veh/h	176	1193	532	80	994	443	206	0	170	84	0	142
V/C Ratio(X)	0.81	0.58	0.07	0.78	0.73	0.06	0.53	0.00	0.25	0.84	0.00	0.20
Avail Cap(c_a), veh/h	368	1470	656	365	1458	650	668	0	690	354	0	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.0	9.8	7.9	18.4	12.0	9.4	17.5	0.0	15.8	18.3	0.0	16.3
Incr Delay (d2), s/veh	6.4	0.3	0.0	11.4	0.8	0.0	1.6	0.0	0.6	14.7	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.5	0.2	0.7	1.7	0.1	0.5	0.0	0.3	0.9	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	10.1	7.9	29.8	12.7	9.4	19.1	0.0	16.4	33.0	0.0	16.8
LnGrp LOS	C	B	A	C	B	A	B	A	B	C	A	B
Approach Vol, veh/h		866			815			152				98
Approach Delay, s/veh		12.2			13.9			18.3				28.4
Approach LOS		B			B			B				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	16.3	6.8	7.8	6.0	18.6	6.1	8.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	9.0	18.0	9.0	18.0	9.0	18.0	9.0	18.0				
Max Q Clear Time (g_c+I1), s	5.4	10.0	3.4	2.7	3.5	8.7	3.8	3.0				
Green Ext Time (p_c), s	0.1	2.3	0.1	0.1	0.0	2.5	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			14.2									
HCM 6th LOS			B									

HCM Unsignalized Intersection Capacity Analysis 2: SE Norton Lane & SE Stratus Avenue

08/08/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Yield	
Traffic Volume (vph)	70	10	7	1	1	37	1	67	1	87	104	16
Future Volume (vph)	70	10	7	1	1	37	1	67	1	87	104	16
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	88	12	9	1	1	46	1	84	1	109	130	20
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	109	48	86	259								
Volume Left (vph)	88	1	1	109								
Volume Right (vph)	9	46	1	20								
Hadj (s)	0.30	-0.57	0.18	0.11								
Departure Headway (s)	5.1	4.3	4.8	4.5								
Degree Utilization, x	0.15	0.06	0.11	0.32								
Capacity (veh/h)	657	757	713	765								
Control Delay (s)	9.0	7.6	8.4	9.7								
Approach Delay (s)	9.0	7.6	8.4	9.7								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			9.1									
Level of Service			A									
Intersection Capacity Utilization			37.5%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM 6th TWSC
 3: SE Norton Lane & SE Stratus Avenue

08/08/2023

Intersection						
Int Delay, s/veh	7.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	20	1	1	50	1
Future Vol, veh/h	1	20	1	1	50	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	5	5	0	0	0	0
Mvmt Flow	1	29	1	1	71	1























Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	145	2	0	0	2	0
Stage 1	2	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.1	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.2	-
Pot Cap-1 Maneuver	840	1073	-	-	1634	-
Stage 1	1013	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	804	1073	-	-	1634	-
Mov Cap-2 Maneuver	804	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	839	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	7.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1056	1634
HCM Lane V/C Ratio	-	-	0.028	0.044
HCM Control Delay (s)	-	-	8.5	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

HCM 6th Signalized Intersection Summary
 1: SE Norton Lane & NE Three Mile Lane (OR 18)

















08/08/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	864	100	40	976	100	162	16	60	132	9	147
Future Volume (veh/h)	81	864	100	40	976	100	162	16	60	132	9	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1682	1682	1682	1709	1709	1709	1709	1709	1709	1736	1736	1736
Adj Flow Rate, veh/h	92	982	50	45	1109	47	184	18	6	150	10	22
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	5	5	5	3	3	3	3	3	3	1	1	1
Cap, veh/h	113	1451	647	60	1364	608	287	110	37	188	54	118
Arrive On Green	0.07	0.45	0.45	0.04	0.42	0.42	0.09	0.09	0.09	0.11	0.11	0.11
Sat Flow, veh/h	1602	3195	1425	1628	3247	1448	3158	1222	407	1654	479	1054
Grp Volume(v), veh/h	92	982	50	45	1109	47	184	0	24	150	0	32
Grp Sat Flow(s),veh/h/ln	1602	1598	1425	1628	1624	1448	1579	0	1629	1654	0	1533
Q Serve(g_s), s	3.0	12.7	1.0	1.4	15.7	1.0	2.9	0.0	0.7	4.6	0.0	1.0
Cycle Q Clear(g_c), s	3.0	12.7	1.0	1.4	15.7	1.0	2.9	0.0	0.7	4.6	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		0.69
Lane Grp Cap(c), veh/h	113	1451	647	60	1364	608	287	0	146	188	0	172
V/C Ratio(X)	0.81	0.68	0.08	0.75	0.81	0.08	0.64	0.00	0.16	0.80	0.00	0.19
Avail Cap(c_a), veh/h	276	1712	764	280	1740	776	544	0	561	285	0	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.9	11.2	8.1	24.9	13.3	9.1	22.9	0.0	22.0	22.6	0.0	21.0
Incr Delay (d2), s/veh	10.0	0.7	0.0	13.2	2.2	0.0	1.8	0.0	0.4	7.3	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.2	0.3	0.7	4.1	0.3	1.1	0.0	0.3	2.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	12.0	8.1	38.1	15.5	9.1	24.7	0.0	22.4	29.9	0.0	21.4
LnGrp LOS	C	B	A	D	B	A	C	A	C	C	A	C
Approach Vol, veh/h		1124			1201			208				182
Approach Delay, s/veh		13.6			16.1			24.4				28.4
Approach LOS		B			B			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	26.0	8.8	9.9	5.9	27.7	9.9	8.7				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	9.0	28.0	9.0	18.0	9.0	28.0	9.0	18.0				
Max Q Clear Time (g_c+I1), s	5.0	17.7	4.9	3.0	3.4	14.7	6.6	2.7				
Green Ext Time (p_c), s	0.0	4.2	0.2	0.1	0.0	4.6	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				16.5								
HCM 6th LOS				B								

HCM Unsignalized Intersection Capacity Analysis

2: SE Norton Lane & SE Stratus Avenue

08/08/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Yield	
Traffic Volume (vph)	61	1	1	2	1	75	1	104	1	27	50	80
Future Volume (vph)	61	1	1	2	1	75	1	104	1	27	50	80
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	68	1	1	2	1	83	1	116	1	30	56	89
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	70	86	118	175								
Volume Left (vph)	68	2	1	30								
Volume Right (vph)	1	83	1	89								
Hadj (s)	0.27	-0.49	0.00	-0.19								
Departure Headway (s)	4.9	4.2	4.5	4.2								
Degree Utilization, x	0.10	0.10	0.15	0.21								
Capacity (veh/h)	676	795	769	811								
Control Delay (s)	8.5	7.6	8.2	8.3								
Approach Delay (s)	8.5	7.6	8.2	8.3								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.2									
Level of Service			A									
Intersection Capacity Utilization			33.8%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM 6th TWSC
 3: SE Norton Lane & SE Stratus Avenue

08/08/2023

Intersection						
Int Delay, s/veh	7.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	45	1	1	5	1
Future Vol, veh/h	1	45	1	1	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	0	0	0	0
Mvmt Flow	1	60	1	1	7	1

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	17	2	0	0	2	0
Stage 1	2	-	-	-	-	-
Stage 2	15	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.2	-
Pot Cap-1 Maneuver	1001	1082	-	-	1634	-
Stage 1	1021	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	997	1082	-	-	1634	-
Mov Cap-2 Maneuver	997	-	-	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	1004	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1080	1634
HCM Lane V/C Ratio	-	-	0.057	0.004
HCM Control Delay (s)	-	-	8.5	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 6th Signalized Intersection Summary
 1: SE Norton Lane & NE Three Mile Lane (OR 18)

















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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘↗	↗		↘	↗	
Traffic Volume (veh/h)	129	624	151	60	660	121	132	33	54	64	15	52
Future Volume (veh/h)	129	624	151	60	660	121	132	33	54	64	15	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1682	1682	1682	1668	1668	1668	1573	1573	1573	1614	1614	1614
Adj Flow Rate, veh/h	142	686	41	66	725	28	145	36	15	70	16	14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	6	6	6	13	13	13	10	10	10
Cap, veh/h	176	1179	526	83	986	440	237	131	55	83	77	67
Arrive On Green	0.11	0.37	0.37	0.05	0.31	0.31	0.08	0.13	0.13	0.05	0.10	0.10
Sat Flow, veh/h	1602	3195	1425	1589	3169	1414	2905	1051	438	1537	789	690
Grp Volume(v), veh/h	142	686	41	66	725	28	145	0	51	70	0	30
Grp Sat Flow(s),veh/h/ln	1602	1598	1425	1589	1585	1414	1453	0	1489	1537	0	1479
Q Serve(g_s), s	3.5	6.9	0.7	1.6	8.2	0.6	1.9	0.0	1.2	1.8	0.0	0.7
Cycle Q Clear(g_c), s	3.5	6.9	0.7	1.6	8.2	0.6	1.9	0.0	1.2	1.8	0.0	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		0.47
Lane Grp Cap(c), veh/h	176	1179	526	83	986	440	237	0	186	83	0	144
V/C Ratio(X)	0.81	0.58	0.08	0.80	0.74	0.06	0.61	0.00	0.27	0.84	0.00	0.21
Avail Cap(c_a), veh/h	360	1438	641	357	1426	636	654	0	670	346	0	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.4	10.1	8.2	18.8	12.3	9.7	17.8	0.0	15.9	18.8	0.0	16.6
Incr Delay (d2), s/veh	6.4	0.3	0.0	12.3	0.9	0.0	1.9	0.0	0.6	15.3	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.6	0.2	0.7	1.8	0.1	0.6	0.0	0.4	0.9	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.8	10.5	8.2	31.0	13.2	9.7	19.7	0.0	16.4	34.1	0.0	17.1
LnGrp LOS	C	B	A	C	B	A	B	A	B	C	A	B
Approach Vol, veh/h		869			819			196				100
Approach Delay, s/veh		12.5			14.5			18.8				29.0
Approach LOS		B			B			B				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	16.4	7.3	7.9	6.1	18.8	6.2	9.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	9.0	18.0	9.0	18.0	9.0	18.0	9.0	18.0				
Max Q Clear Time (g_c+I1), s	5.5	10.2	3.9	2.7	3.6	8.9	3.8	3.2				
Green Ext Time (p_c), s	0.1	2.3	0.1	0.1	0.0	2.5	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			14.8									
HCM 6th LOS			B									

HCM Unsignalized Intersection Capacity Analysis 2: SE Norton Lane & SE Stratus Avenue

08/08/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Yield	
Traffic Volume (vph)	70	10	9	1	1	37	1	117	1	87	118	16
Future Volume (vph)	70	10	9	1	1	37	1	117	1	87	118	16
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	88	12	11	1	1	46	1	146	1	109	148	20
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	111	48	148	277								
Volume Left (vph)	88	1	1	109								
Volume Right (vph)	11	46	1	20								
Hadj (s)	0.29	-0.57	0.18	0.10								
Departure Headway (s)	5.3	4.5	4.8	4.6								
Degree Utilization, x	0.16	0.06	0.20	0.35								
Capacity (veh/h)	626	707	708	748								
Control Delay (s)	9.3	7.8	9.0	10.1								
Approach Delay (s)	9.3	7.8	9.0	10.1								
Approach LOS	A	A	A	B								
Intersection Summary												
Delay			9.5									
Level of Service			A									
Intersection Capacity Utilization			38.5%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM 6th TWSC
 3: SE Norton Lane & Site Access/SE Stratus Avenue

08/08/2023

Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	50	1	1	1	1	20	1	1	1	50	1	16
Future Vol, veh/h	50	1	1	1	1	20	1	1	1	50	1	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	5	5	5	0	0	0	0	0	0
Mvmt Flow	71	1	1	1	1	29	1	1	1	71	1	23

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	174	159	13	160	170	2	24	0	0	2	0	0
Stage 1	155	155	-	4	4	-	-	-	-	-	-	-
Stage 2	19	4	-	156	166	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.15	6.55	6.25	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.545	4.045	3.345	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	793	737	1073	799	718	1073	1604	-	-	1634	-	-
Stage 1	852	773	-	1011	887	-	-	-	-	-	-	-
Stage 2	1005	897	-	839	755	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	744	704	1073	769	686	1073	1604	-	-	1634	-	-
Mov Cap-2 Maneuver	744	704	-	769	686	-	-	-	-	-	-	-
Stage 1	851	739	-	1010	886	-	-	-	-	-	-	-
Stage 2	976	896	-	799	722	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	8.6	2.4	5.5
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1604	-	-	748	1028	1634	-	-
HCM Lane V/C Ratio	0.001	-	-	0.099	0.031	0.044	-	-
HCM Control Delay (s)	7.2	0	-	10.3	8.6	7.3	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0.1	-	-

HCM 6th TWSC
2: SE Norton Lane & SE Stratus Avenue

08/08/2023

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	70	10	9	1	1	37	1	117	1	87	118	16
Future Vol, veh/h	70	10	9	1	1	37	1	117	1	87	118	16
Conflicting Peds, #/hr	0	0	0	0	0	0	8	0	0	0	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	11	11	11	0	0	0	11	11	11	4	4	4
Mvmt Flow	88	13	11	1	1	46	1	146	1	109	148	20

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	556	533	166	537	543	147	176	0	0	147	0	0
Stage 1	384	384	-	149	149	-	-	-	-	-	-	-
Stage 2	172	149	-	388	394	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.61	6.31	7.1	6.5	6.2	4.21	-	-	4.14	-	-
Critical Hdwy Stg 1	6.21	5.61	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.61	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4.099	3.399	3.5	4	3.3	2.299	-	-	2.236	-	-
Pot Cap-1 Maneuver	428	440	855	458	450	905	1348	-	-	1423	-	-
Stage 1	621	596	-	858	778	-	-	-	-	-	-	-
Stage 2	809	757	-	640	609	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	376	399	848	412	408	905	1338	-	-	1423	-	-
Mov Cap-2 Maneuver	376	399	-	412	408	-	-	-	-	-	-	-
Stage 1	615	541	-	857	777	-	-	-	-	-	-	-
Stage 2	766	756	-	564	553	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.4		9.5		0.1		3	
HCM LOS	C		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1338	-	-	401	852	1423	-	-
HCM Lane V/C Ratio	0.001	-	-	0.277	0.057	0.076	-	-
HCM Control Delay (s)	7.7	0	-	17.4	9.5	7.7	0	-
HCM Lane LOS	A	A	-	C	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0.2	0.2	-	-

HCM 6th Signalized Intersection Summary
 1: SE Norton Lane & NE Three Mile Lane (OR 18)

















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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷	↷	↶	↷	↷	↶	↷	↷	↶	↷	↷
Traffic Volume (veh/h)	81	864	125	53	976	100	182	18	68	132	13	147
Future Volume (veh/h)	81	864	125	53	976	100	182	18	68	132	13	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1682	1682	1682	1709	1709	1709	1709	1709	1709	1736	1736	1736
Adj Flow Rate, veh/h	92	982	58	60	1109	30	207	20	13	150	15	30
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	5	5	5	3	3	3	3	3	3	1	1	1
Cap, veh/h	113	1424	635	72	1362	608	315	87	57	188	54	107
Arrive On Green	0.07	0.45	0.45	0.04	0.42	0.42	0.10	0.09	0.09	0.11	0.10	0.10
Sat Flow, veh/h	1602	3195	1425	1628	3247	1448	3158	962	625	1654	513	1025
Grp Volume(v), veh/h	92	982	58	60	1109	30	207	0	33	150	0	45
Grp Sat Flow(s),veh/h/ln	1602	1598	1425	1628	1624	1448	1579	0	1587	1654	0	1538
Q Serve(g_s), s	3.0	12.9	1.2	1.9	15.8	0.6	3.3	0.0	1.0	4.6	0.0	1.4
Cycle Q Clear(g_c), s	3.0	12.9	1.2	1.9	15.8	0.6	3.3	0.0	1.0	4.6	0.0	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.67
Lane Grp Cap(c), veh/h	113	1424	635	72	1362	608	315	0	144	188	0	161
V/C Ratio(X)	0.81	0.69	0.09	0.83	0.81	0.05	0.66	0.00	0.23	0.80	0.00	0.28
Avail Cap(c_a), veh/h	275	1710	763	280	1738	775	543	0	546	284	0	529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.0	11.6	8.4	24.8	13.4	9.0	22.7	0.0	22.1	22.6	0.0	21.6
Incr Delay (d2), s/veh	10.0	0.8	0.0	16.0	2.2	0.0	1.7	0.0	0.6	7.3	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.3	0.3	0.9	4.1	0.2	1.2	0.0	0.4	2.1	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.0	12.4	8.4	40.8	15.6	9.0	24.4	0.0	22.7	29.9	0.0	22.3
LnGrp LOS	C	B	A	D	B	A	C	A	C	C	A	C
Approach Vol, veh/h		1132			1199			240				195
Approach Delay, s/veh		14.0			16.7			24.2				28.2
Approach LOS		B			B			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	26.0	9.2	9.5	6.3	27.3	9.9	8.7				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	9.0	28.0	9.0	18.0	9.0	28.0	9.0	18.0				
Max Q Clear Time (g_c+I1), s	5.0	17.8	5.3	3.4	3.9	14.9	6.6	3.0				
Green Ext Time (p_c), s	0.0	4.2	0.2	0.1	0.0	4.5	0.1	0.1				
Intersection Summary												
HCM 6th Ctrl Delay				17.0								
HCM 6th LOS				B								

HCM Unsignalized Intersection Capacity Analysis 2: SE Norton Lane & SE Stratus Avenue

08/08/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Yield	
Traffic Volume (vph)	61	1	9	2	1	75	1	134	1	27	92	80
Future Volume (vph)	61	1	9	2	1	75	1	134	1	27	92	80
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	68	1	10	2	1	83	1	149	1	30	102	89
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	79	86	151	221								
Volume Left (vph)	68	2	1	30								
Volume Right (vph)	10	83	1	89								
Hadj (s)	0.18	-0.49	0.00	-0.13								
Departure Headway (s)	5.0	4.4	4.6	4.4								
Degree Utilization, x	0.11	0.10	0.19	0.27								
Capacity (veh/h)	654	747	752	786								
Control Delay (s)	8.7	7.9	8.6	8.9								
Approach Delay (s)	8.7	7.9	8.6	8.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.6									
Level of Service			A									
Intersection Capacity Utilization			41.3%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM 6th TWSC
 3: SE Norton Lane & Site Access/SE Stratus Avenue

08/08/2023

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	1	1	1	1	45	1	1	1	5	1	50
Future Vol, veh/h	30	1	1	1	1	45	1	1	1	5	1	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	2	2	2	0	0	0	0	0	0
Mvmt Flow	40	1	1	1	1	60	1	1	1	7	1	67

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	83	53	35	54	86	2	68	0	0	2	0	0
Stage 1	49	49	-	4	4	-	-	-	-	-	-	-
Stage 2	34	4	-	50	82	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.12	6.52	6.22	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.518	4.018	3.318	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	909	842	1044	944	804	1082	1546	-	-	1634	-	-
Stage 1	969	858	-	1018	892	-	-	-	-	-	-	-
Stage 2	987	897	-	963	827	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	854	838	1044	938	800	1082	1546	-	-	1634	-	-
Mov Cap-2 Maneuver	854	838	-	938	800	-	-	-	-	-	-	-
Stage 1	968	855	-	1017	891	-	-	-	-	-	-	-
Stage 2	930	896	-	956	824	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	9.4		8.6			2.4			0.6		
HCM LOS	A		A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1546	-	-	858	1070	1634	-	-
HCM Lane V/C Ratio	0.001	-	-	0.05	0.059	0.004	-	-
HCM Control Delay (s)	7.3	0	-	9.4	8.6	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-

HCM 6th TWSC
 2: SE Norton Lane & SE Stratus Avenue

08/08/2023

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	61	1	9	2	1	75	1	134	1	27	92	80
Future Vol, veh/h	61	1	9	2	1	75	1	134	1	27	92	80
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	0	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5	0	0	0	5	5	5
Mvmt Flow	68	1	10	2	1	83	1	149	1	30	102	89

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	405	363	151	364	407	150	195	0	0	150	0	0
Stage 1	211	211	-	152	152	-	-	-	-	-	-	-
Stage 2	194	152	-	212	255	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.1	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.2	-	-	2.245	-	-
Pot Cap-1 Maneuver	551	560	887	586	529	889	1390	-	-	1413	-	-
Stage 1	784	722	-	843	766	-	-	-	-	-	-	-
Stage 2	801	766	-	783	691	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	487	544	884	567	514	889	1385	-	-	1413	-	-
Mov Cap-2 Maneuver	487	544	-	567	514	-	-	-	-	-	-	-
Stage 1	780	702	-	842	765	-	-	-	-	-	-	-
Stage 2	724	765	-	754	672	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.2		9.6		0.1		1	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1385	-	-	517	868	1413	-	-
HCM Lane V/C Ratio	0.001	-	-	0.153	0.1	0.021	-	-
HCM Control Delay (s)	7.6	0	-	13.2	9.6	7.6	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.3	0.1	-	-

1. OR-18 & Norton Lane

Right Turns on Red
 APM Section 13.4.2: RTOR
 Equation: $vRTOR = sRTOR * (r/C)$

AM Peak Hour													
	sRTOR				r				C	vRTOR			
	EBR	WBR	NBR	SBR	EBR	WBR	NBR	SBR		EBR	WBR	NBR	SBR
2023 Existing	142	140	24	55	48	48	48	48	70	97	96	16	38
2025 Background	157	140	45	57	48	48	48	48	70	108	96	31	39
2025 Buildout	166	140	59	57	48	48	48	48	70	114	96	40	39

PM Peak Hour													
	sRTOR				r				C	vRTOR			
	EBR	WBR	NBR	SBR	EBR	WBR	NBR	SBR		EBR	WBR	NBR	SBR
2023 Existing	123	123	53	160	48	48	58	58	80	74	74	38	116
2025 Background	123	123	68	167	48	48	58	58	80	74	74	49	121
2025 Buildout	123	123	77	167	48	48	58	58	80	74	74	56	121

Intersection v/c
 APM Section 13.4.4: Critical Intersection v/c ratio
 Method: Determine Critical Movements in HCM 2000 reports
 HCM 6th reports, determine adjusted and sat flow rates
 Adjust Flow/Sat Flow
 Sum up Crit Movement Flow Rates
 $X_c \text{ of intersection} = \text{sum}(\text{crit.move. Flow rates} * (C / (C-L)))$

AM Peak Hour																				
	Critical Movement	Adjust Flow				Saturated Flow				Adj/Sat Flows				Sum	C	L	Xc			
		EBL	WBT	NBTh+R	SBL	EBL	WBT	NBTh+R	SBL	EBL	WBT	NBTh+R	SBL							
2023 Existing		136	705	33	68	1602	3169	1519	1537	0.084894	0.222468	0.021725	0.044242	0.373328	70	16	0.484			
2025 Background	EBL	WBT	NBTh+R	SBL	142	725	43	70	1602	3169	1498	1537	0.088639	0.228779	0.028705	0.045543	0.391666	70	16	0.508
2025 Buildout		142	725	51	70	1602	3169	1489	1537	0.088639	0.228779	0.034251	0.045543	0.397212	70	16	0.515			

PM Peak Hour																				
	Critical Movement	Adjust Flow				Saturated Flow				Adj/Sat Flows				Sum	C	L	Xc			
		EBL	WBT	SBL	SBTh+R	EBL	WBT	SBL	SBTh+R	EBL	WBT	SBL	SBTh+R							
2023 Existing		89	1078	144	35	1602	3247	1654	1505	0.055556	0.331999	0.087062	0.023256	0.497872	80	16	0.622			
2025 Background	EBL	WBT	SBL	SBTh+R	92	1109	150	32	1602	3247	1654	1533	0.057428	0.341546	0.090689	0.020874	0.510538	80	16	0.638
2025 Buildout		92	1109	150	45	1602	3247	1654	1538	0.057428	0.341546	0.090689	0.029259	0.518922	80	16	0.649			

APPLICATION DRAWINGS

ARCHITECTURAL,
CIVIL AND LANDSCAPE

8

PROJECT DATA

SITE INFORMATION:
 ZONING: C3 - GENERAL COMMERCIAL, THREE-MILE LANE PLANNED DEVELOPMENT OVERLAY
 MAP NO: T4SR4W-27, TAX LOT 701
 SITE AREA: 214,759 SF, 4.93 ACRES

BUILDING INFORMATION
 CONSTRUCTION TYPE: TYPE V-B
 BUILDING HEIGHT: THREE-STORIES
 OCCUPANCY GROUPS: R-2 RESIDENTIAL, APARTMENTS

LIVING UNITS:
 ONE-BEDROOM, 1 BATH: 42 UNITS
 TWO-BEDROOM, 1 BATH: 36 UNITS
 TWO-BEDROOM, 2 BATH: 42 UNITS
 THREE-BEDROOM, 2 BATH: 18 UNITS
 TOTAL UNITS: 138 UNITS

PARKING:
 REQUIRED:
 1BR AND 2BR UNITS, 1.5 SPACES/UNIT= 180 SPACES
 3BR UNITS, 2 SPACES/UNIT= 36 SPACES
 TOTAL REQUIRED: 216 SPACES

PROVIDED:
 STANDARD SPACES: 188 SPACES
 COMPACT SPACES: 22 SPACES
 ACCESSIBLE SPACES: 8 SPACES
 TOTAL PARKING PROVIDED: 218 SPACES

PROJECT TEAM

OWNER/DEVELOPER:
 KWDS, LLC
 PO BOX 145
 WILSONVILLE, OREGON 97070
 (503) 781-5685
 CONTACT: CHAD JURANEK

GENERAL CONTRACTOR:
 KOHL INC.
 PO BOX 145
 WILSONVILLE, OREGON 97070
 (503) 781-5685
 CONTACT: CHAD JURANEK

ARCHITECT/PLANNER:
 REITER DESIGN ARCHITECT, INC.
 7965 SW CIRRIUS DRIVE
 BEAVERTON, OREGON 97008
 (503) 574-3036
 PROJECT ARCHITECT: SCOTT REITER

CIVIL ENGINEER:
 HARPER HOUF PETERSON RIGHELLI, INC.
 250 NW FRANKLIN AVE., SUITE 404
 BEND, OREGON 97703
 (541) 318-1161
 PROJECT ENG.: JENNIFER VAN CAMP, PE

STRUCTURAL ENGINEER:
 HARPER HOUF PETERSON RIGHELLI, INC.
 205 SE SPOKANE ST., SUITE 200
 PORTLAND, OREGON 97202
 (503) 221-1131
 PROJECT ENGINEER: JEFF SCHWINDT, PE

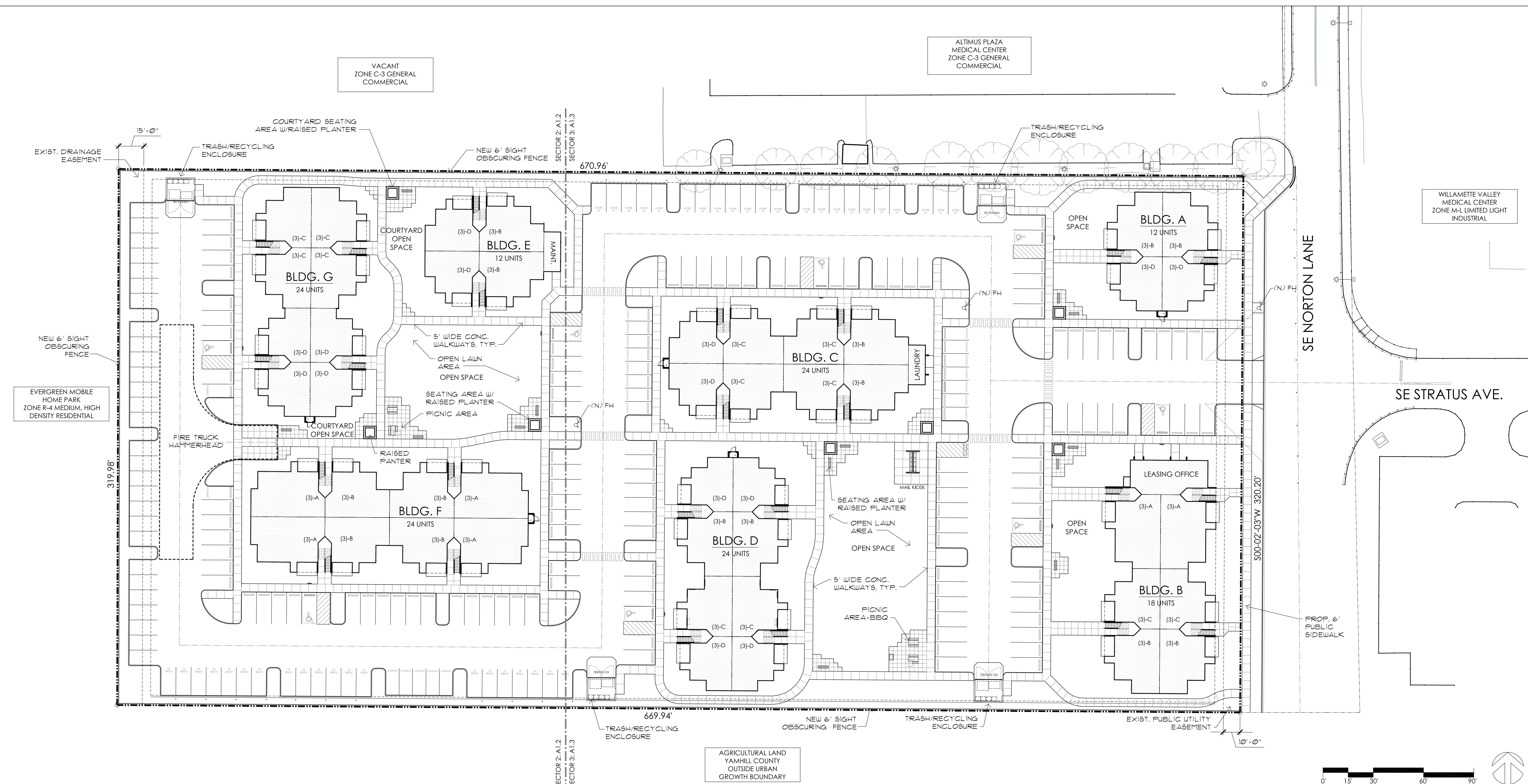
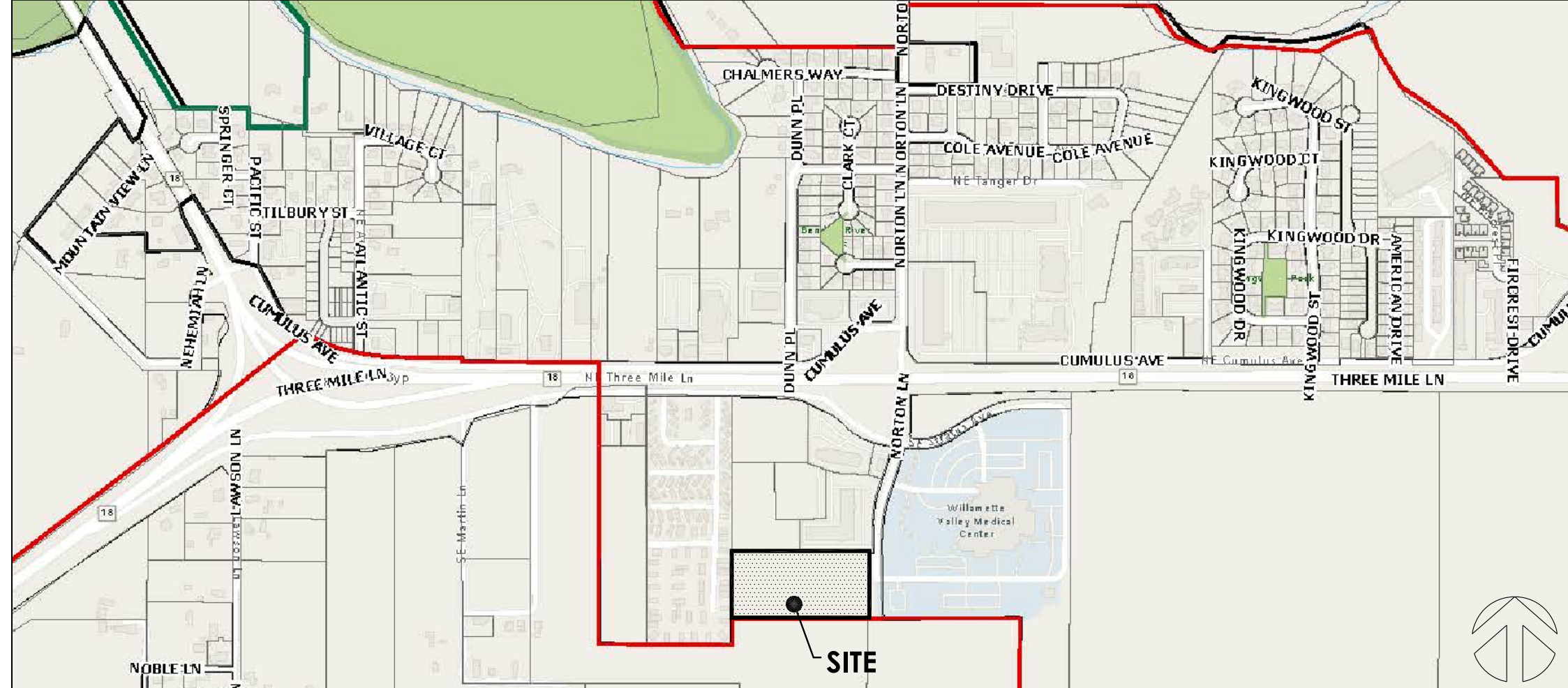
TRANSPORTATION ENGINEER:
 LANCASTER-MOBY
 321 SW 4TH, AVE, SUITE 400
 PORTLAND, OREGON 97204
 (503) 248-0313
 CONTACT: DANIEL STUMPF

LANDSCAPE ARCHITECT:
 HARPER HOUF PETERSON RIGHELLI, INC.
 205 SE SPOKANE ST., SUITE 200
 PORTLAND, OREGON 97202
 (503) 221-1131
 PROJECT LANDSCAPE ARCH.: JEFFERY CREEL

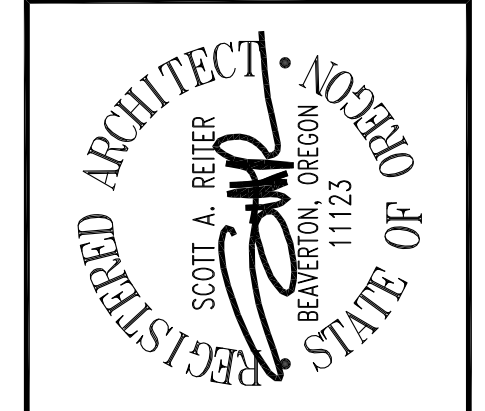
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VICINITY MAP



CONCEPTUAL SITE PLAN 1
 Scale: 1" = 30'-0" A1.0



RDA
 REITER DESIGN ARCHITECT
 INCORPORATED
 6107 SW MURRAY BLVD. #480
 BEAVERTON, OREGON 97008 (503) 574-3036

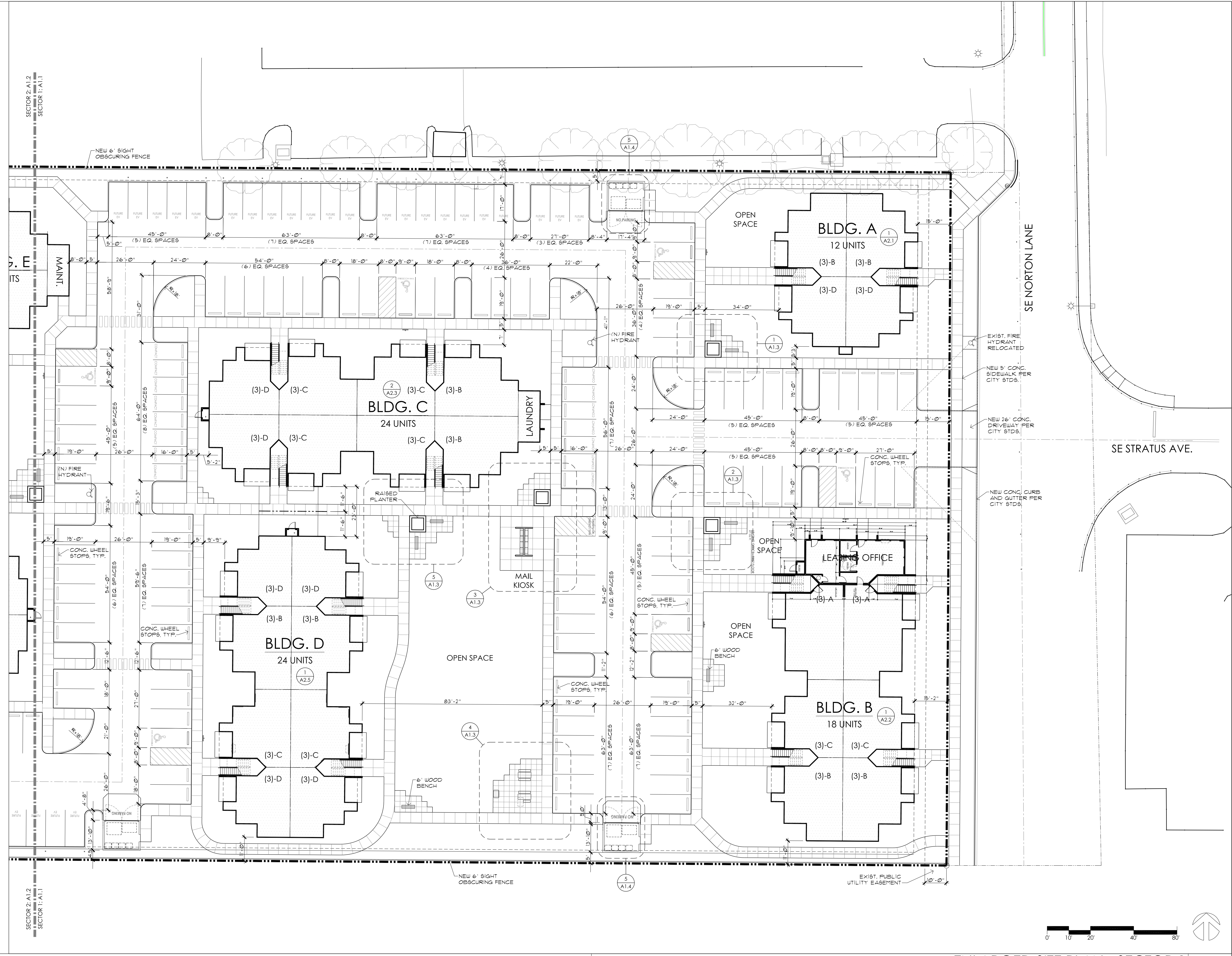
NORTON LANDING APARTMENTS
 SE NORTON LANE AND SE STRATUS AVE. MCMINNVILLE, OREGON
 OWNER:
KWDS, LLC
 PO BOX 145 WILSONVILLE, OREGON 97070 (503) 781-5685

CONCEPTUAL SITE PLAN

date:	JULY 19, 2023
scale:	AS NOTED
drawn:	
job no.:	2301

LAND-USE REVIEW

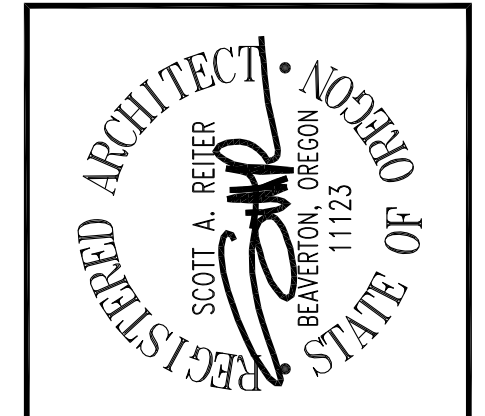
A
1.0



SECTOR 2: A1.2
SECTOR 1: A1.1

SECTOR 2: A1.2
SECTOR 1: A1.1

ENLARGED SITE PLAN - SECTOR 1 1
Scale: 1" = 20'-0" A1.1



RDA
REITER DESIGN ARCHITECT
INCORPORATED

6107 SW MURRAY BLVD. #480
BEAVERTON, OREGON 97008 (503) 574-3056

NORTON LANDING APARTMENTS
SE NORTON LANE AND SE STRATUS AVE. MCMINNVILLE, OREGON

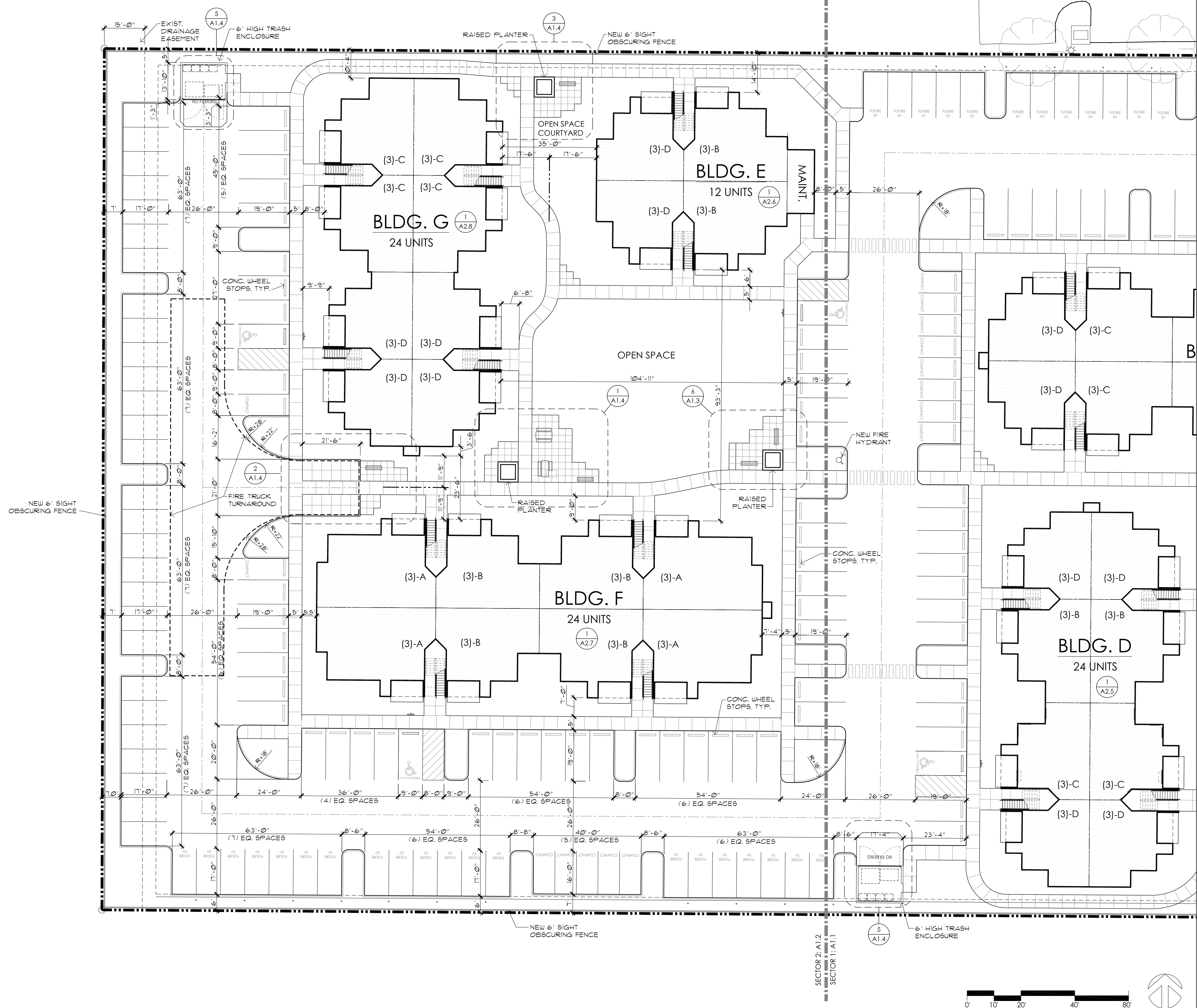
OWNER:
KWDS, LLC
PO BOX 145 WILSONVILLE, OREGON 97070 (503) 781-5685

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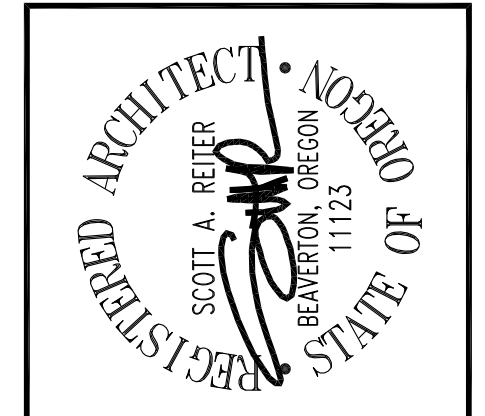
ENLARGED SITE PLAN - SECTOR 1

date:	JULY 19, 2023
scale:	AS NOTED
drawn:	
job no.:	2301

A
1.1



ENLARGED SITE PLAN - SECTOR 2 1
 Scale: 1" = 20'-0" A1.2



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 REITER DESIGN ARCHITECT
 INCORPORATED
 6107 SW MURRAY BLVD. #480
 BEAVERTON, OREGON 97008 (503) 574-3056

NORTON LANDING APARTMENTS
 SE NORTON LANE AND SE STRATUS AVE. MCMINNVILLE, OREGON
 OWNER:
KWDS, LLC
 PO BOX 145 WILSONVILLE, OREGON 97070 (503) 781-5685

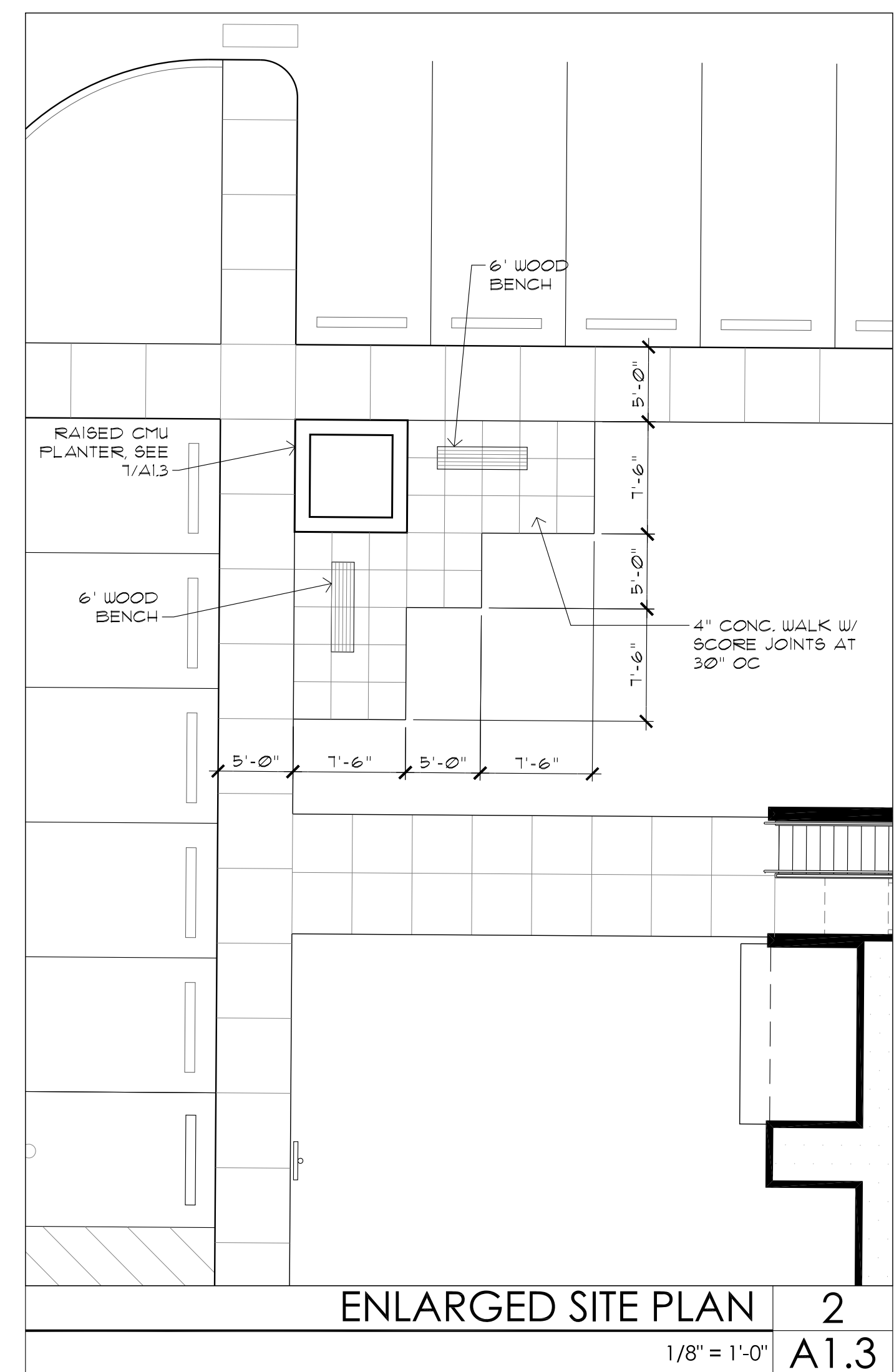
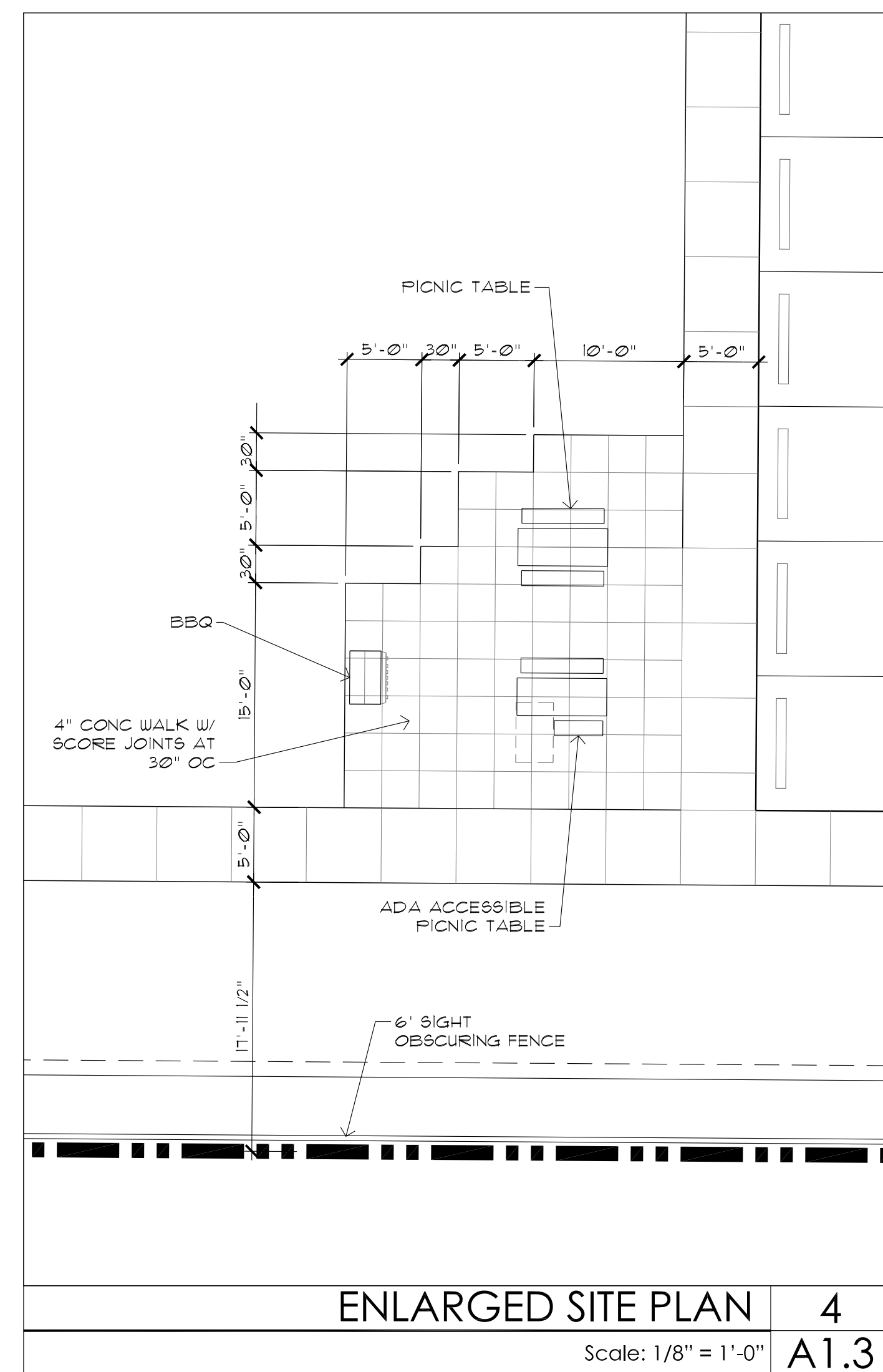
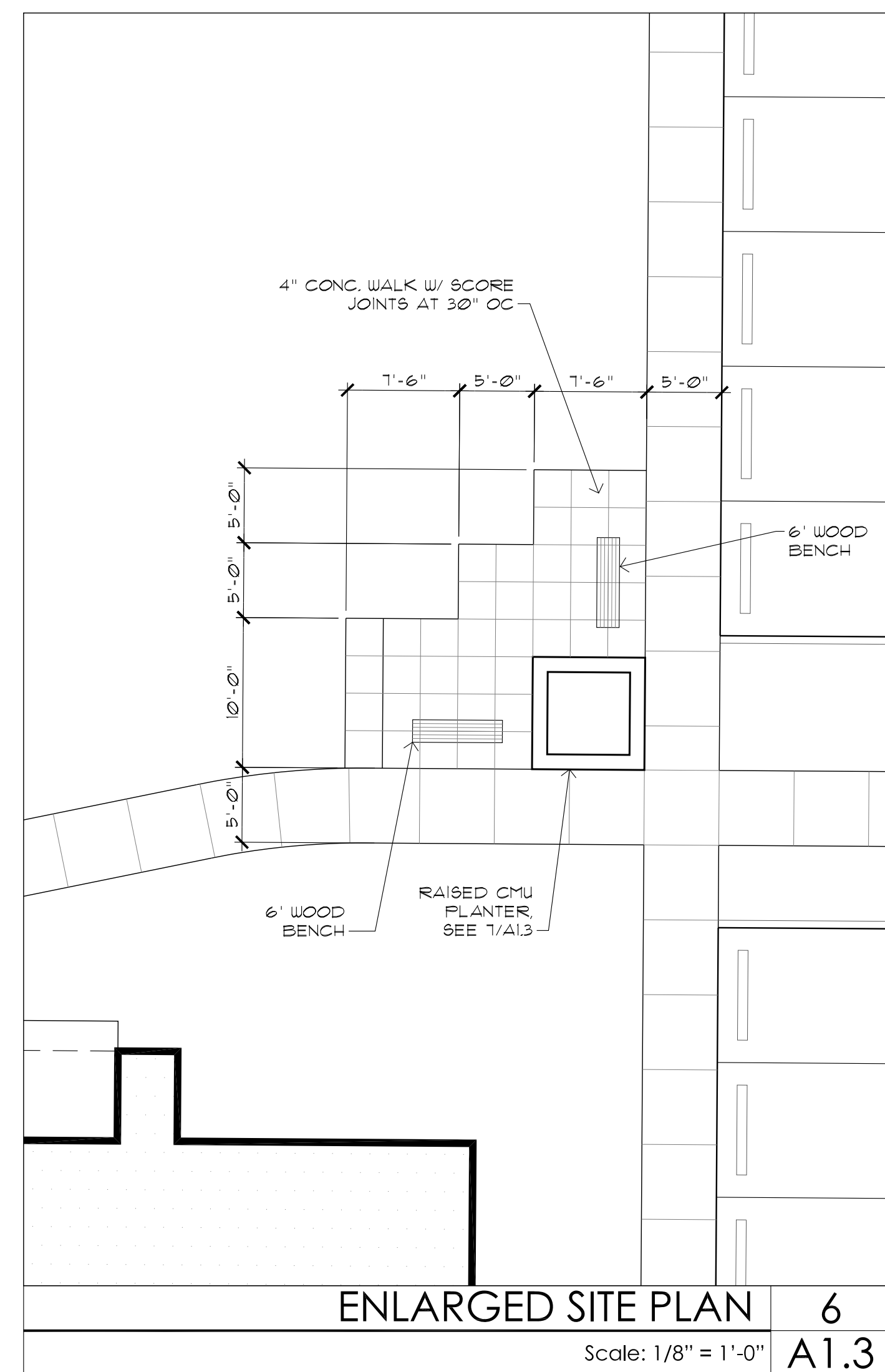
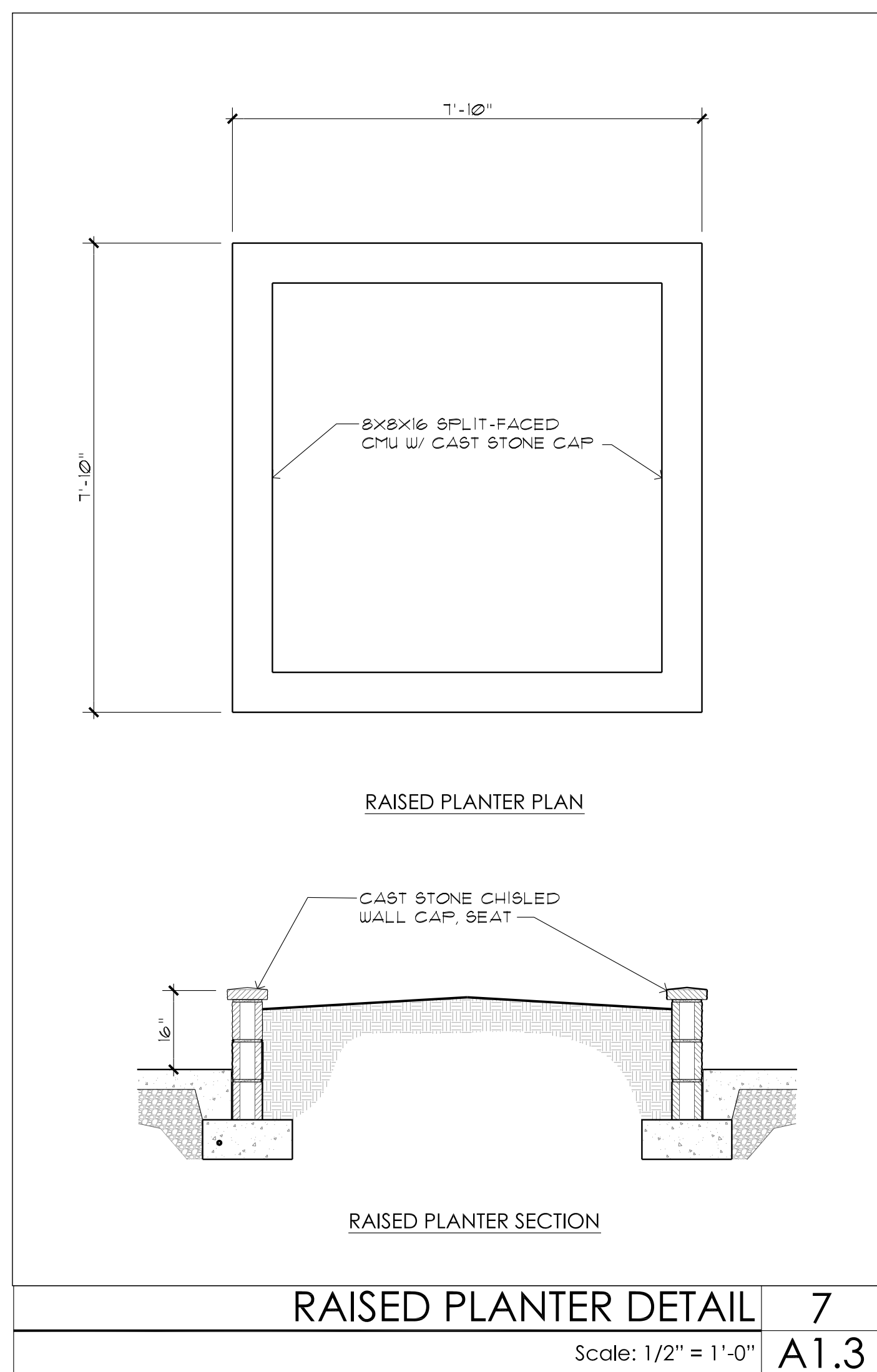
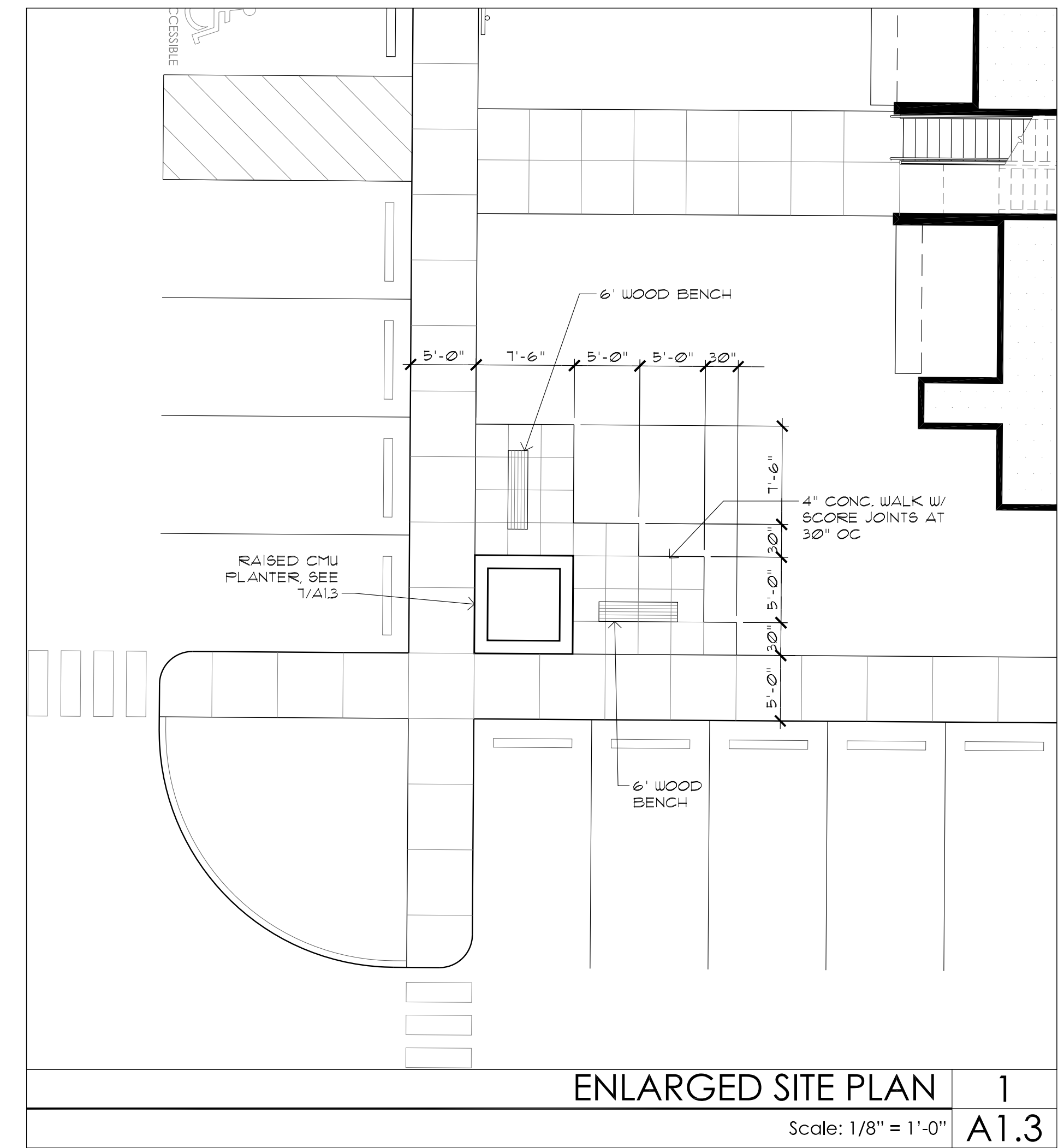
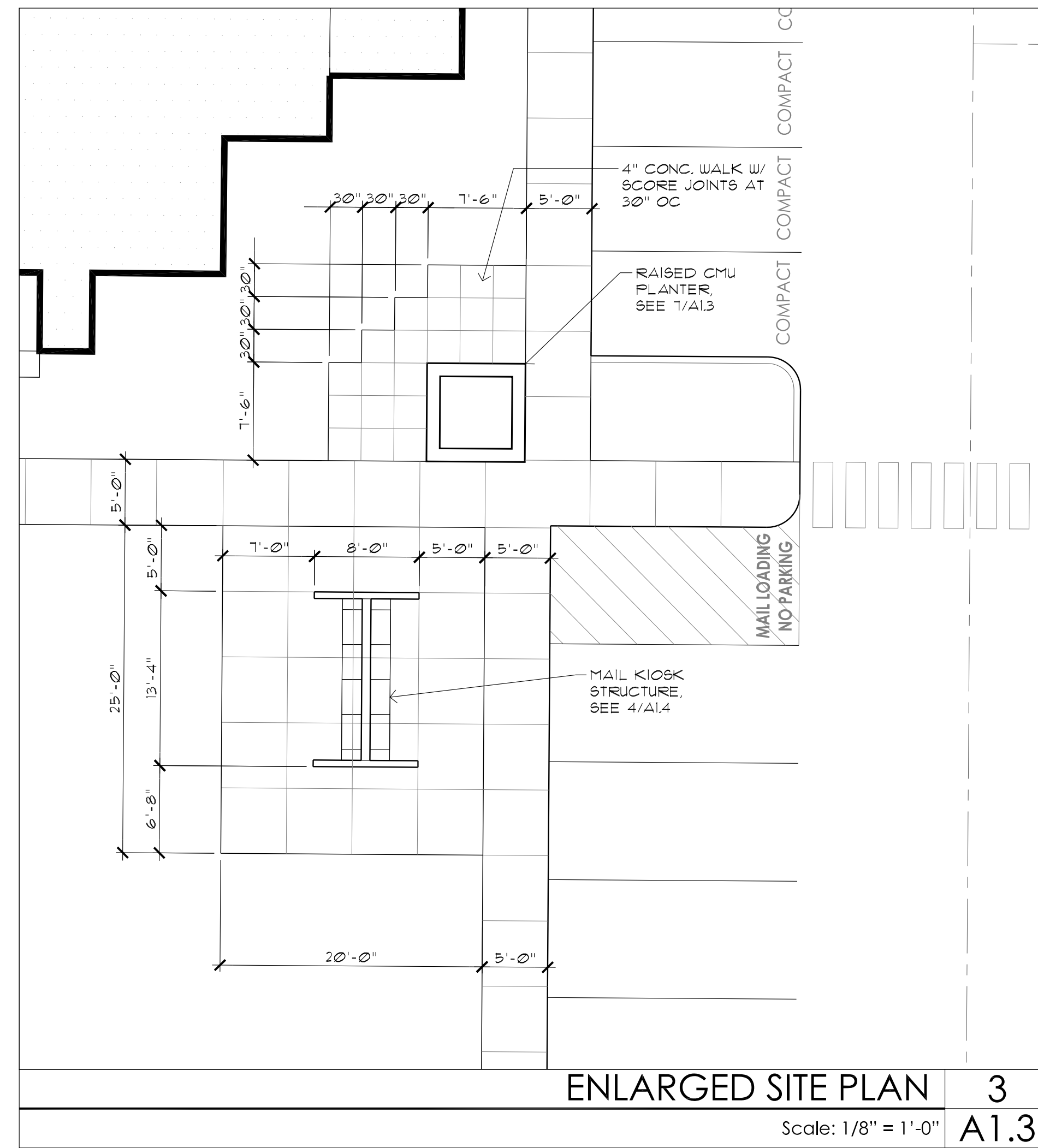
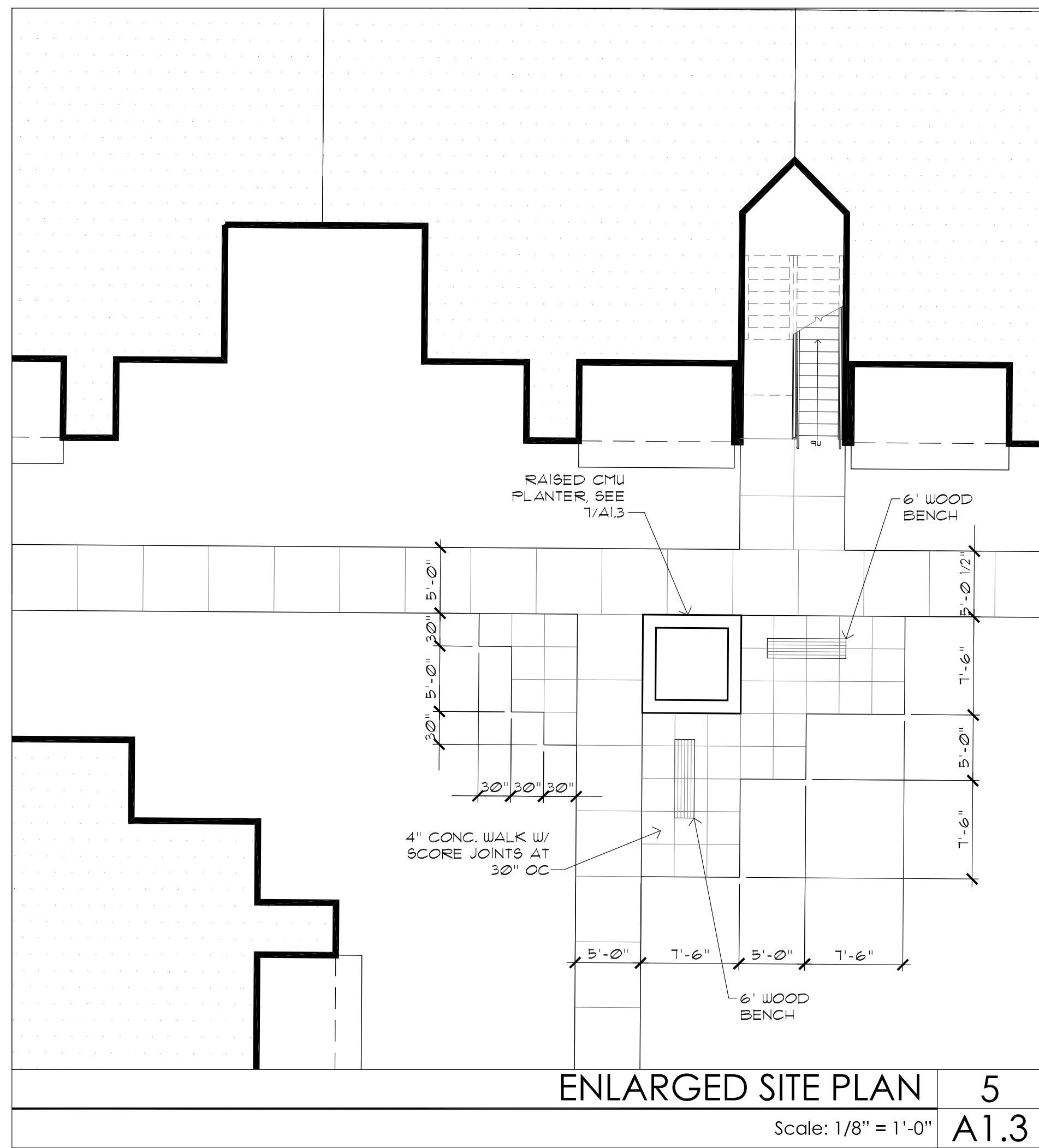
ENLARGED SITE PLAN - SECTOR 2

DATE	REVISIONS
JULY 19, 2023	AS NOTED

drawn: [blank]
 job no: 2301

LAND-USE REVIEW

A
1.2



LAND-USE REVIEW

ENLARGED SITE PLANS

date: JULY 19, 2023
scale: AS NOTED
drawn: [blank]
job no.: 2301

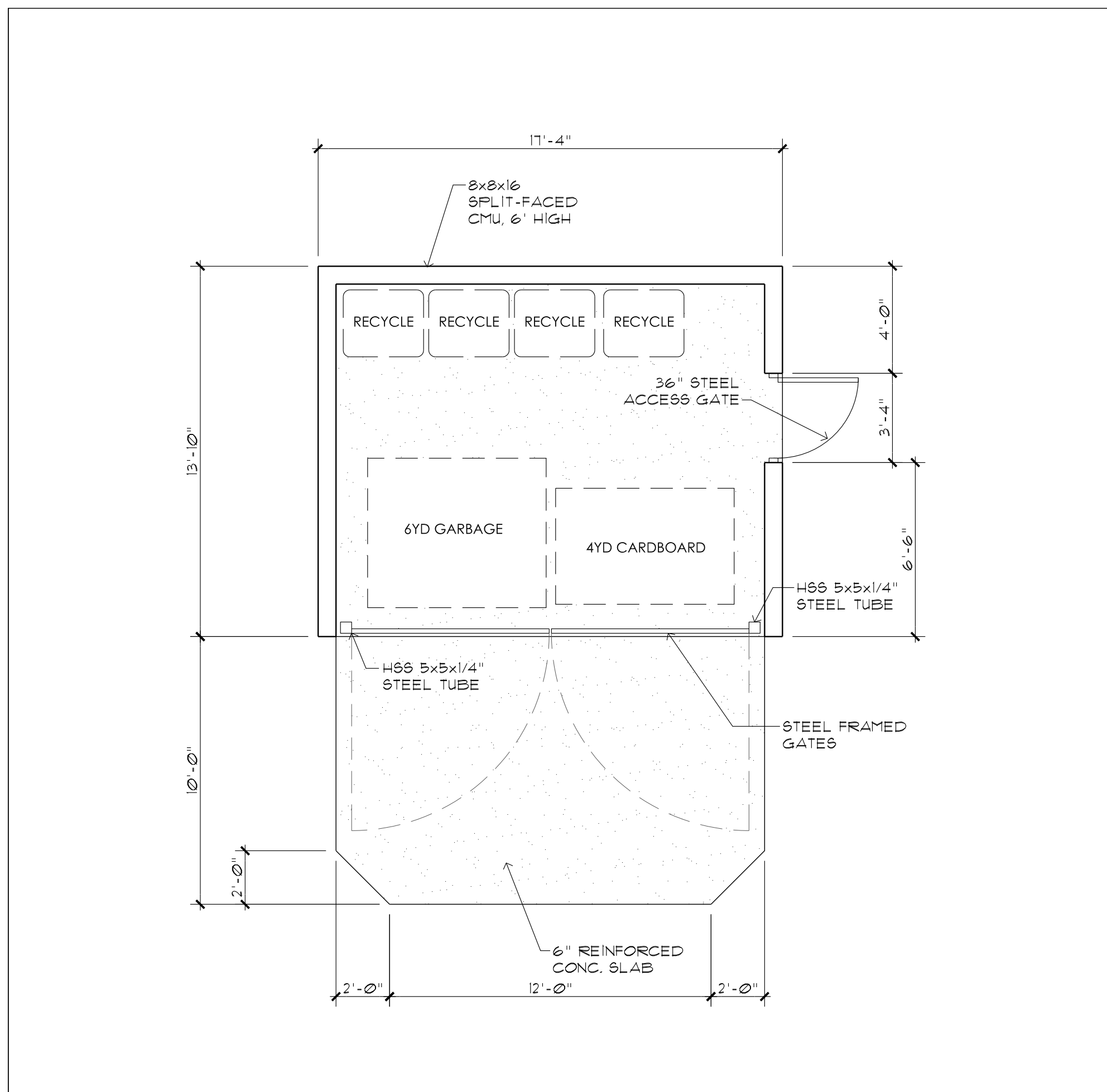
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REGISTERED ARCHITECT
SCOTT A. REITER
BEAVERTON, OREGON 97008
11123
STATE OF OREGON

RDA
REITER DESIGN ARCHITECT
INCORPORATED
6107 SW MURRAY BLVD. #480
BEAVERTON, OREGON 97008 (503) 574-3056

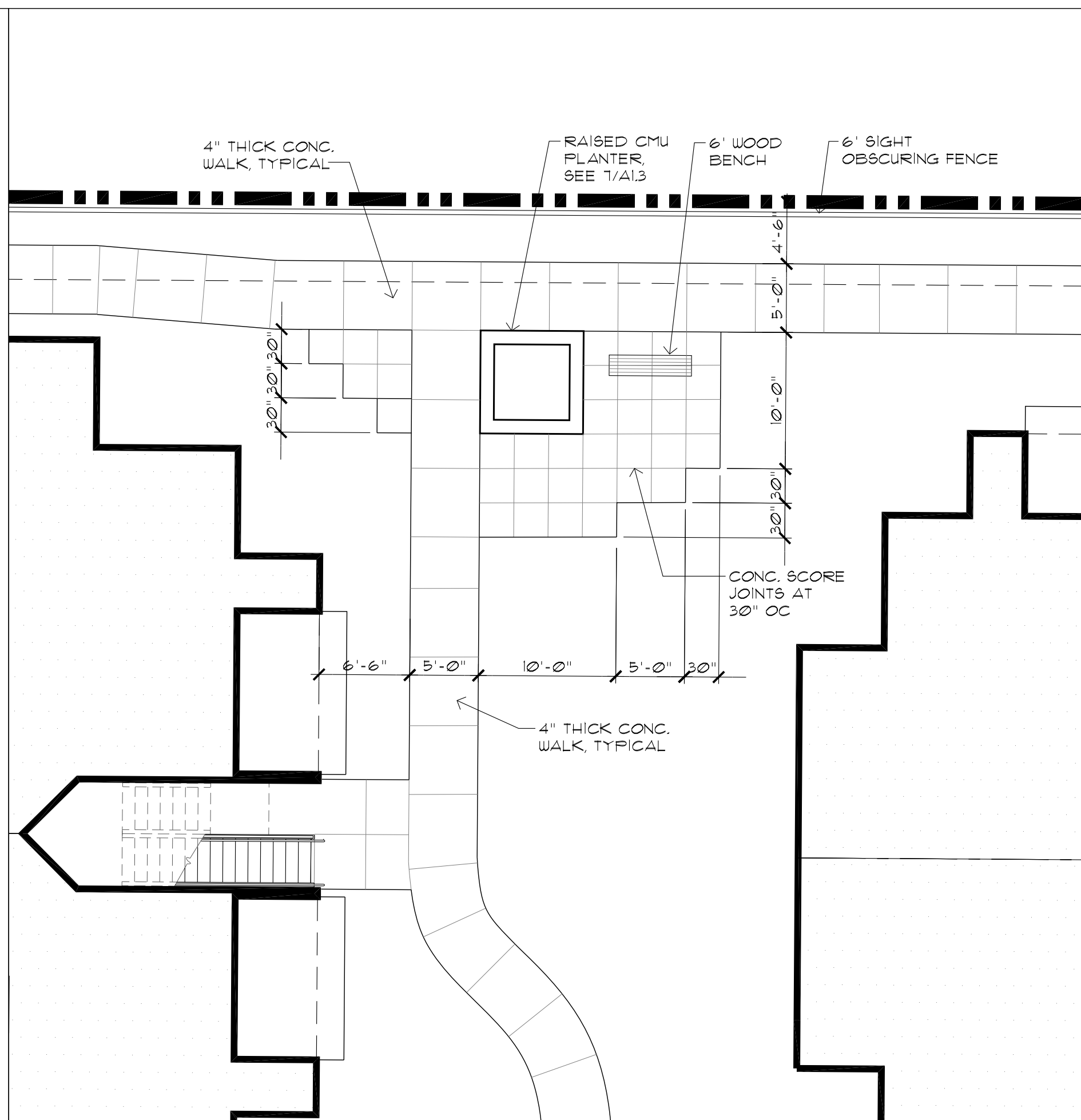
NORTON LANDING APARTMENTS
SE NORTON LANE AND SE STRATUS AVE. MCMINNVILLE, OREGON

OWNER:
KWDS, LLC
PO BOX 145 WILSONVILLE, OREGON 97070 (503) 781-5685



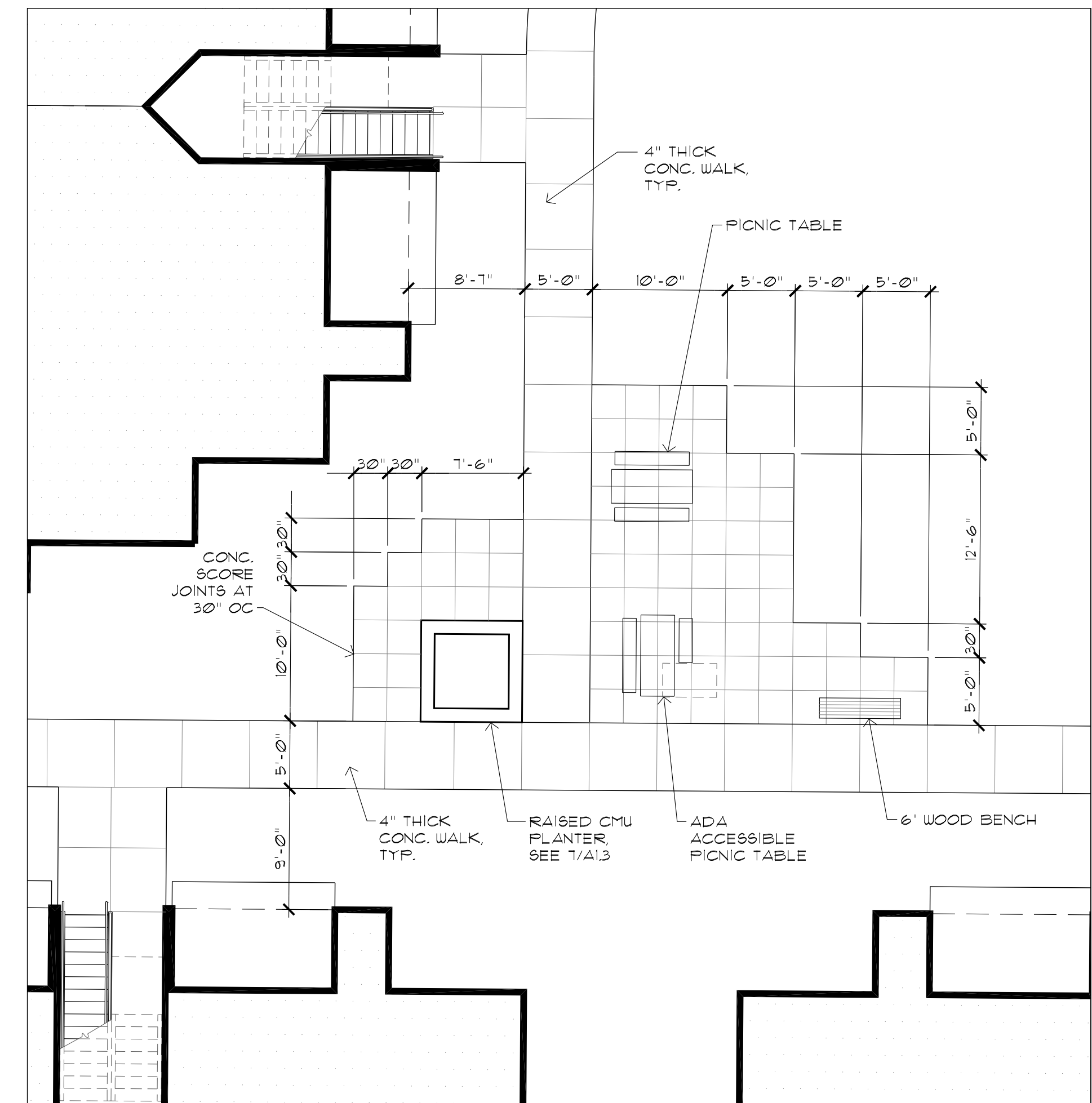
TRASH ENCLOSURE PLAN 5

Scale: 1/4" = 1'-0" A1.4



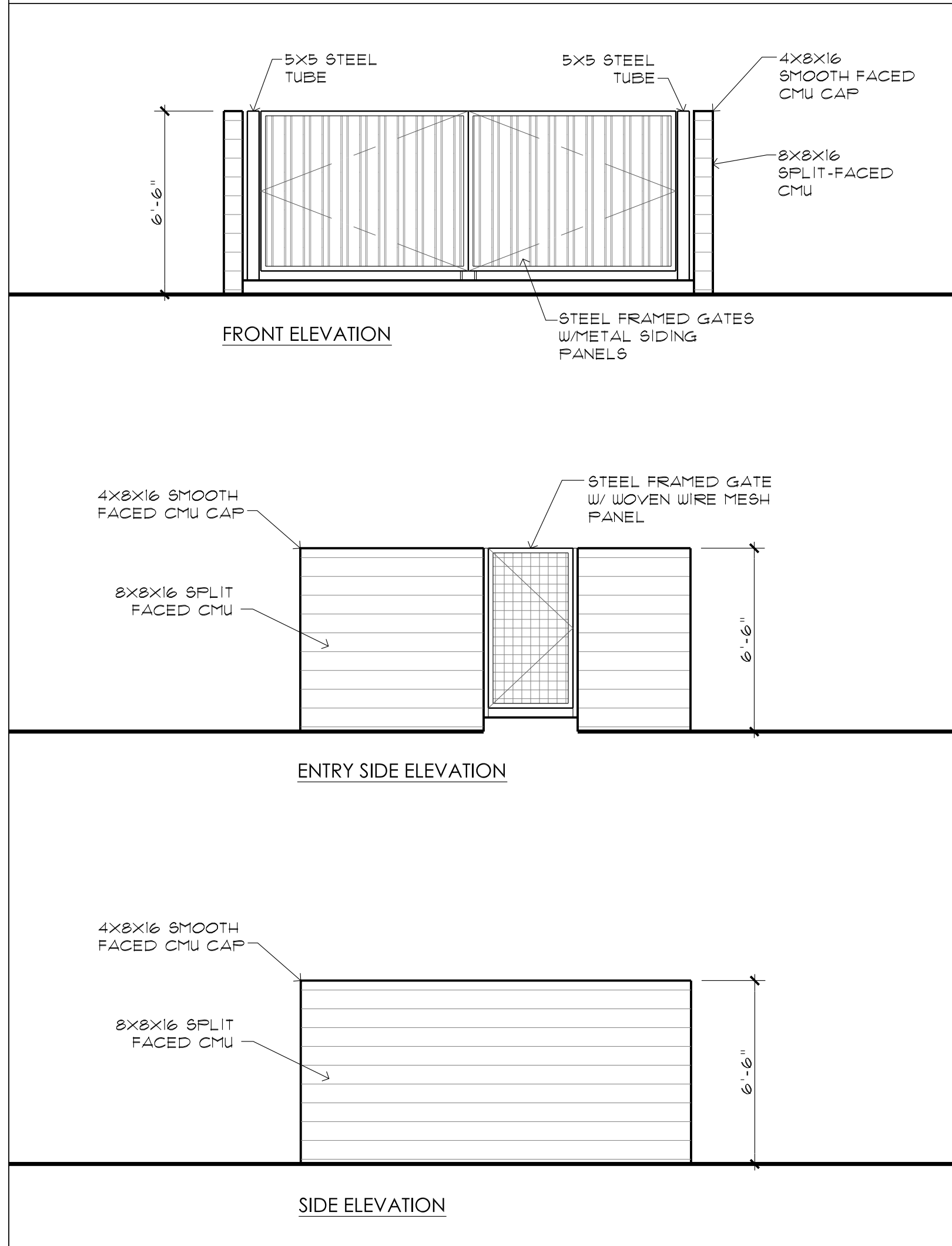
ENLARGED SITE PLAN 3

Scale: 1/8" = 1'-0" A1.4



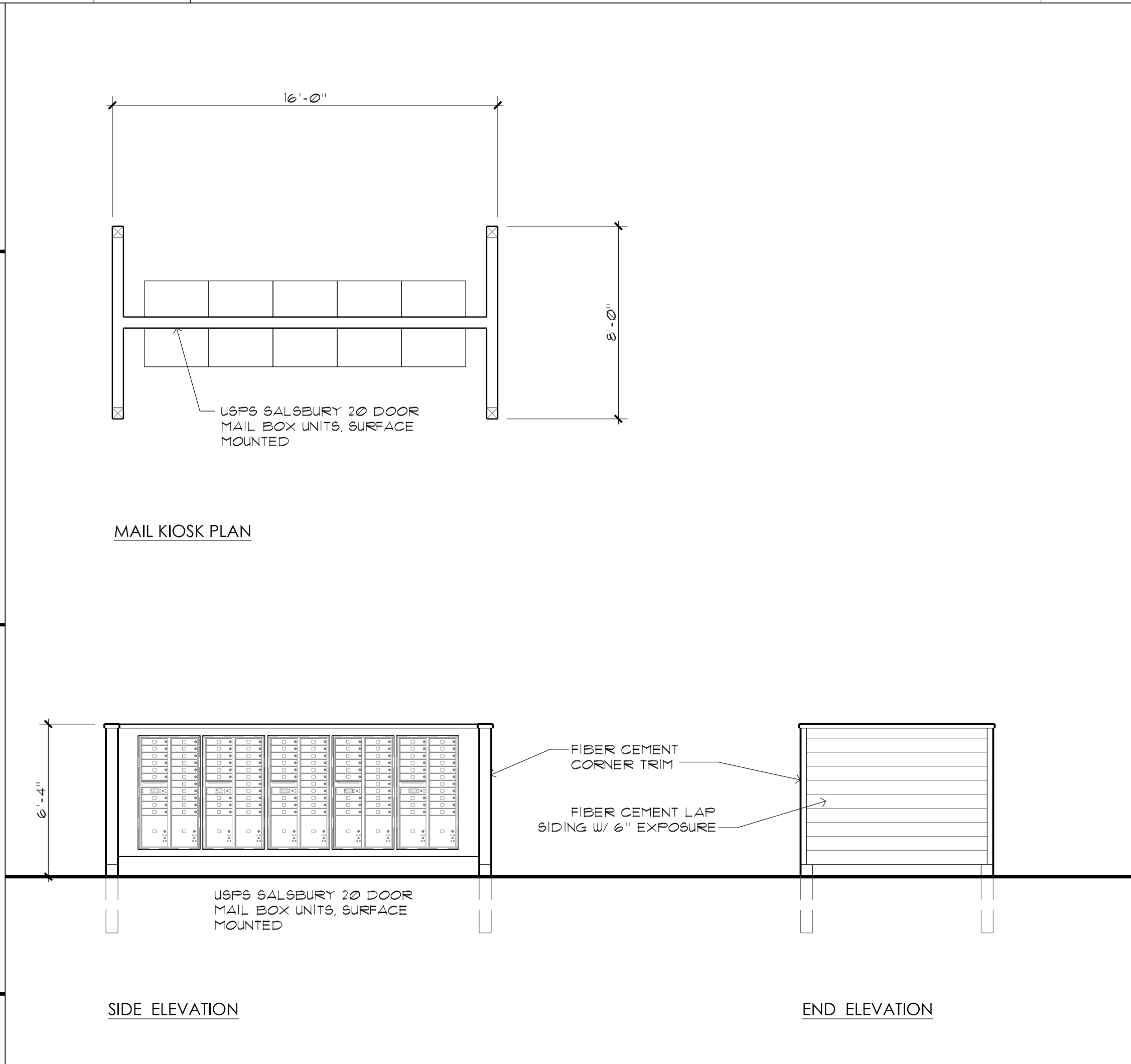
ENLARGED SITE PLAN 1

Scale: 1/8" = 1'-0" A1.4



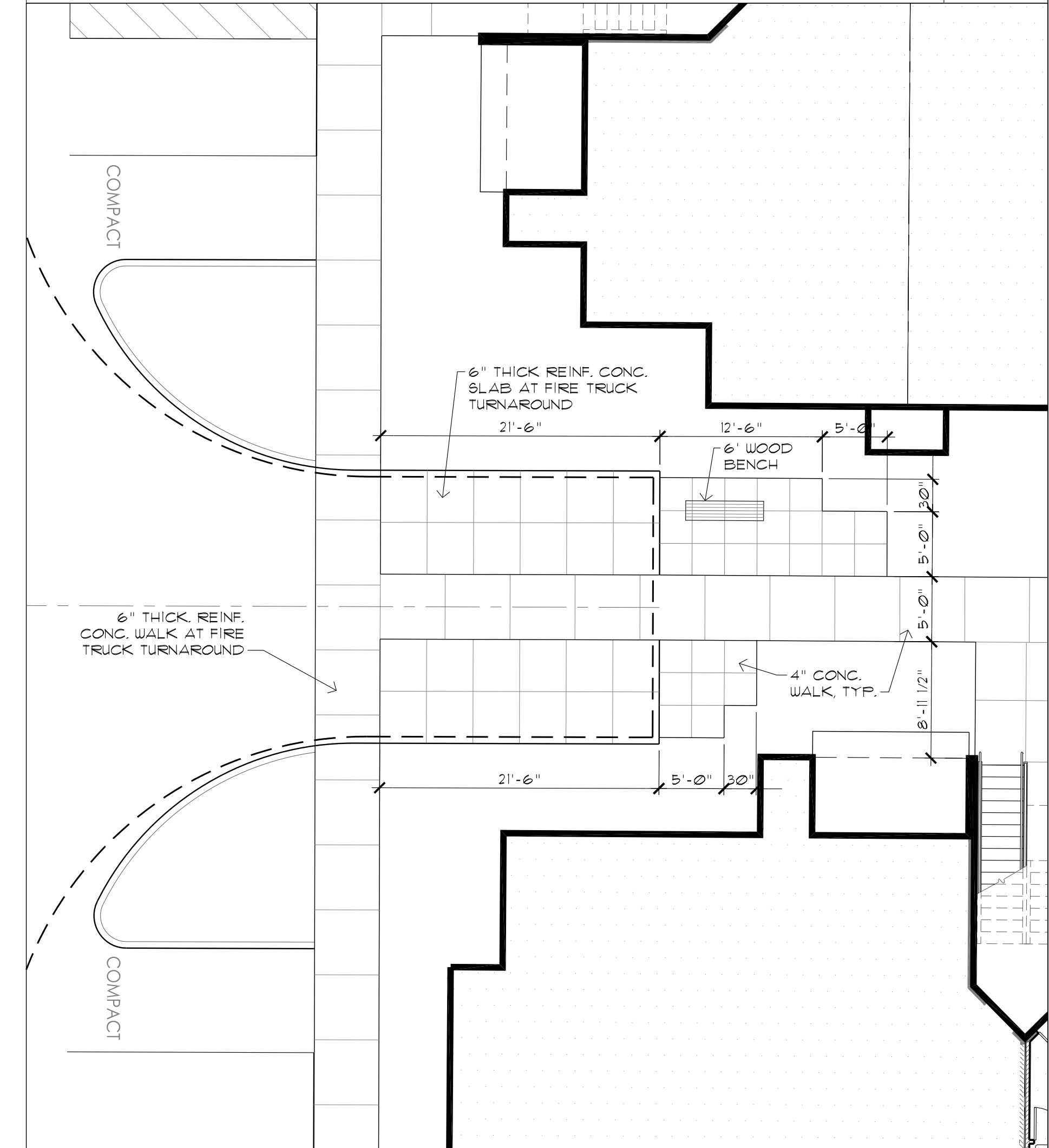
TRASH ENCLOSURE ELEVATIONS 6

Scale: 1/4" = 1'-0" A1.4



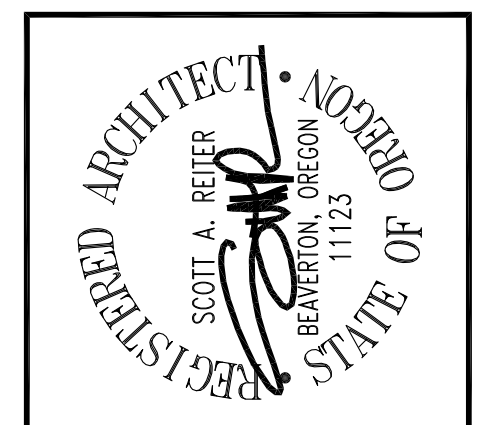
MAIL KIOSK PLAN, ELEVATIONS 4

Scale: 1/4" = 1'-0" A1.4



ENLARGED SITE PLAN 2

Scale: 1/8" = 1'-0" A1.4



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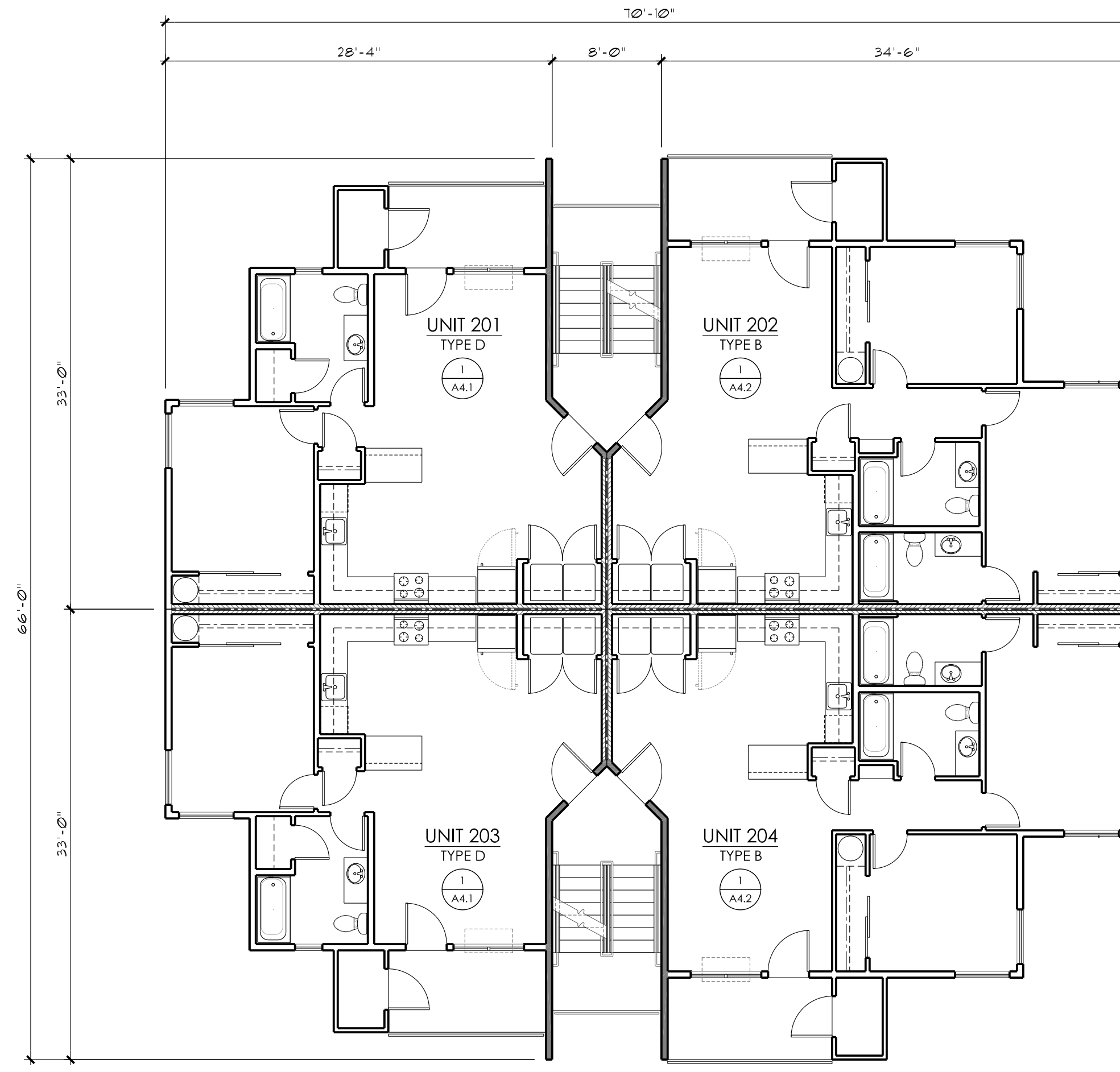
NORTON LANDING APARTMENTS
SE NORTON LANE AND SE STRATUS AVE. MCMINNVILLE, OREGON

OWNER:
KWDS, LLC
PO BOX 145 WILSONVILLE, OREGON 97070 (503) 781-5685

ENLARGED SITE PLANS
MAIL KIOSK PLANS, ELEVATIONS
TRASH ENCLOSURE PLAN, ELEVATIONS

date: JULY 19, 2023
scale: AS NOTED
drawn: [blank]
job no: 2301

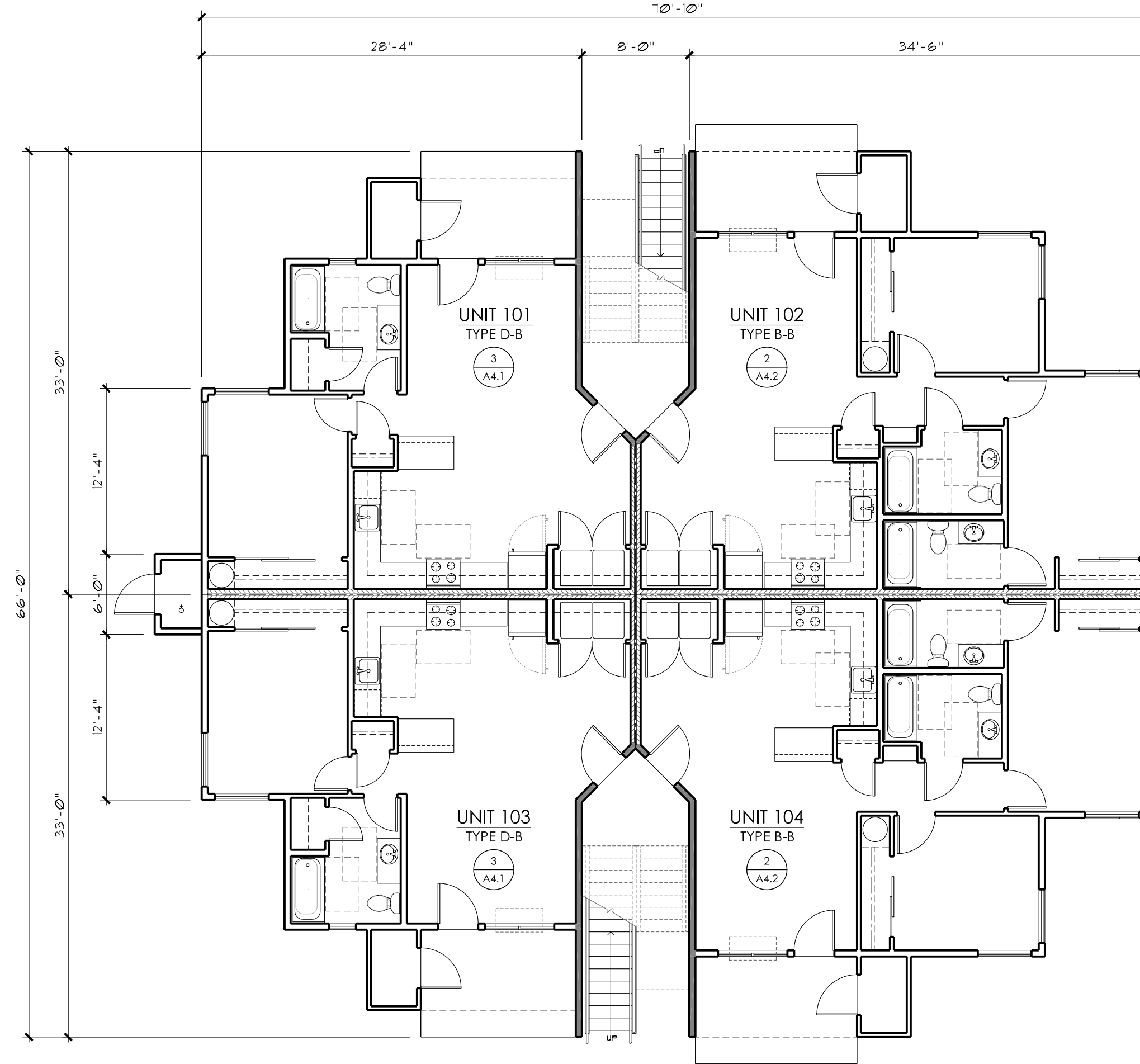
LAND-USE REVIEW
A
1.4



BUILDING 'A' - SECOND/THIRD FLOOR PLAN 2

Scale: 1/8" = 1'-0"

A2.1



BUILDING 'A' - FIRST FLOOR PLAN 1

Scale: 1/8" = 1'-0"

A2.1

LAND-USE REVIEW

BUILDING PLANS
BUILDING 'A'

date:	JULY 19, 2023	revisions:	
scale:	AS NOTED		
drawn:			
job no.:	2301		

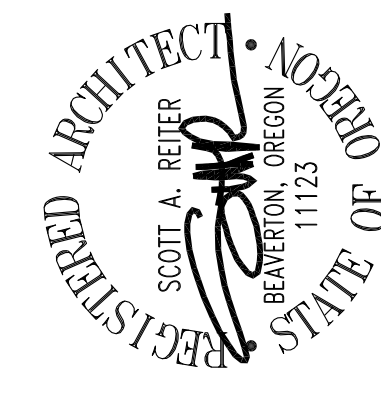
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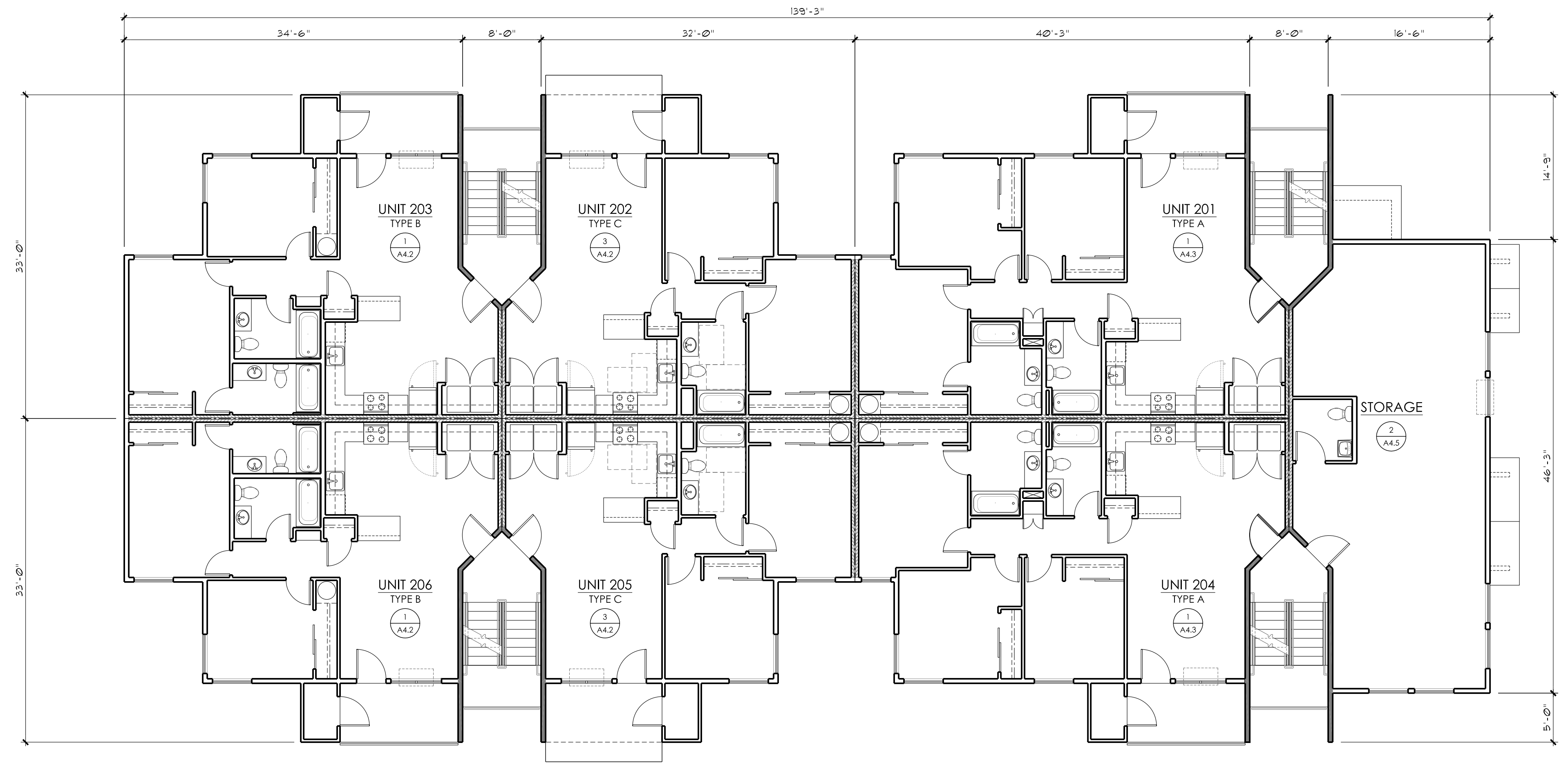
NORTON LANDING APARTMENTS
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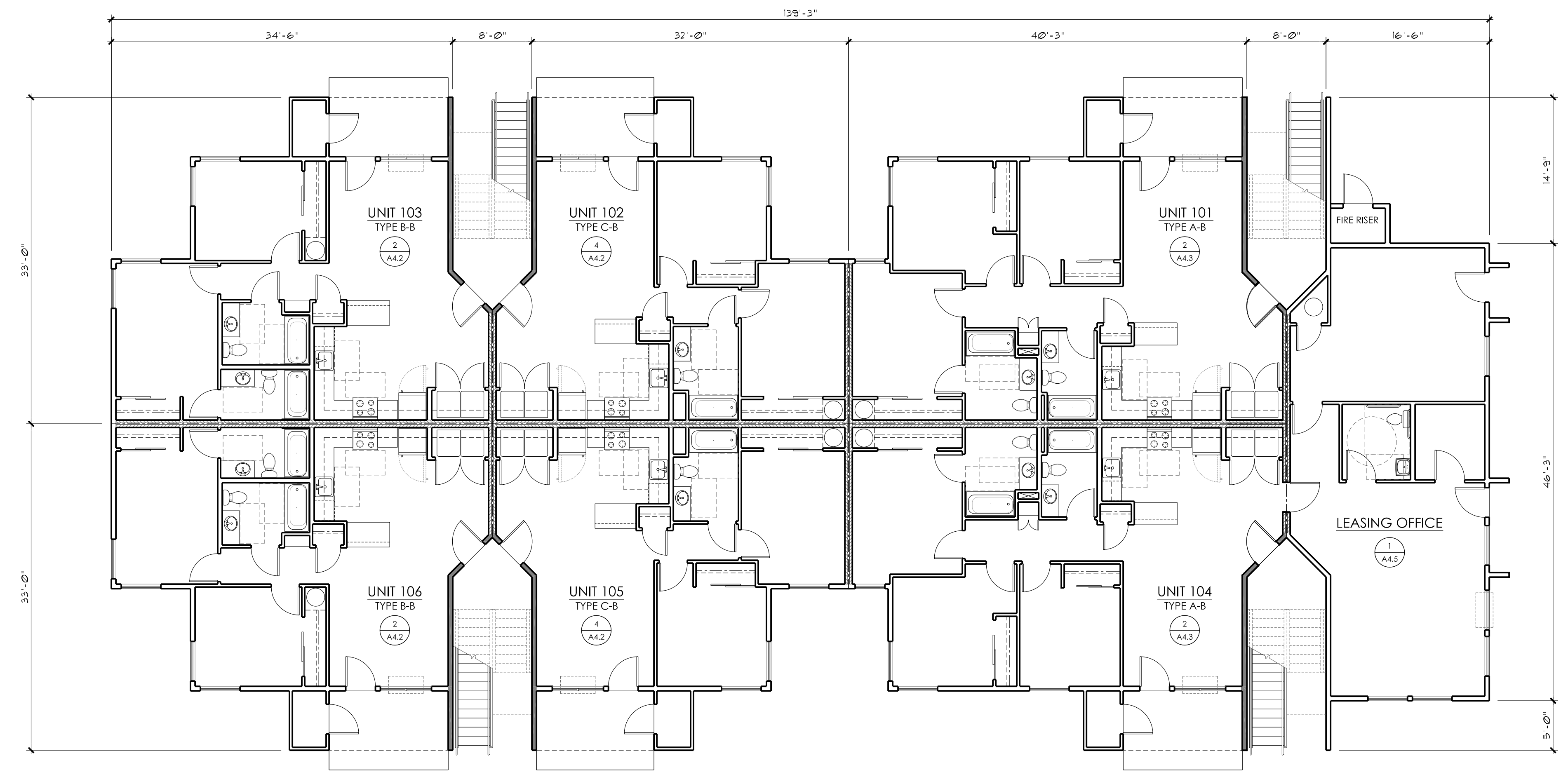
6107 SW MURRAY BLVD. #480
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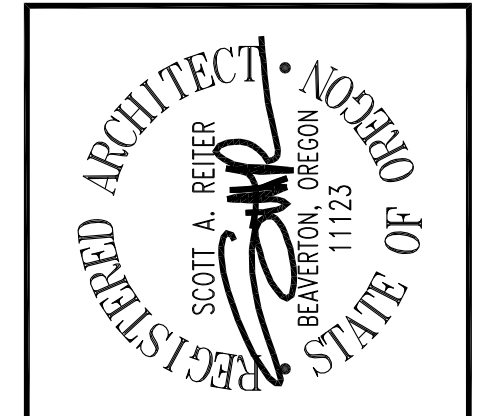
BUILDING 'B' SECOND FLOOR PLAN 2

Scale: 1/8" = 1'-0" A2.2



BUILDING 'B' FIRST FLOOR PLAN 1

Scale: 1/8" = 1'-0" A2.2



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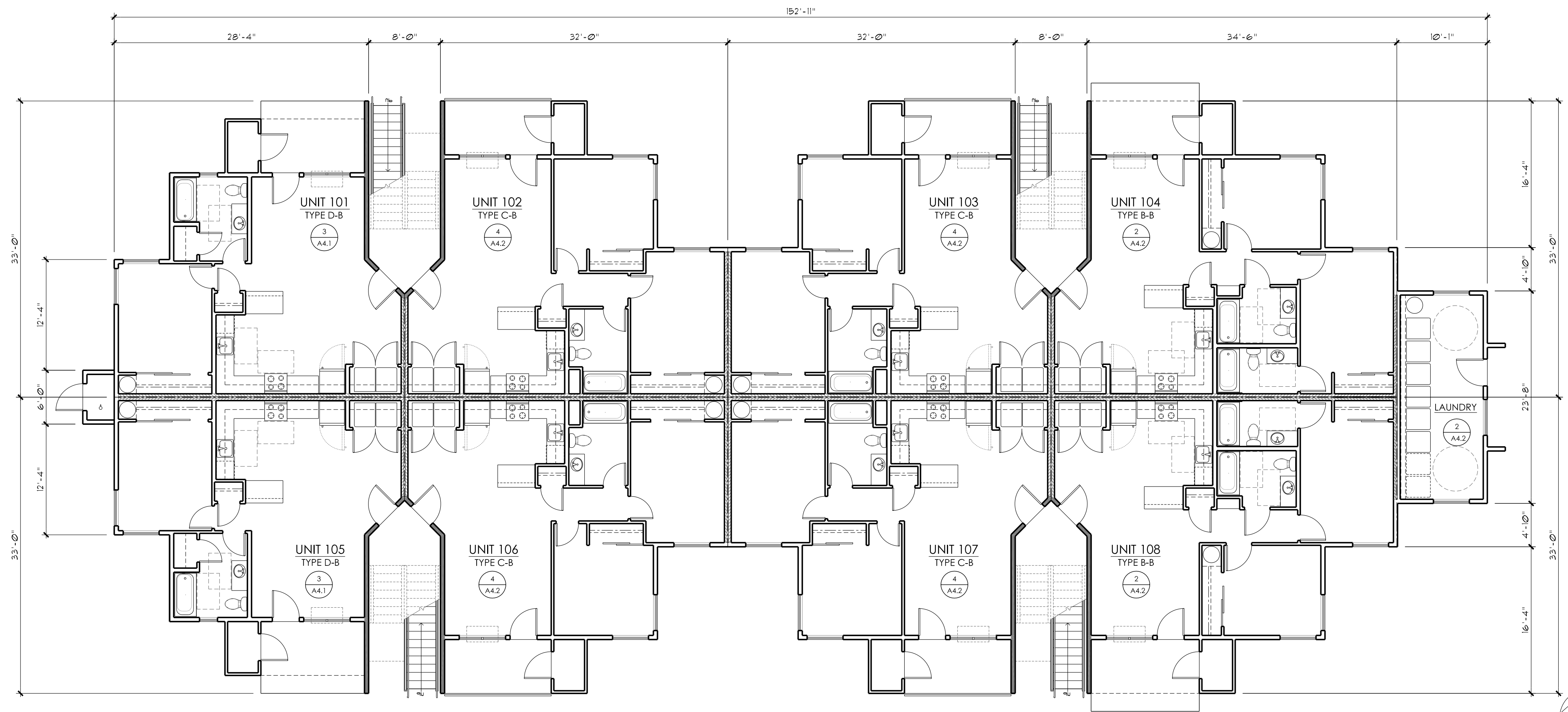
OWNER:
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BUILDING PLANS
BUILDING 'B'

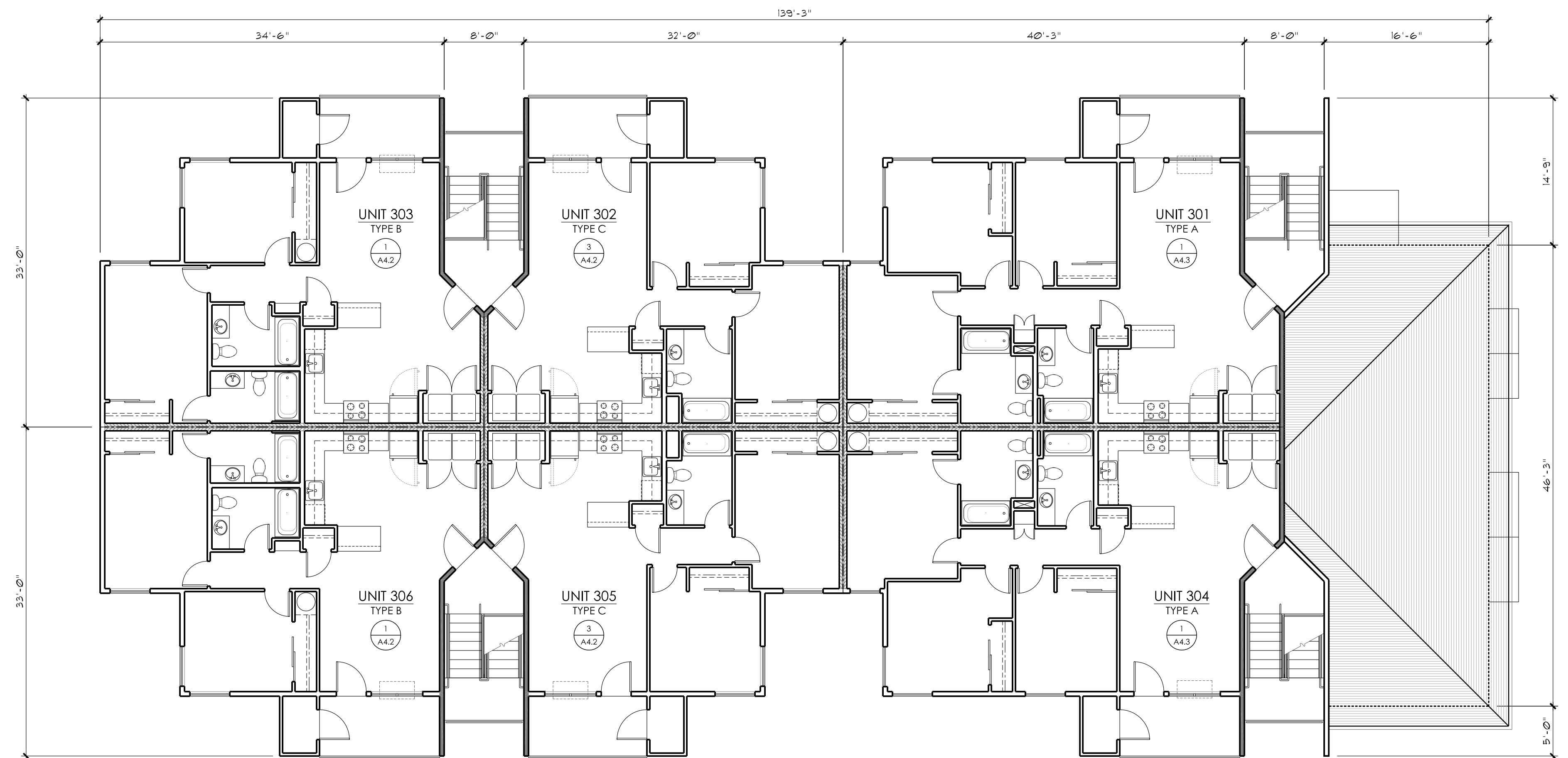
DATE	SCALE	DRAWN	REVISIONS
JULY 19, 2023	AS NOTED		

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2.2

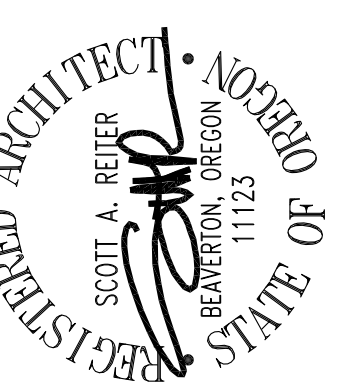
LAND-USE REVIEW



BUILDING 'C' FIRST FLOOR PLAN 2
Scale: 1/8" = 1'-0" A2.3



BUILDING 'B' THIRD FLOOR PLAN 1
Scale: 1/8" = 1'-0" A2.3



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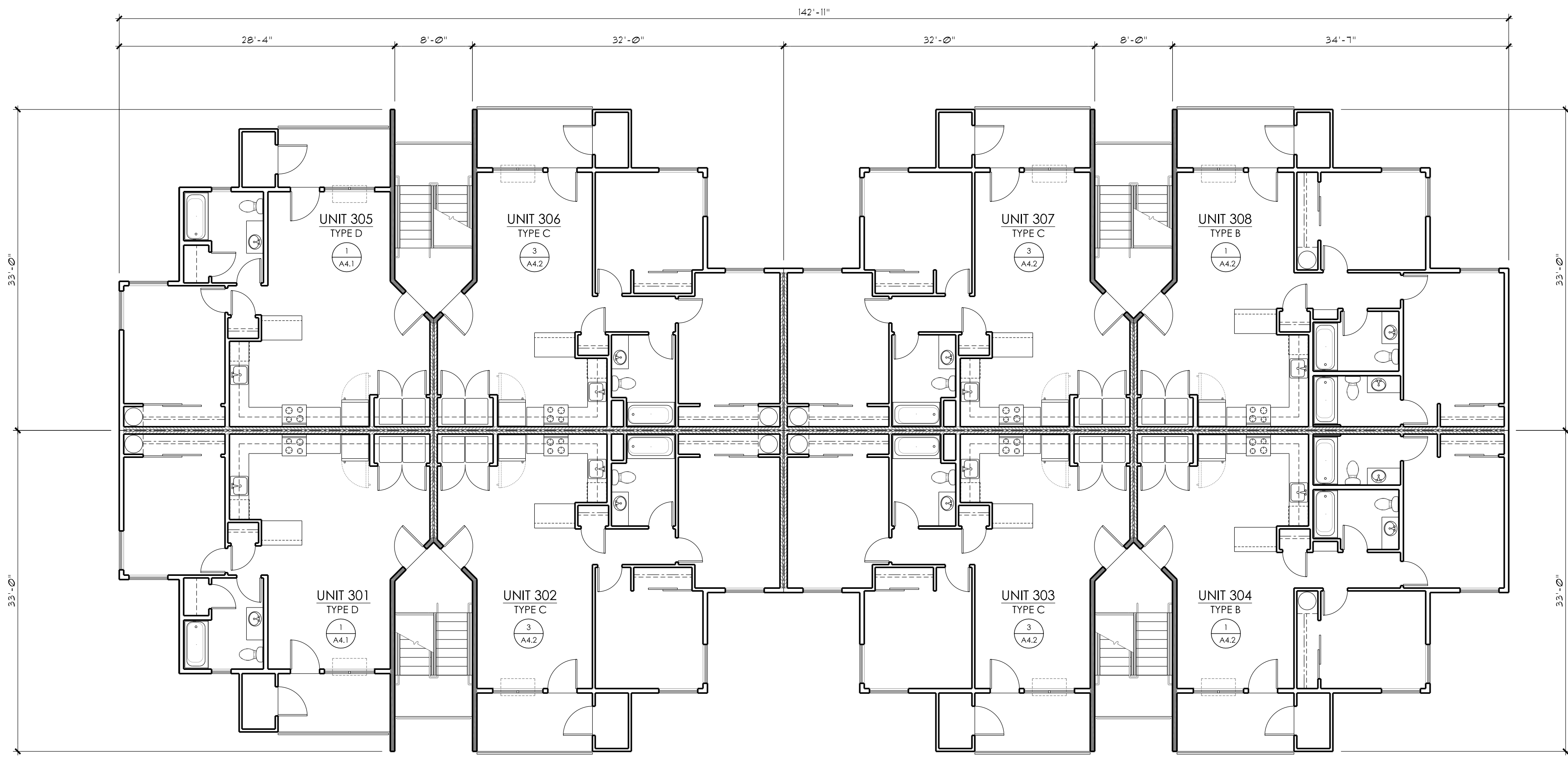
OWNER:
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BUILDING PLANS
BUILDING 'B', BUILDING 'C'

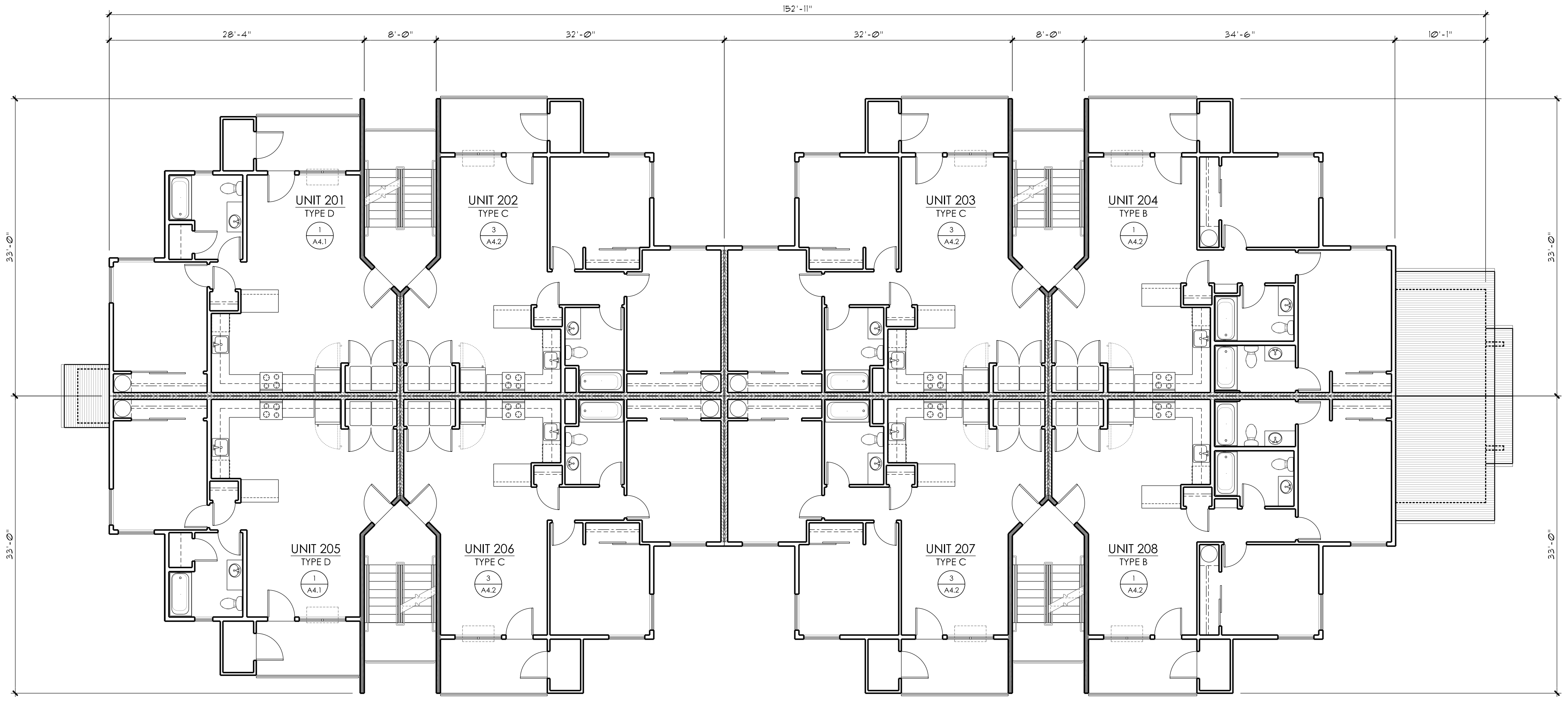
DATE	REVISIONS
JULY 19, 2023	
AS NOTED	
DRAWN:	
JOB NO. 2301	

A
2.3

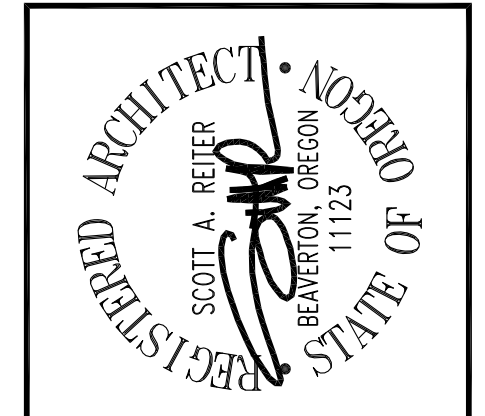
LAND-USE REVIEW



BUILDING 'C' THIRD FLOOR PLAN 2
 Scale: 1/8" = 1'-0" A2.4



BUILDING 'C' SECOND FLOOR PLAN 1
 Scale: 1/8" = 1'-0" A2.4



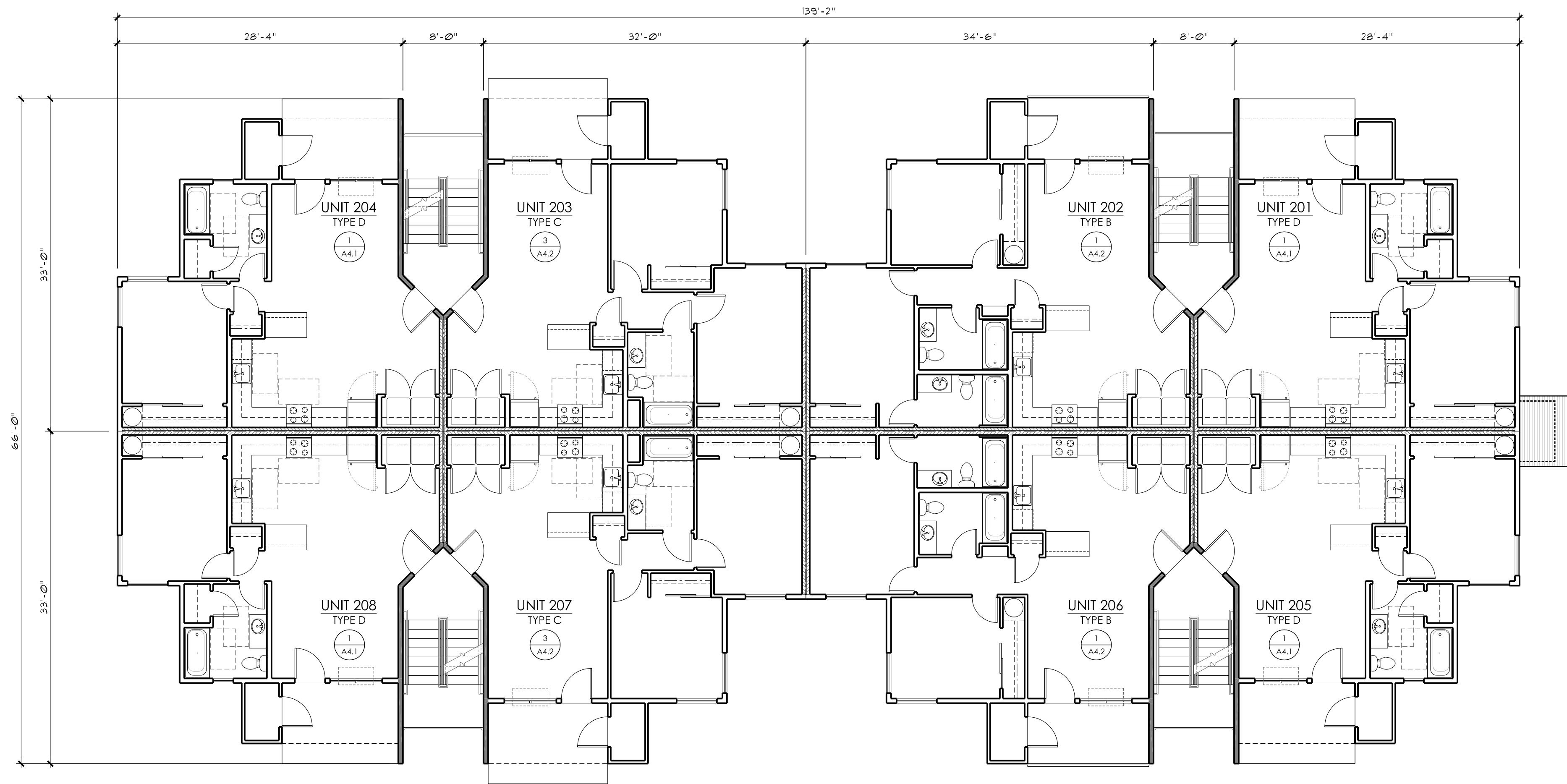
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NORTON LANDING APARTMENTS
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 OWNER:
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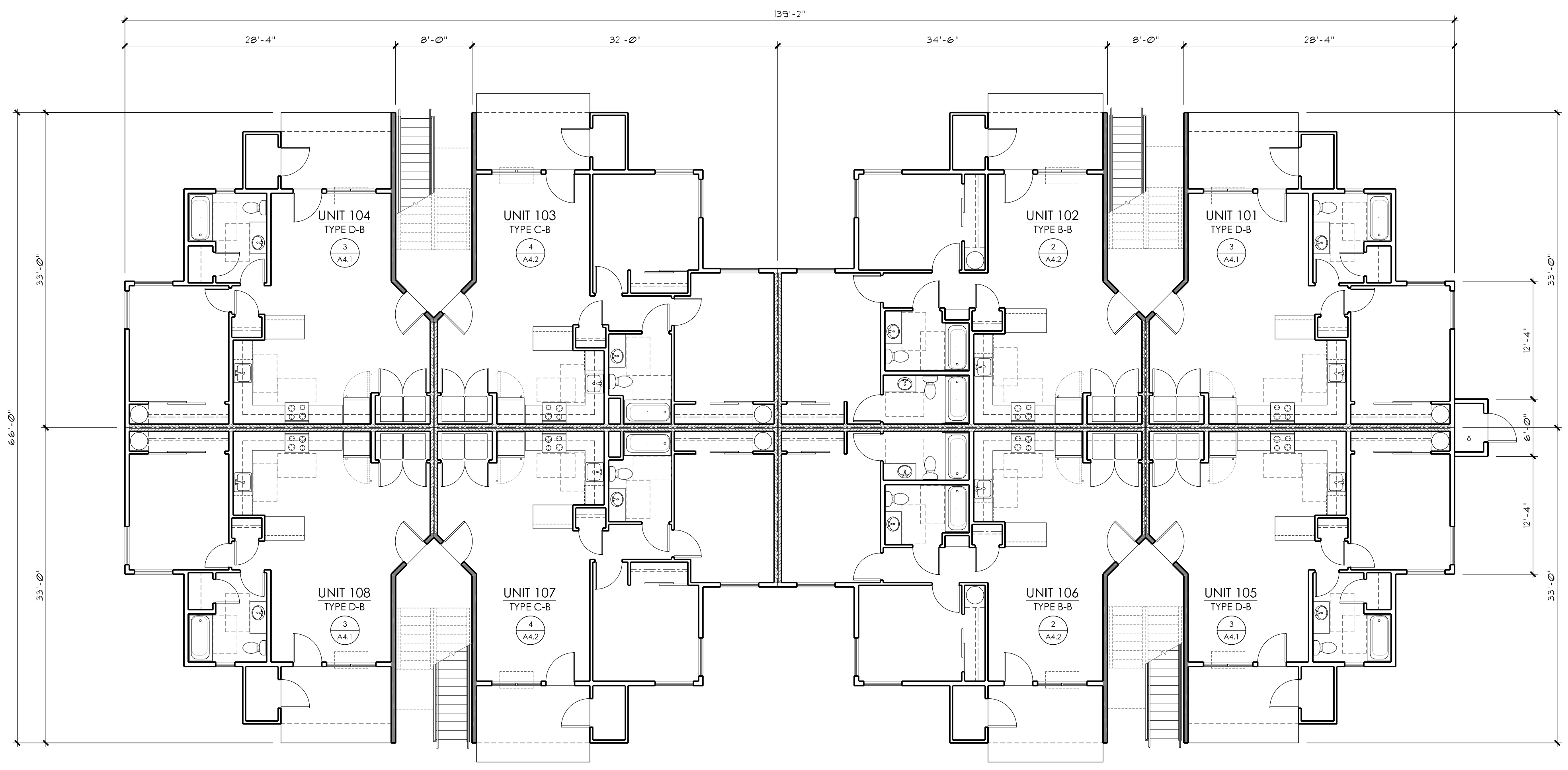
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DATE	REVISIONS
JULY 19, 2023	AS NOTED
SCALE:	
DRAWN:	
JOB NO.:	2301

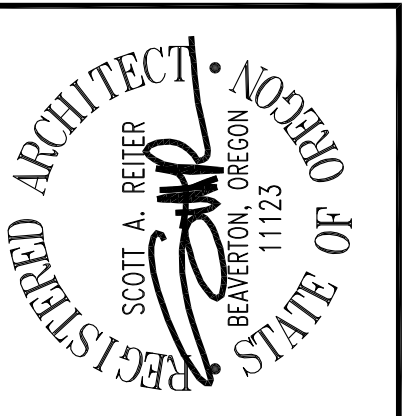
A
2.4



BUILDING 'D' SECOND/THIRD FLOOR PLAN 2
 Scale: 1/8" = 1'-0" A2.5



BUILDING 'D' FIRST FLOOR PLAN 1
 Scale: 1/8" = 1'-0" A2.5



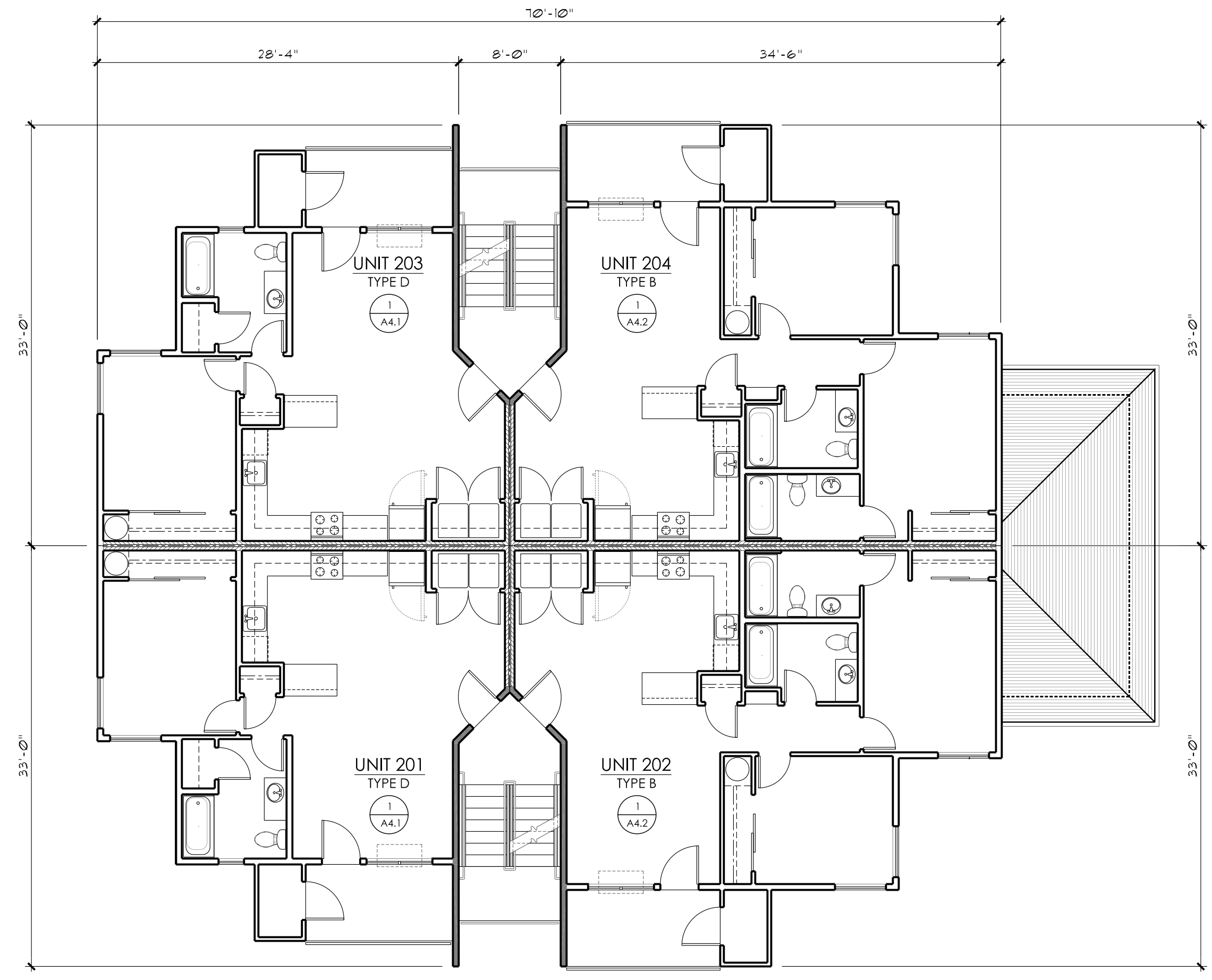
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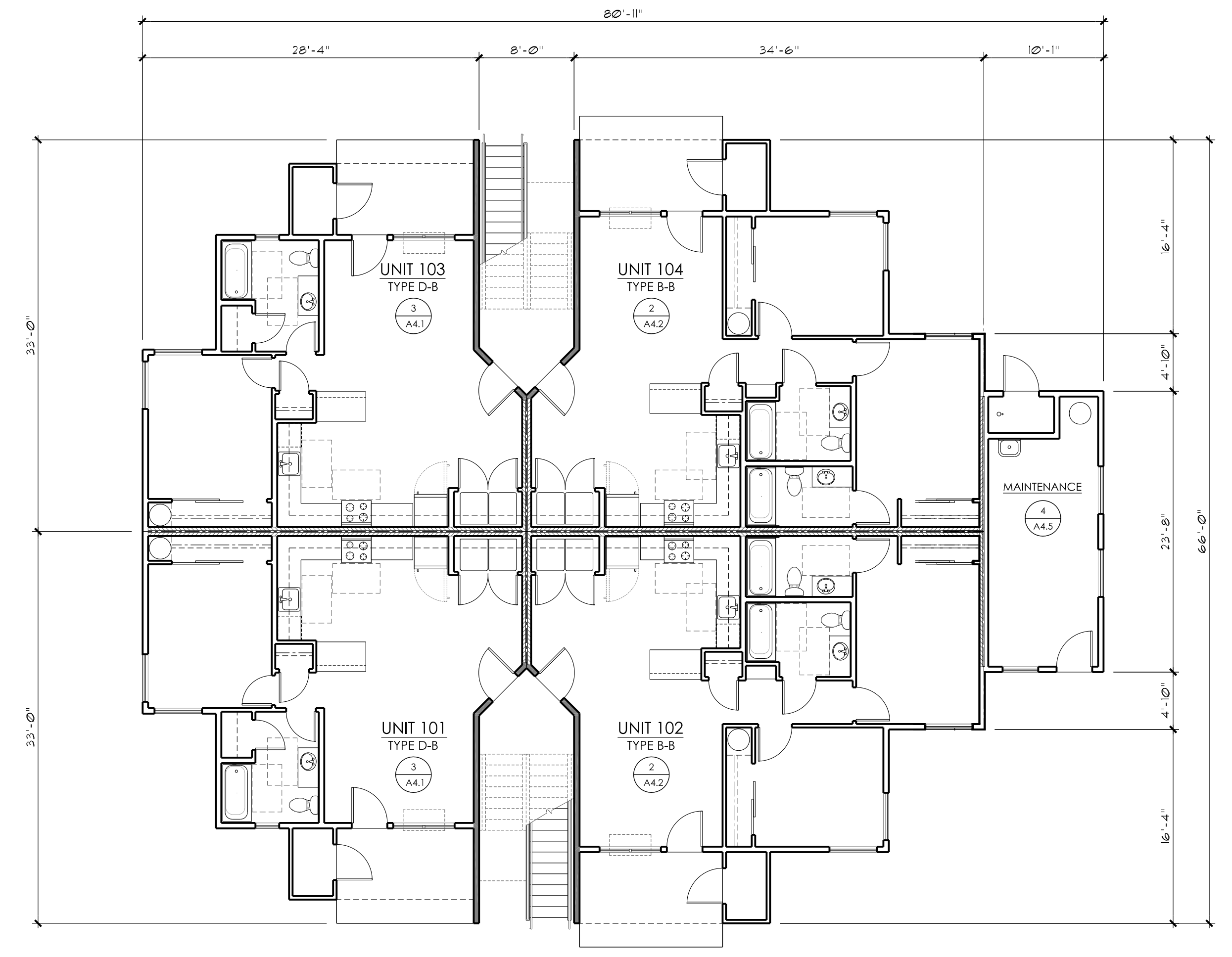
LAND-USE REVIEW

BUILDING PLANS BUILDING 'D'		revisions:
date:	JULY 19, 2023	
scale:	AS NOTED	
drawn:		
job no.:	2301	

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2.5

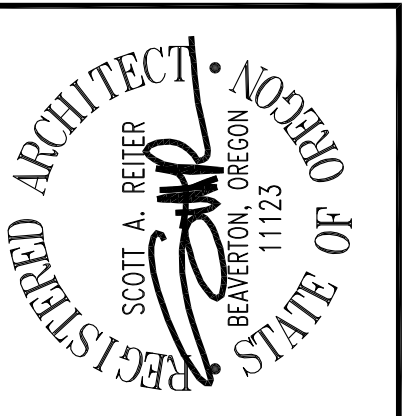


BUILDING 'E' - SECOND/THIRD FLOOR PLAN 2
 Scale: 1/8" = 1'-0" A2.6



BUILDING 'E' - FIRST FLOOR PLAN 1
 Scale: 1/8" = 1'-0" A2.6

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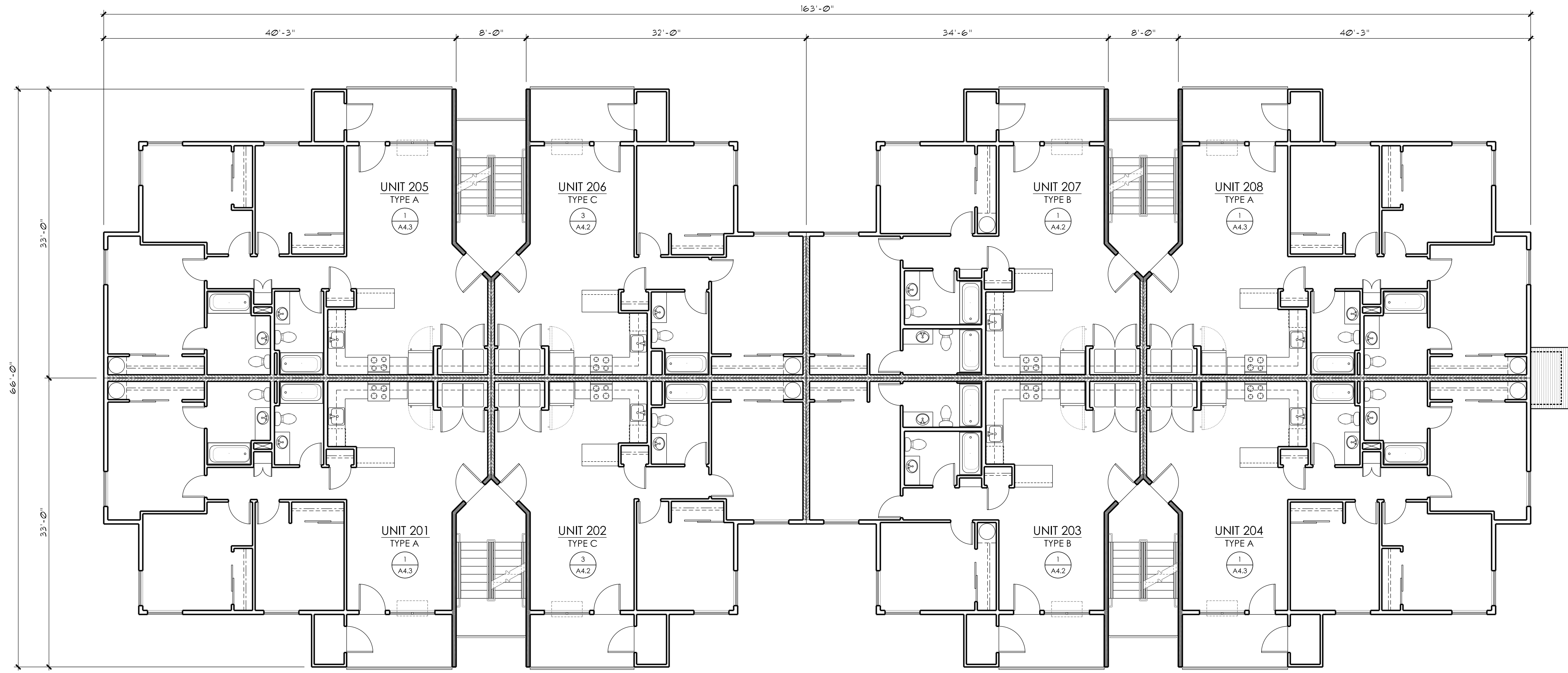
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OWNER:
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BUILDING PLANS
 BUILDING 'E'

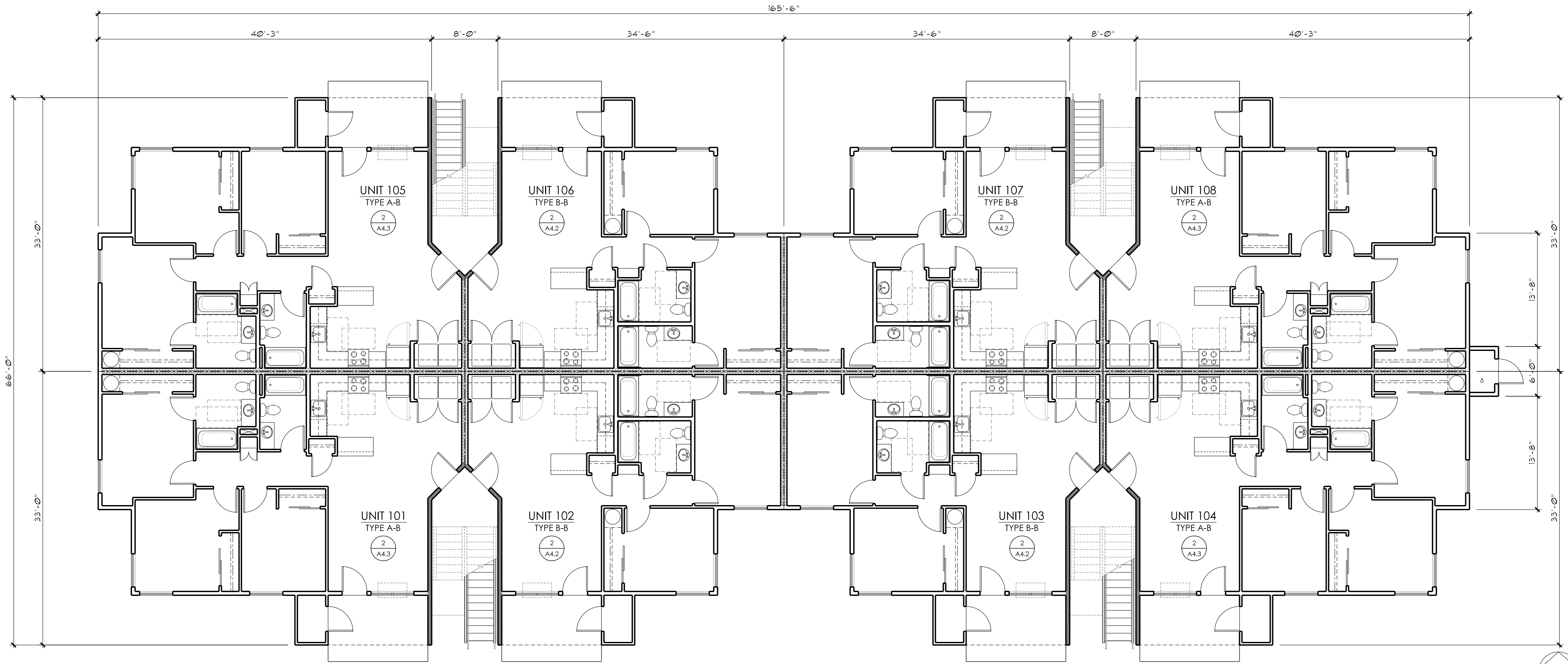
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job no.:	2301		

A
2.6



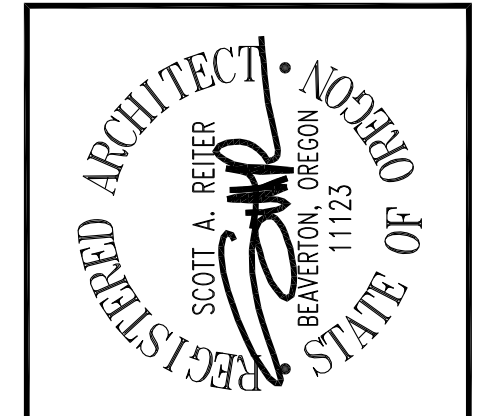
BUILDING 'F' - SECOND/THIRD FLOOR PLAN 2

Scale: 1/8" = 1'-0" A2.7



BUILDING 'F' - FIRST FLOOR PLAN 1

Scale: 1/8" = 1'-0" A2.7



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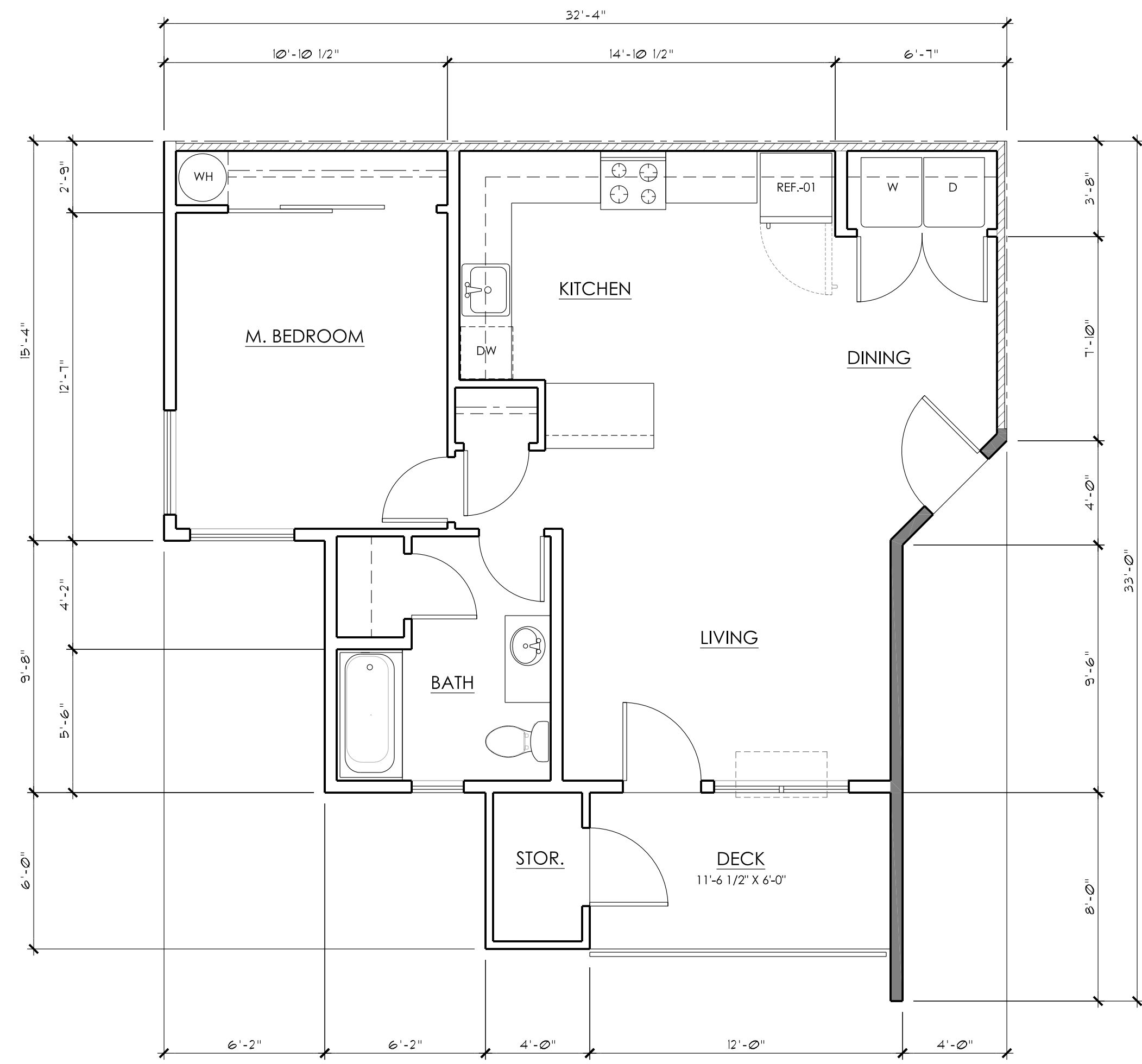
OWNER:
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BUILDING PLANS
BUILDING 'F'

date:	JULY 19, 2023
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job no.:	2301
revisions:	

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2.7

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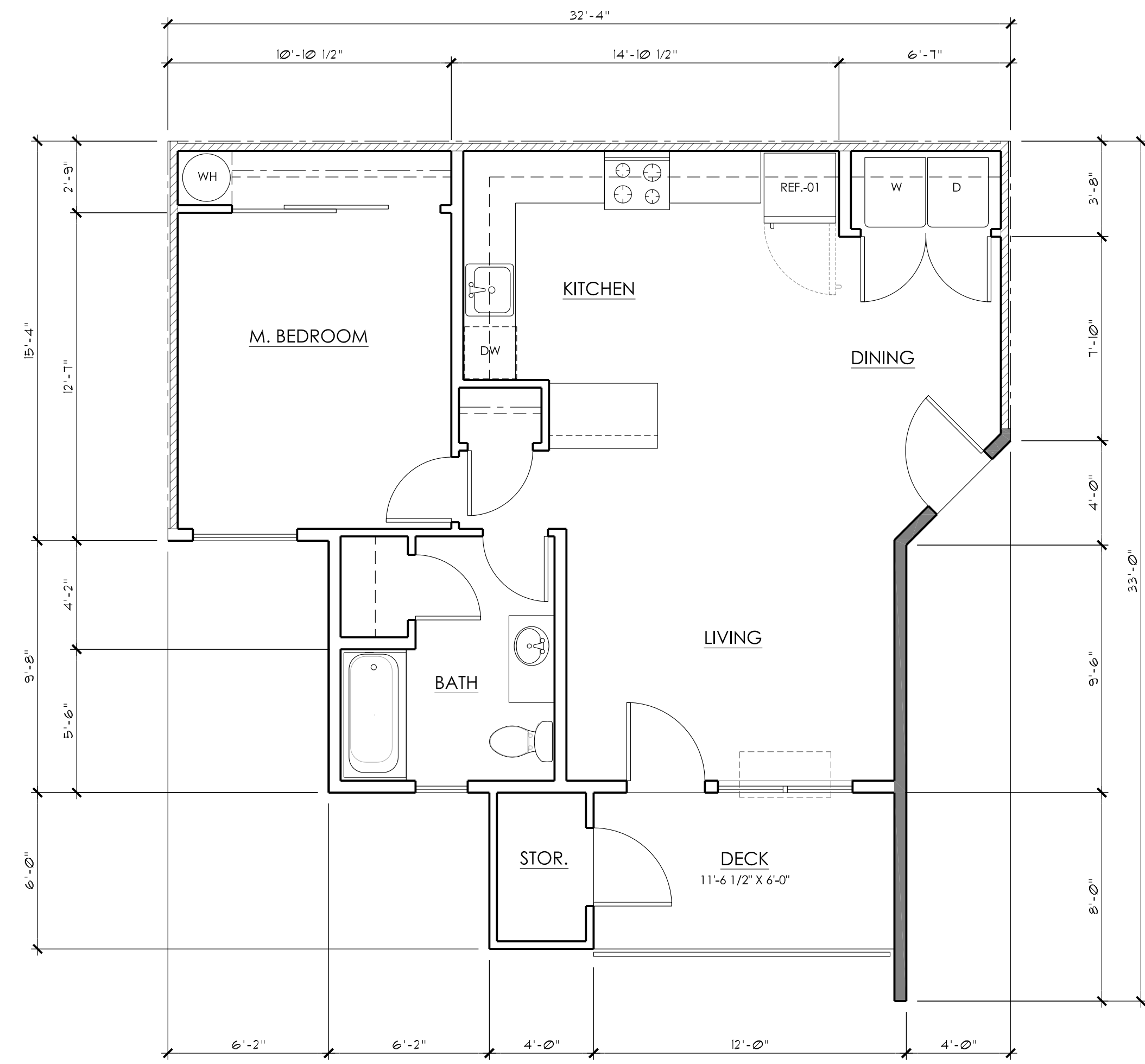
703 SF

UNIT TYPE D - 1BR, 1BATH - UPPER END UNIT

1

Scale: 1/4" = 1'-0"

A4.1



703 SF

UNIT TYPE D - 1BR, 1 BATH UPPER MID-UNIT

2

Scale: 1/4" = 1'-0"

A4.1



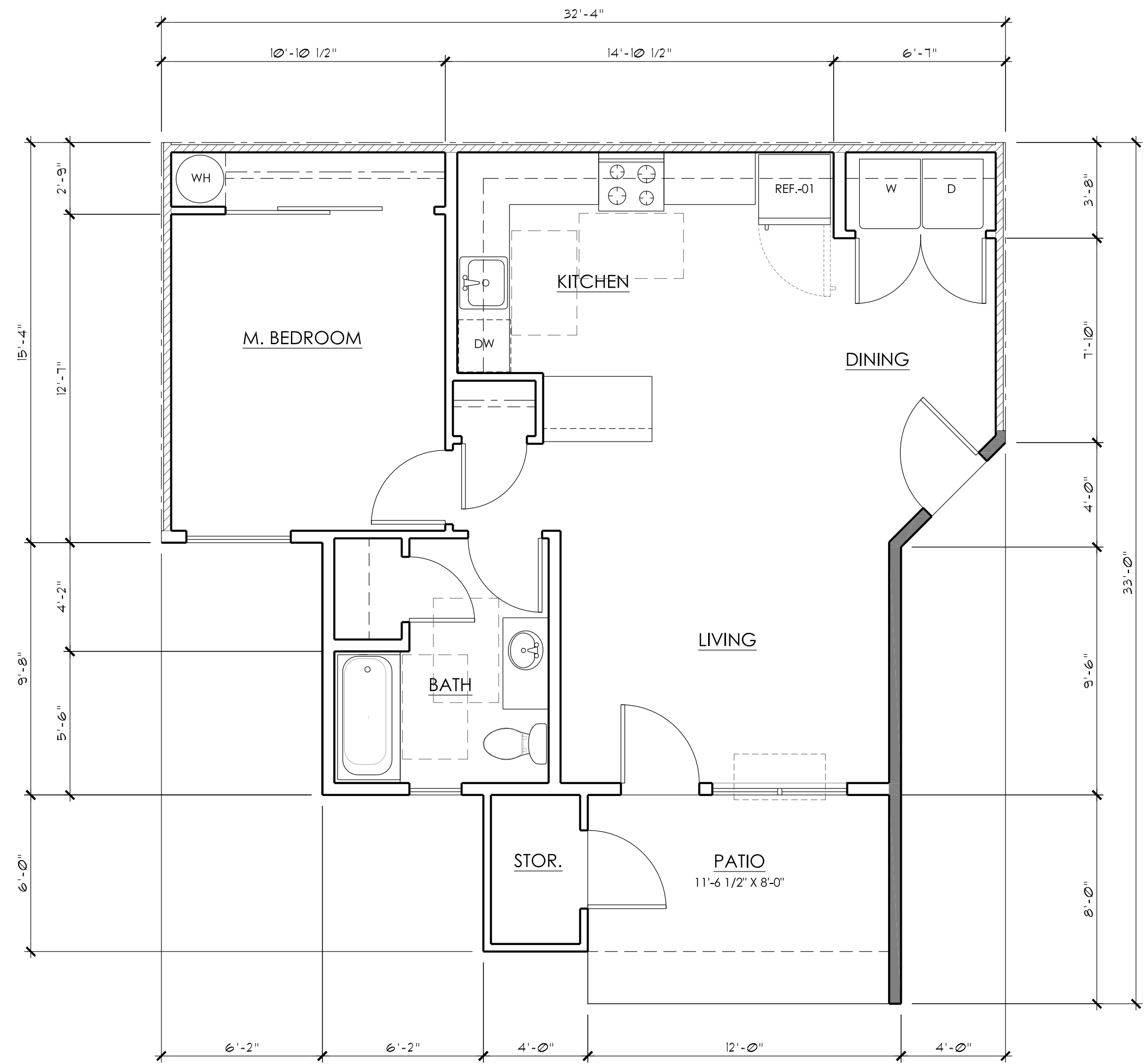
703 SF

UNIT TYPE D-B, 1BR, 1 BATH, ADA TYPE 'B' END UNIT

3

Scale: 1/4" = 1'-0"

A4.1



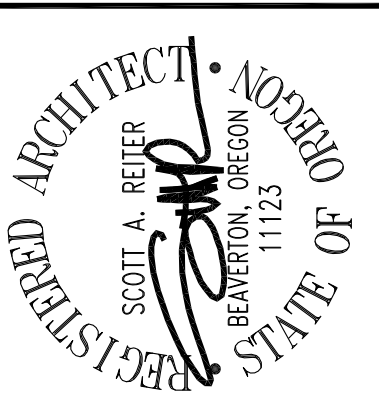
703 SF

UNIT TYPE D-B, 1BR-1BATH, ADA TYPE 'B' MID-UNIT

4

Scale: 1/4" = 1'-0"

A4.1



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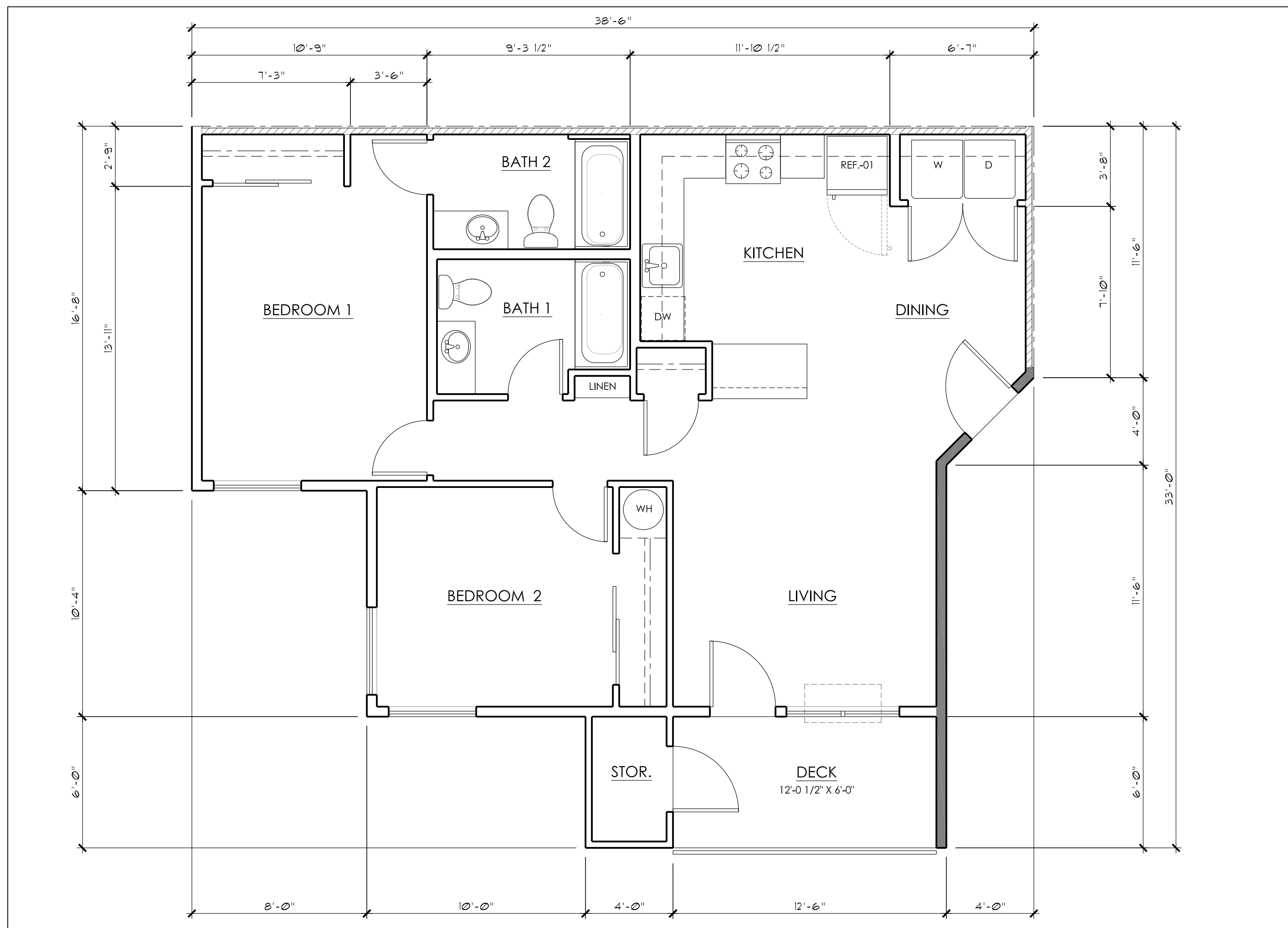
OWNER:
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CONCEPTUAL UNIT PLANS
UNIT TYPES D, D-B

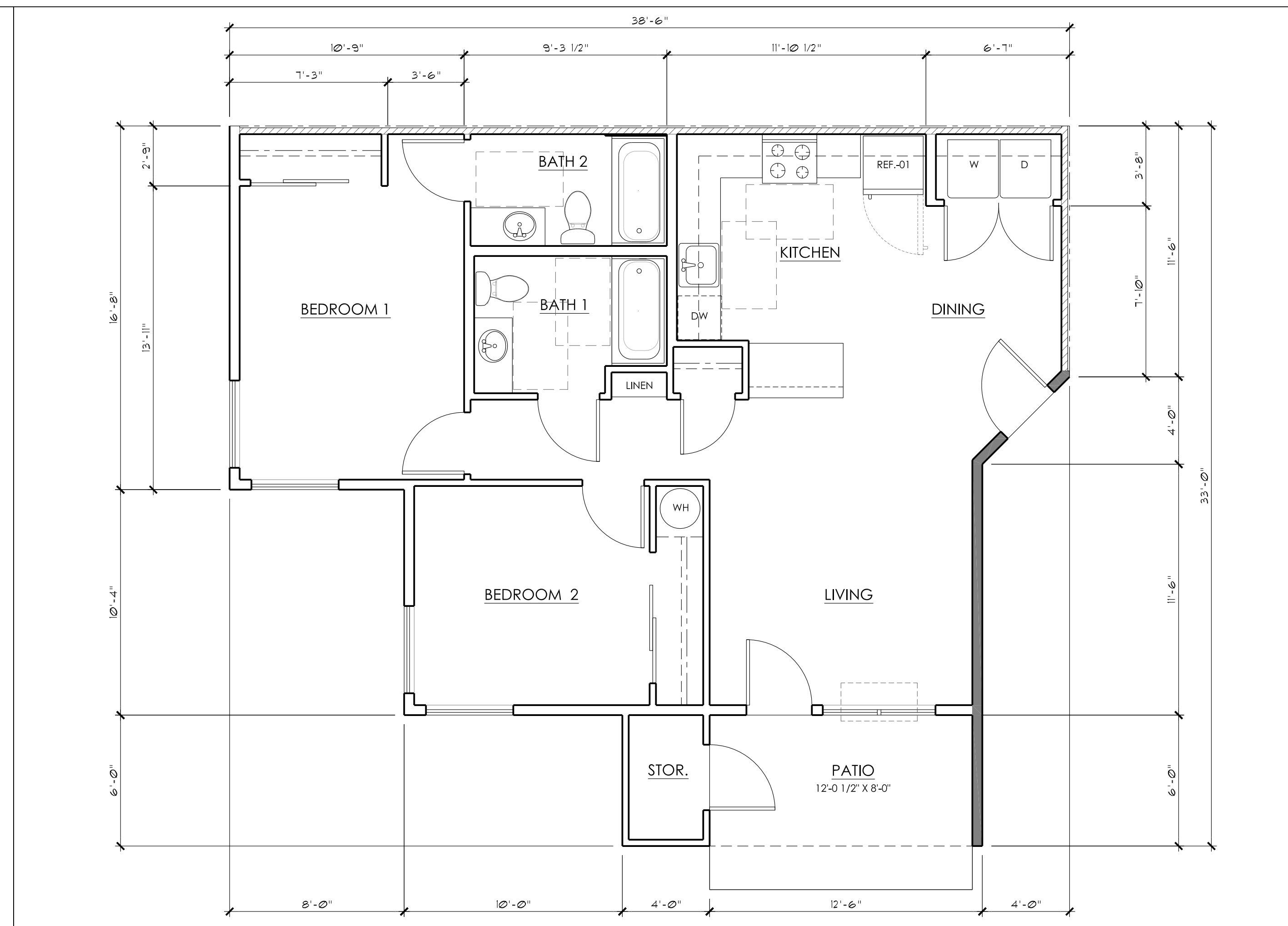
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job no.:	2301		

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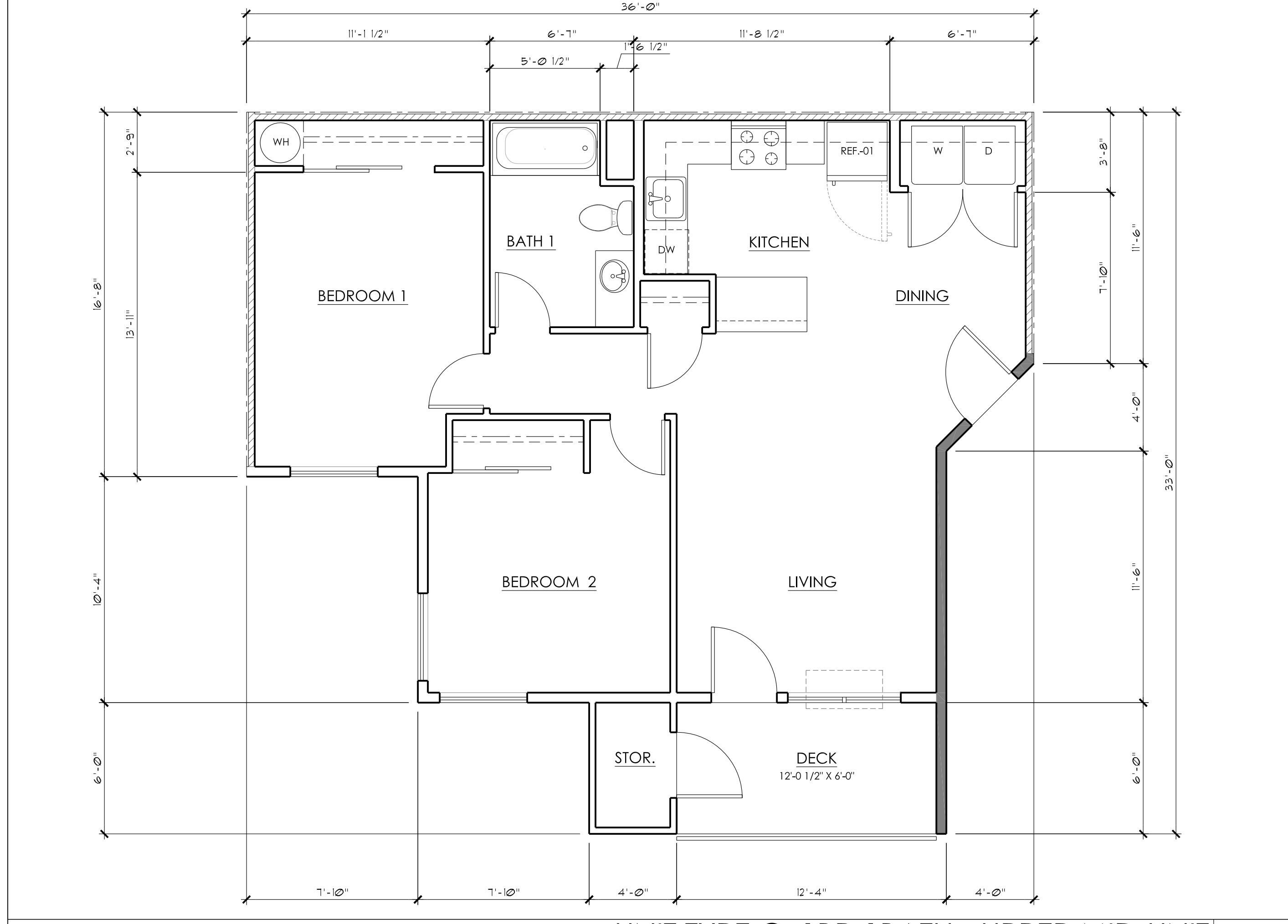
LAND-USE REVIEW



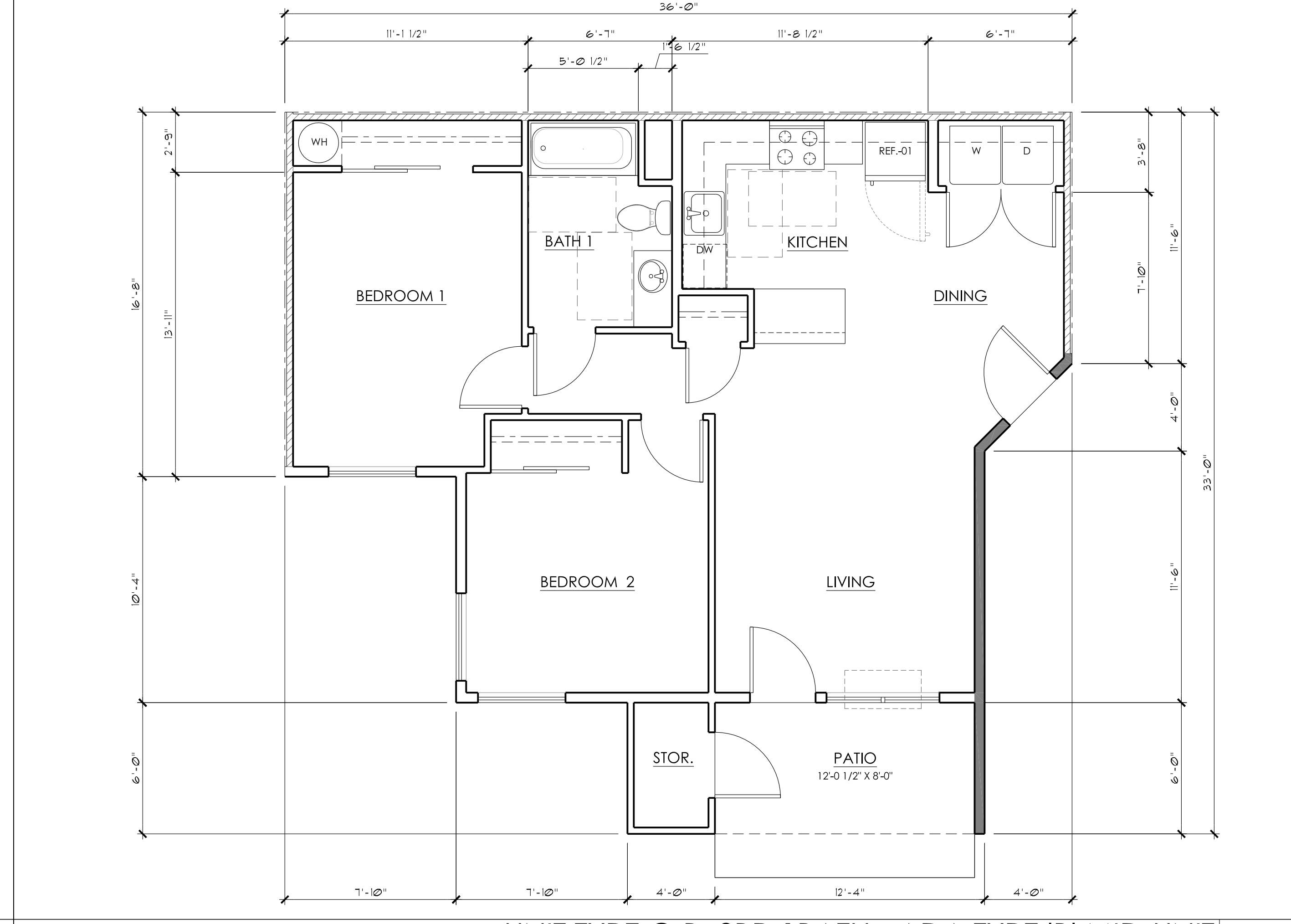
903 SF UNIT TYPE B, 2BR, 2BATH - UPPER END UNIT 1
Scale: 1/4" = 1'-0" A4.2



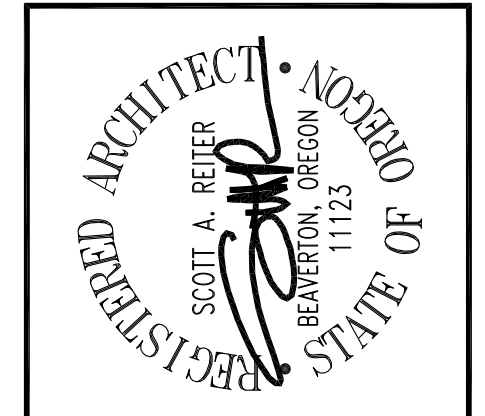
903 SF UNIT TYPE B-B, 2BR, 2 BATH - ADA TYPE 'B' END-UNIT 2
Scale: 1/4" = 1'-0" A4.2



837 SF UNIT TYPE C, 1BR-1BATH - UPPER MID-UNIT 3
Scale: 1/4" = 1'-0" A4.2



837 SF UNIT TYPE C-B, 2BR-1BATH - ADA TYPE 'B' MID-UNIT 4
Scale: 1/4" = 1'-0" A4.2



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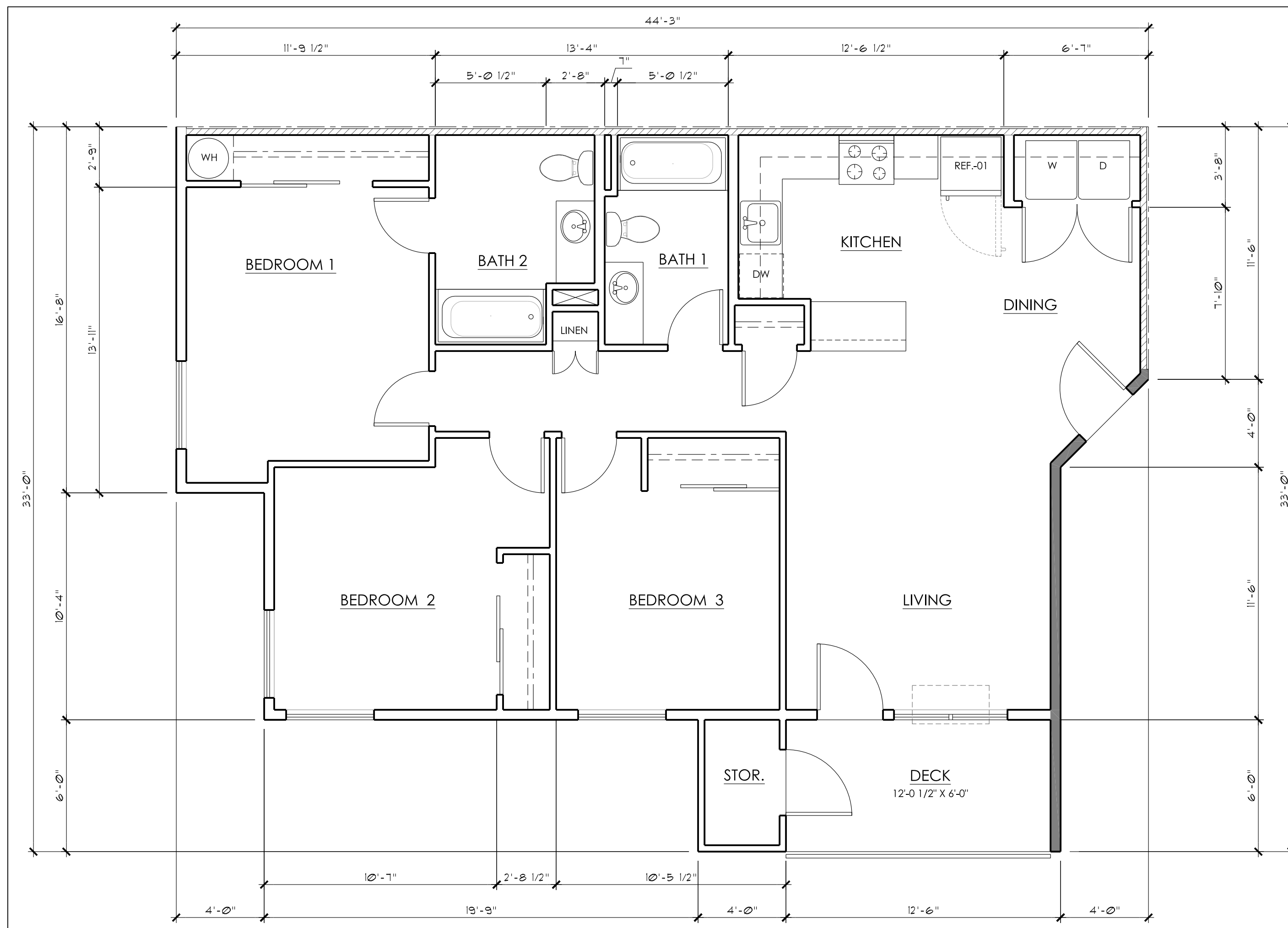
NORTON LANDING APARTMENTS
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OWNER:
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UNIT PLANS
UNIT TYPES B, B-B, C, C-B

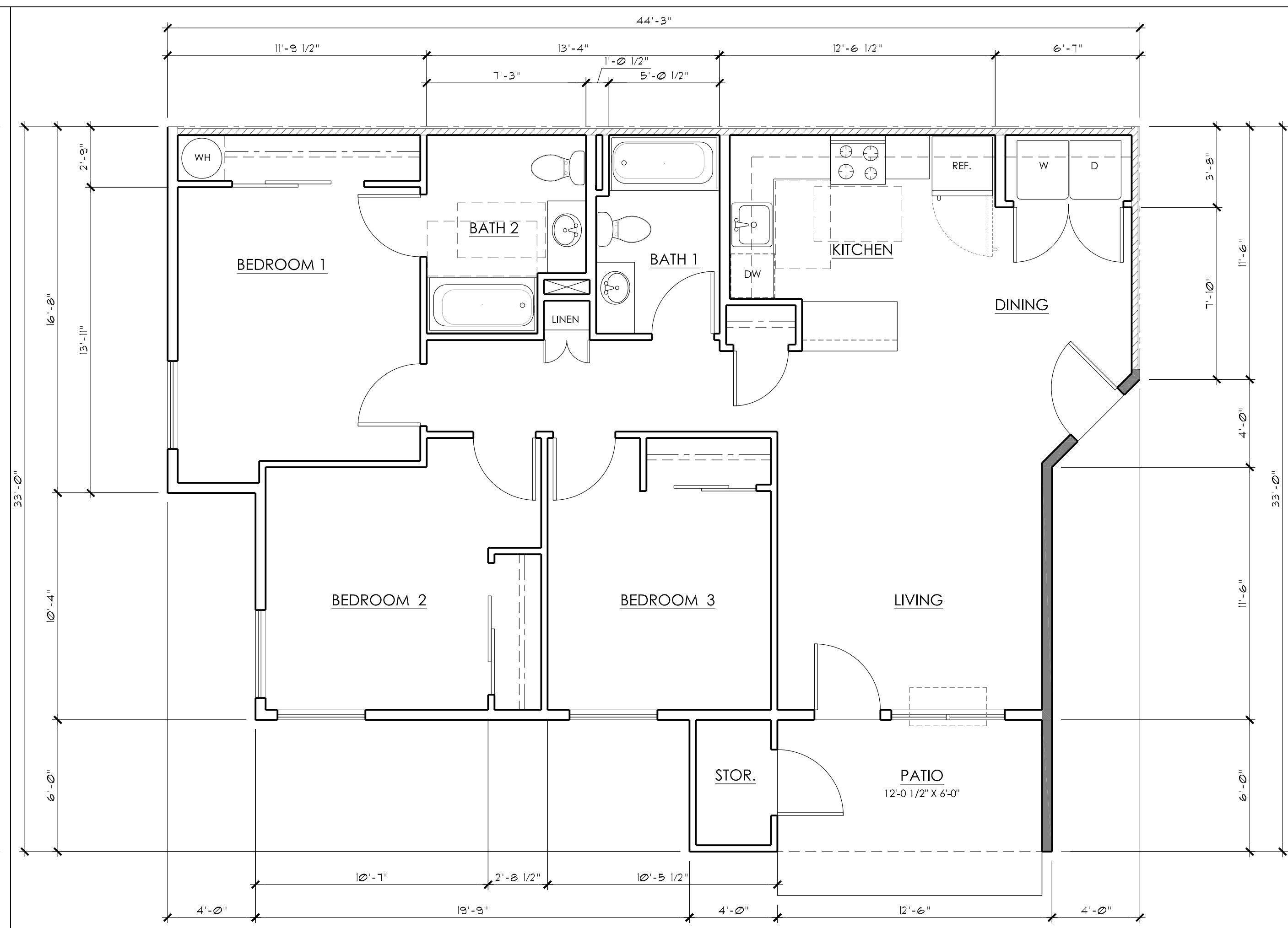
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scale:	AS NOTED		
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job no.:	2301		

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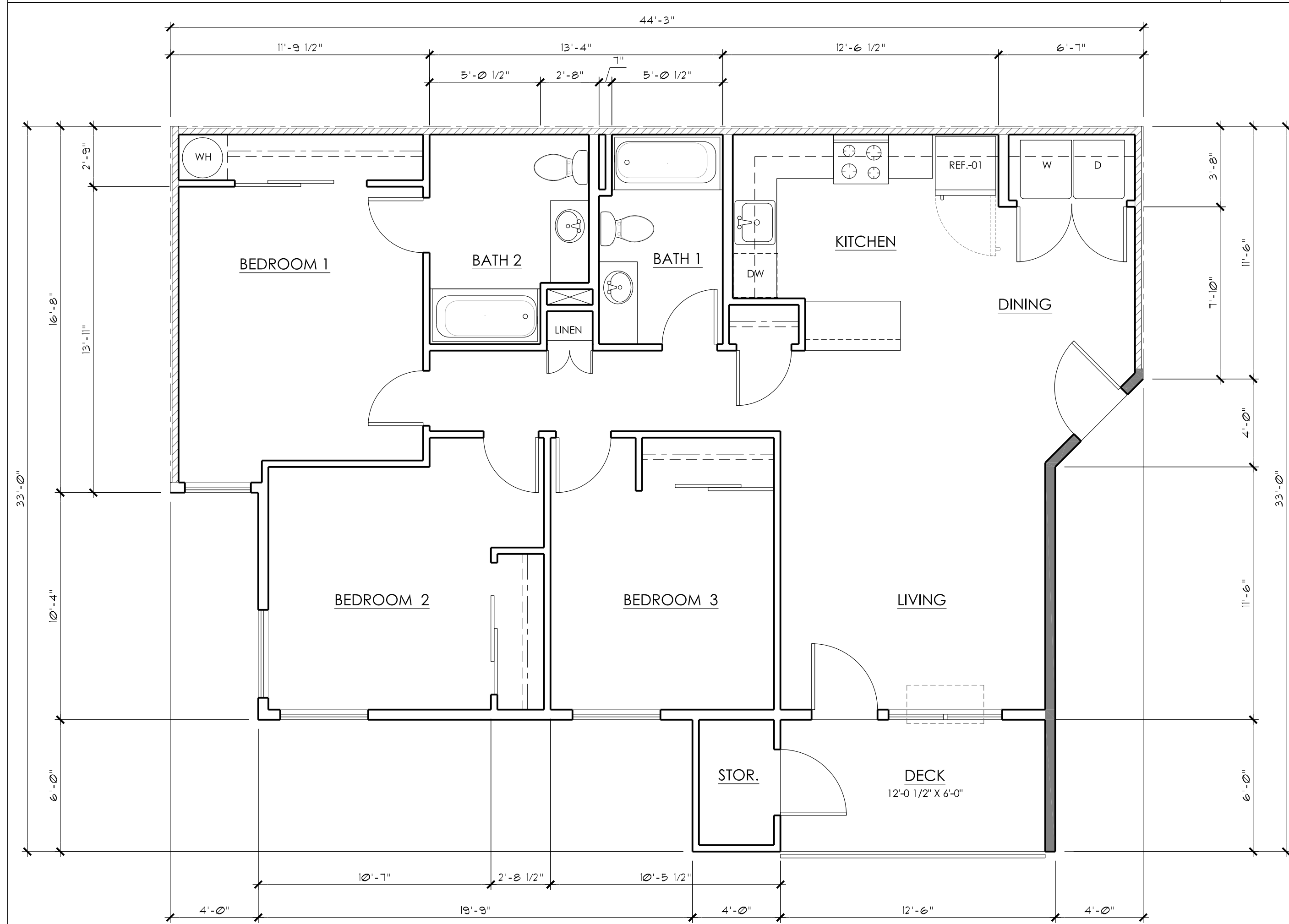
A
4.2



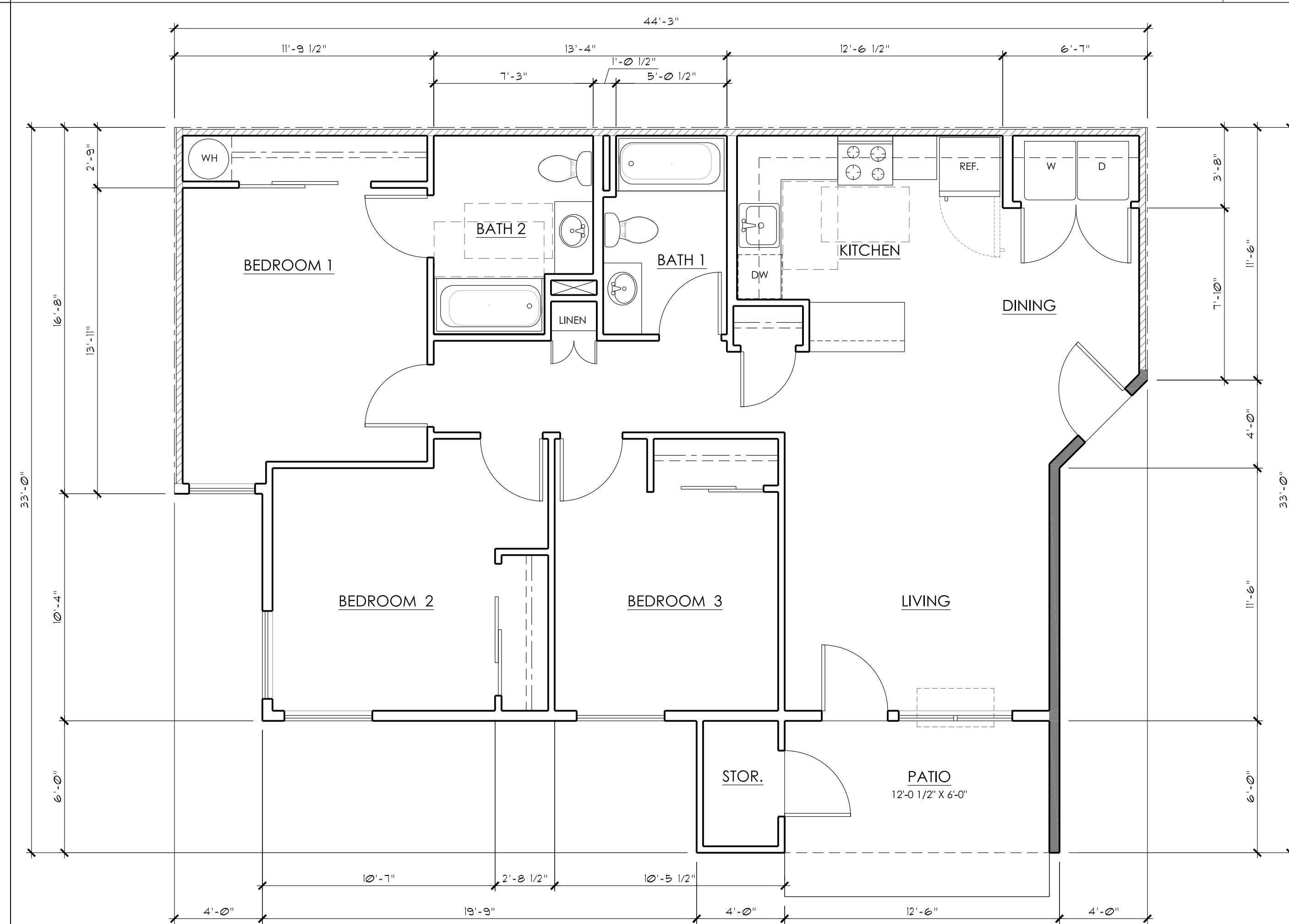
1,100 SF UNIT TYPE A, 3BR, 2BATH - UPPER END UNIT 1
Scale: 1/4" = 1'-0" A4.3



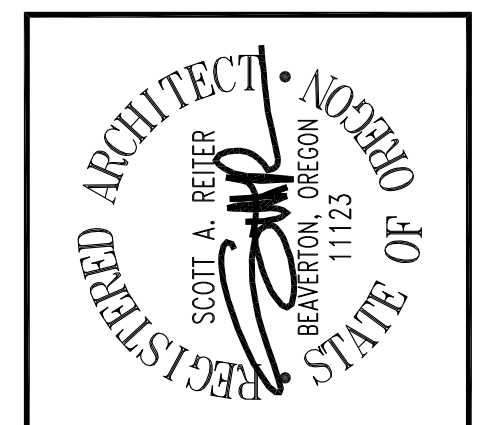
1,100 SF UNIT TYPE A-B, 3BR, 2 BATH - ADA TYPE 'B' END-UNIT 2
Scale: 1/4" = 1'-0" A4.3



1,100 SF UNIT TYPE A - 3BR, 2 BATH, UPPER MID UNIT 3
Scale: 1/4" = 1'-0" A4.3



1,100 SF UNIT TYPE A-B, 3BR, 2 BATH, ADA TYPE 'B' MID-UNIT 4
Scale: 1/4" = 1'-0" A4.3



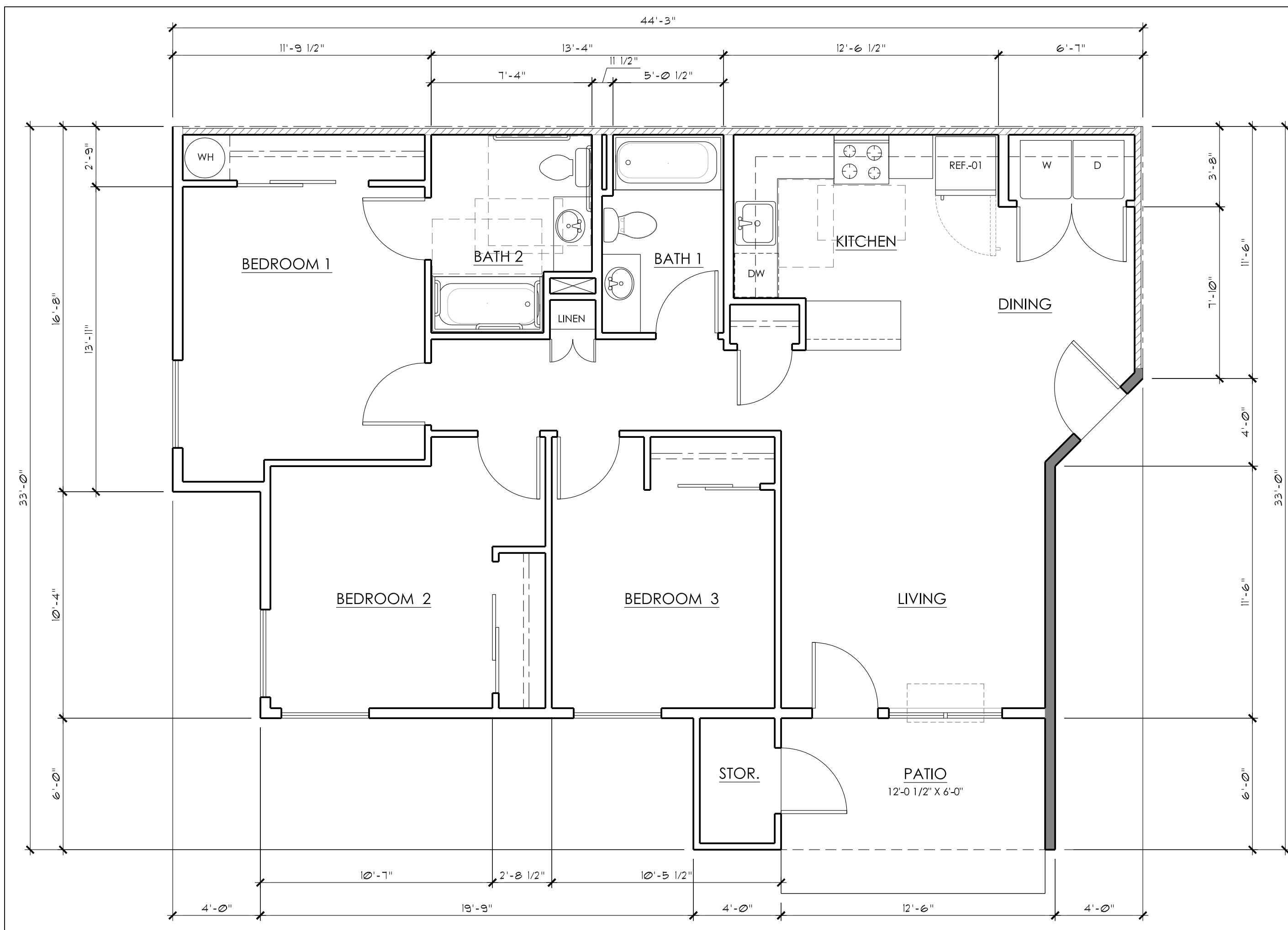
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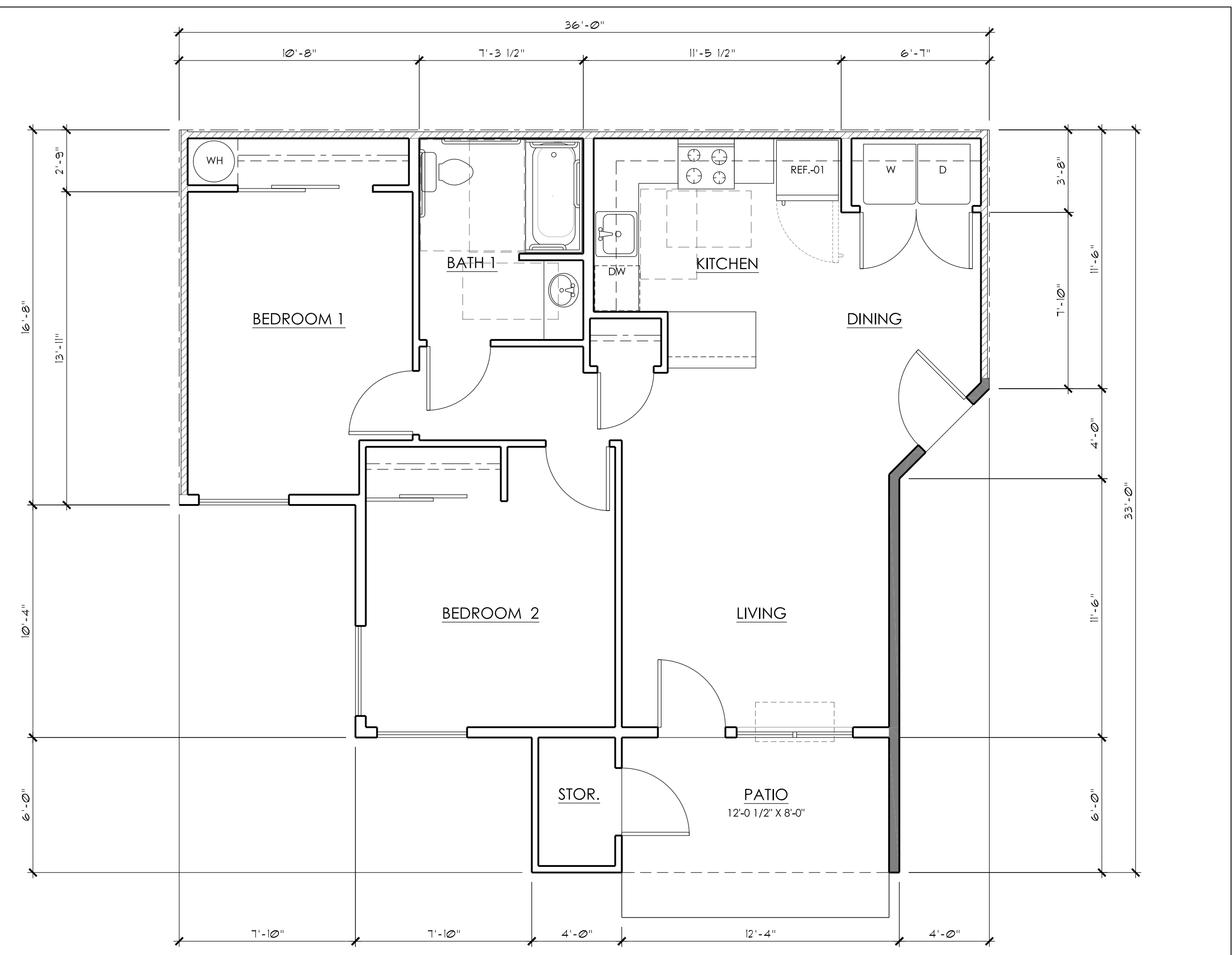
LAND-USE REVIEW

UNIT PLANS UNIT TYPES A, A-B	date: JULY 19, 2023	revisions:
	scale: AS NOTED	
	drawn: SAR	
	job no: 2301	

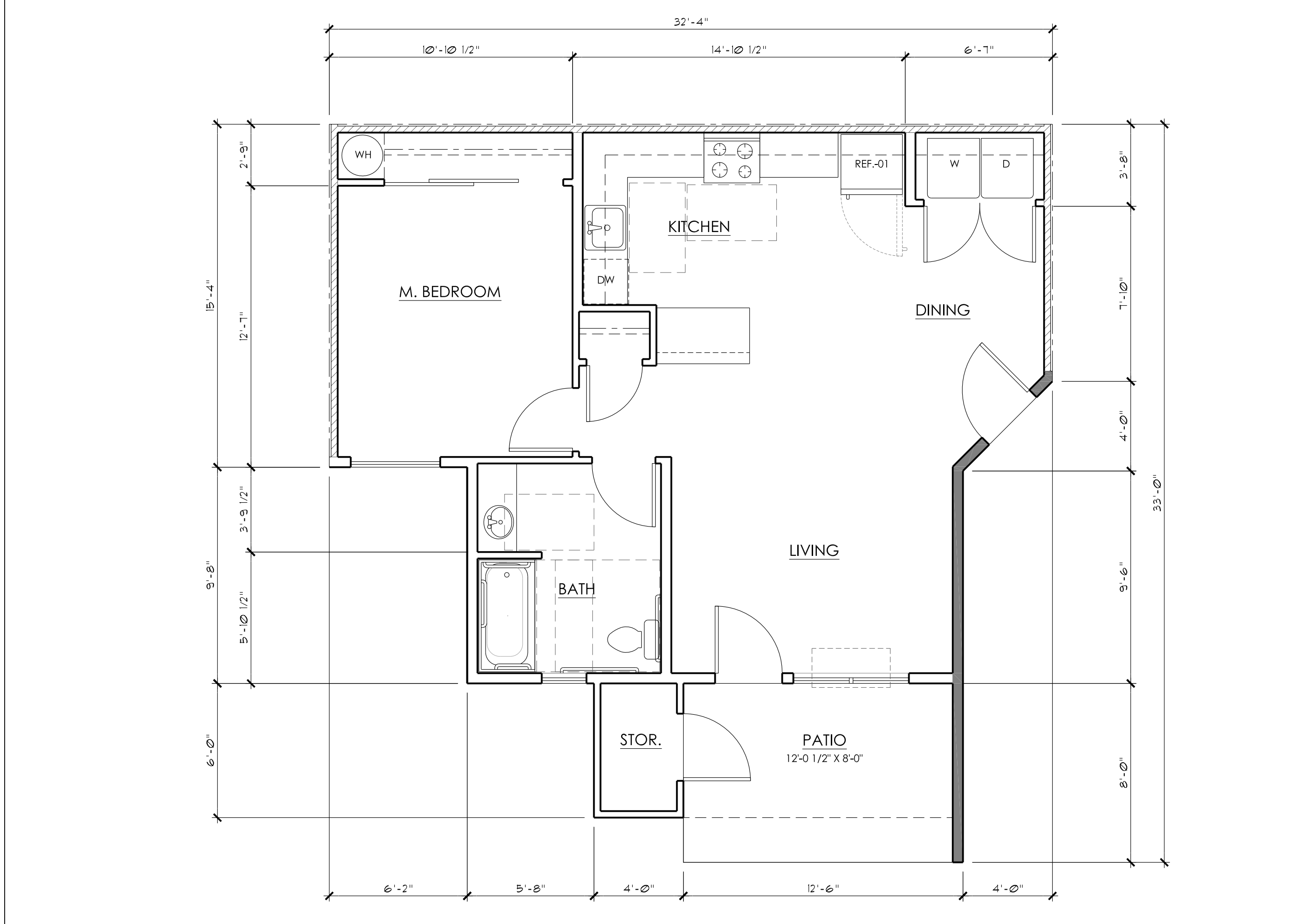
A
4.3



1,100 SF UNIT TYPE A-A, 3BR, 2BATH - ADA TYPE 'A' END UNIT 1
Scale: 1/4" = 1'-0" A4.4

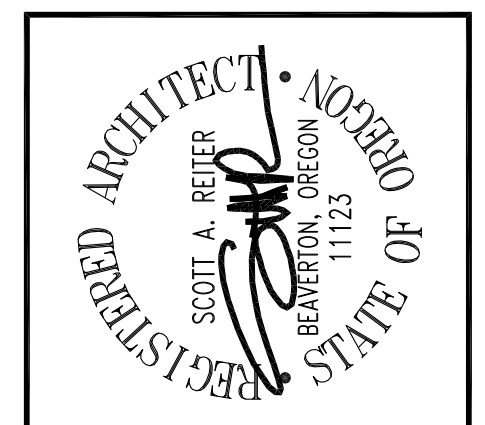


837 SF UNIT TYPE C-A, 2BR, 1 BATH - ADA TYPE 'A' MID-UNIT 2
Scale: 1/4" = 1'-0" A4.4



703 SF UNIT TYPE D-A, 1BR-1BATH - ADA TYPE 'A' MID-UNIT 3
Scale: 1/4" = 1'-0" A4.4

837 SF XXX 4
Scale: 1/4" = 1'-0" A4.4



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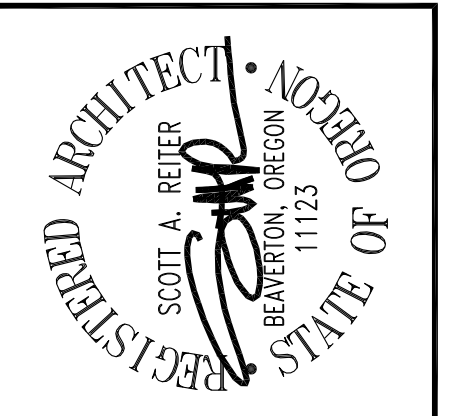
NORTON LANDING APARTMENTS
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UNIT PLANS, ADA TYPE 'A' UNITS
UNIT TYPES A-A, C-A, D-A

date:	JULY 19, 2023	revisions:	
scale:	AS NOTED		
drawn:	SAR		
job no.:	2301		

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A
4.4



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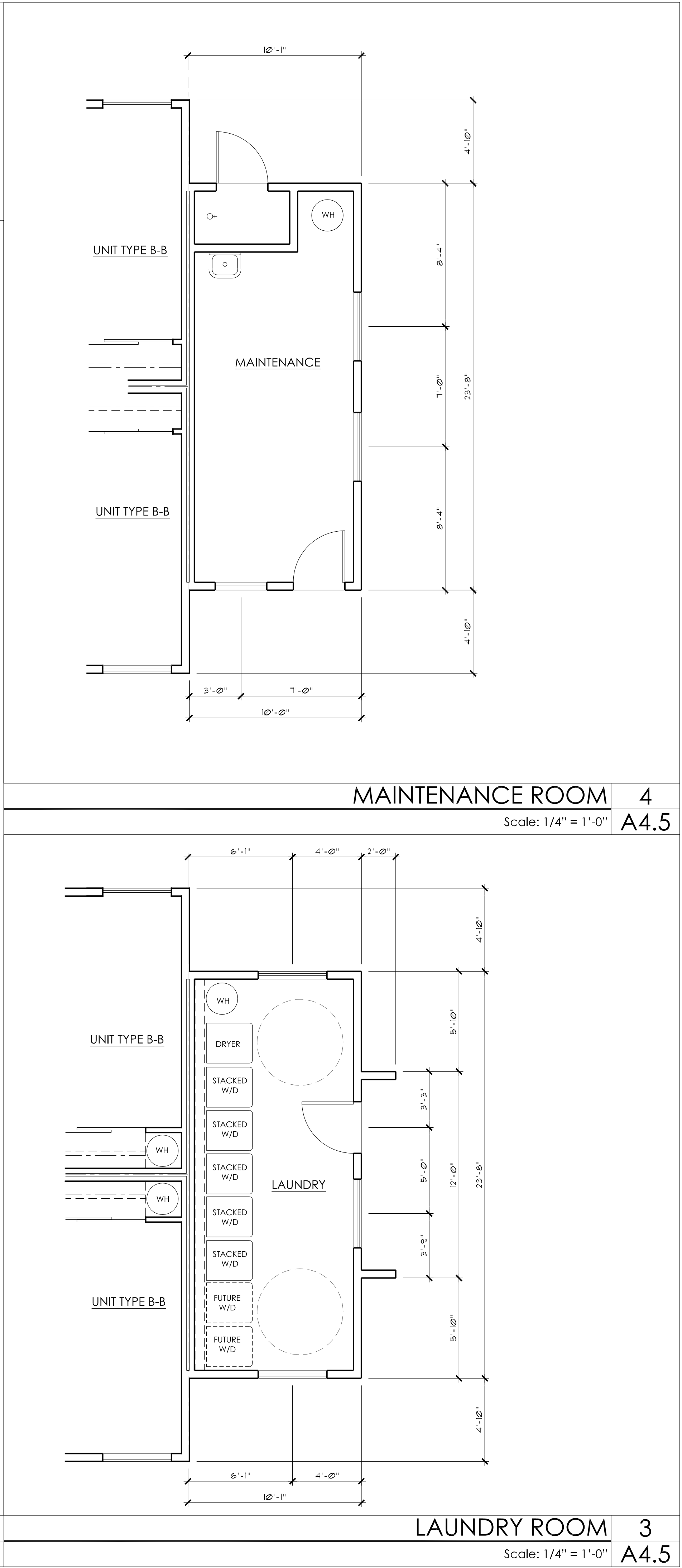
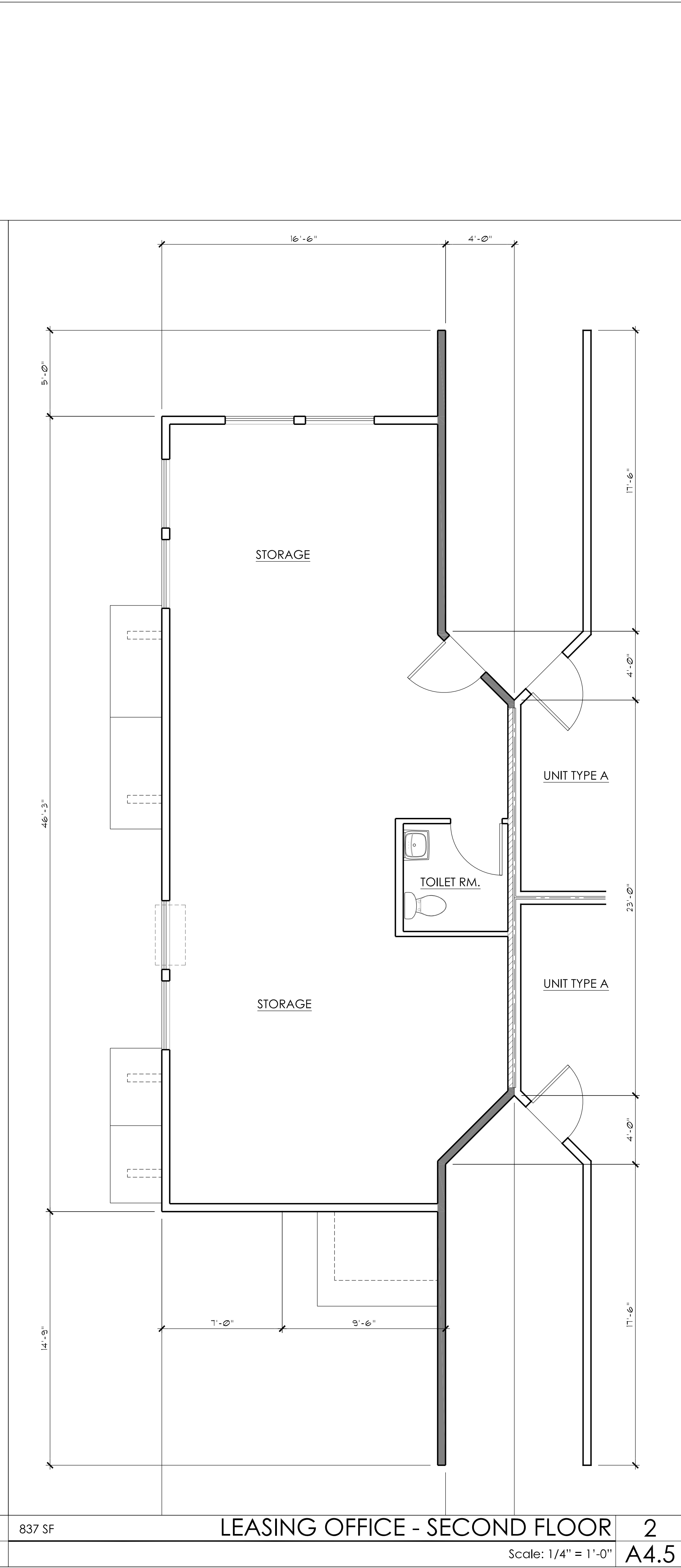
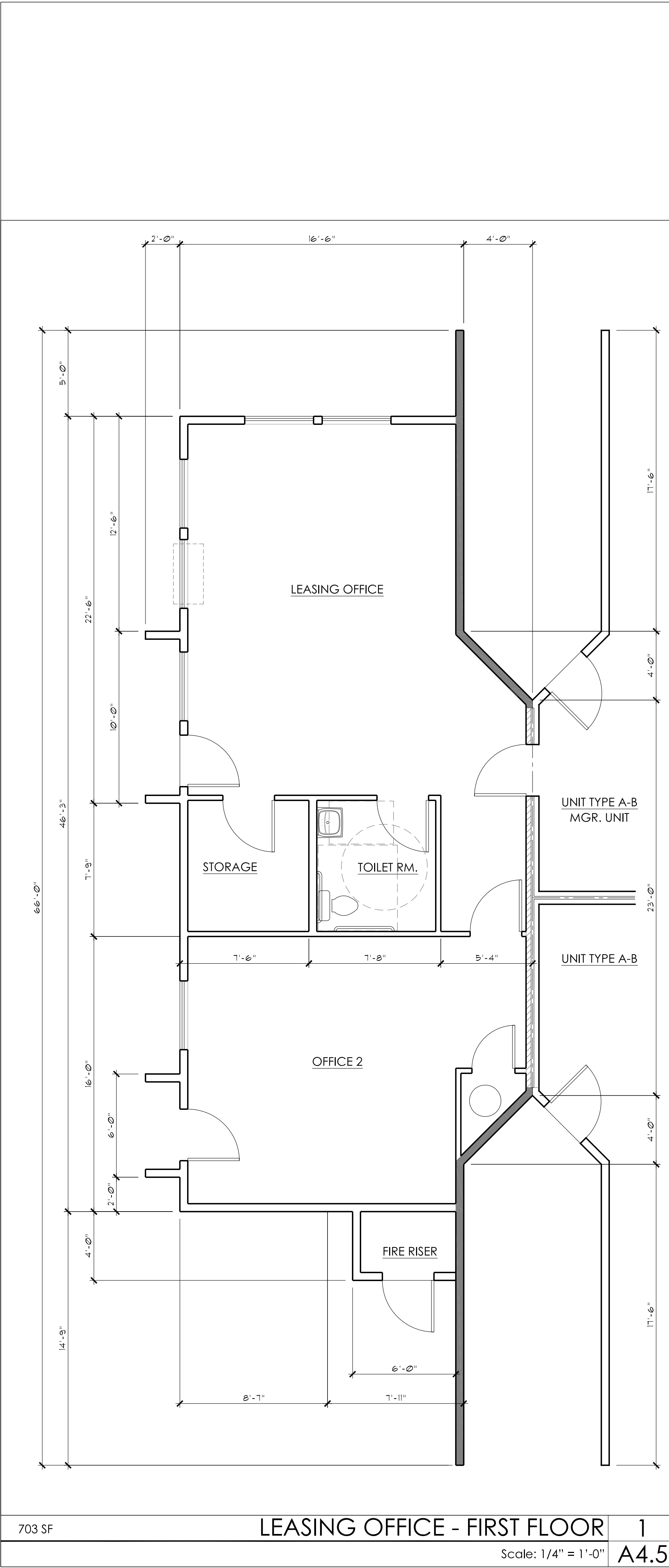
NORTON LANDING APARTMENTS
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OWNER:
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LEASING OFFICE PLANS
LAUNDRY ROOM PLAN
MAINTENANCE PLAN

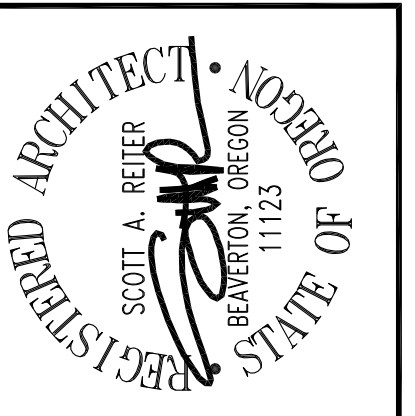
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4.5

LAND-USE REVIEW



MAINTENANCE ROOM
Scale: 1/4" = 1'-0"
4
A4.5



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NORTON LANDING APARTMENTS
SE NORTON LANE AND SE STRATUS AVE. MCMINNVILLE, OREGON

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LAND-USE REVIEW

EXTERIOR ELEVATIONS
BUILDING A

date:	JULY 19, 2023
scale:	AS NOTED
drawn:	SAR
job no.:	2301

A
7.1



BUILDING 'A' - NORTH ELEVATION 3
Scale: 1/8" = 1'-0" **A7.1**



BUILDING 'A' - WEST ELEVATION 4
Scale: 1/8" = 1'-0" **A7.1**



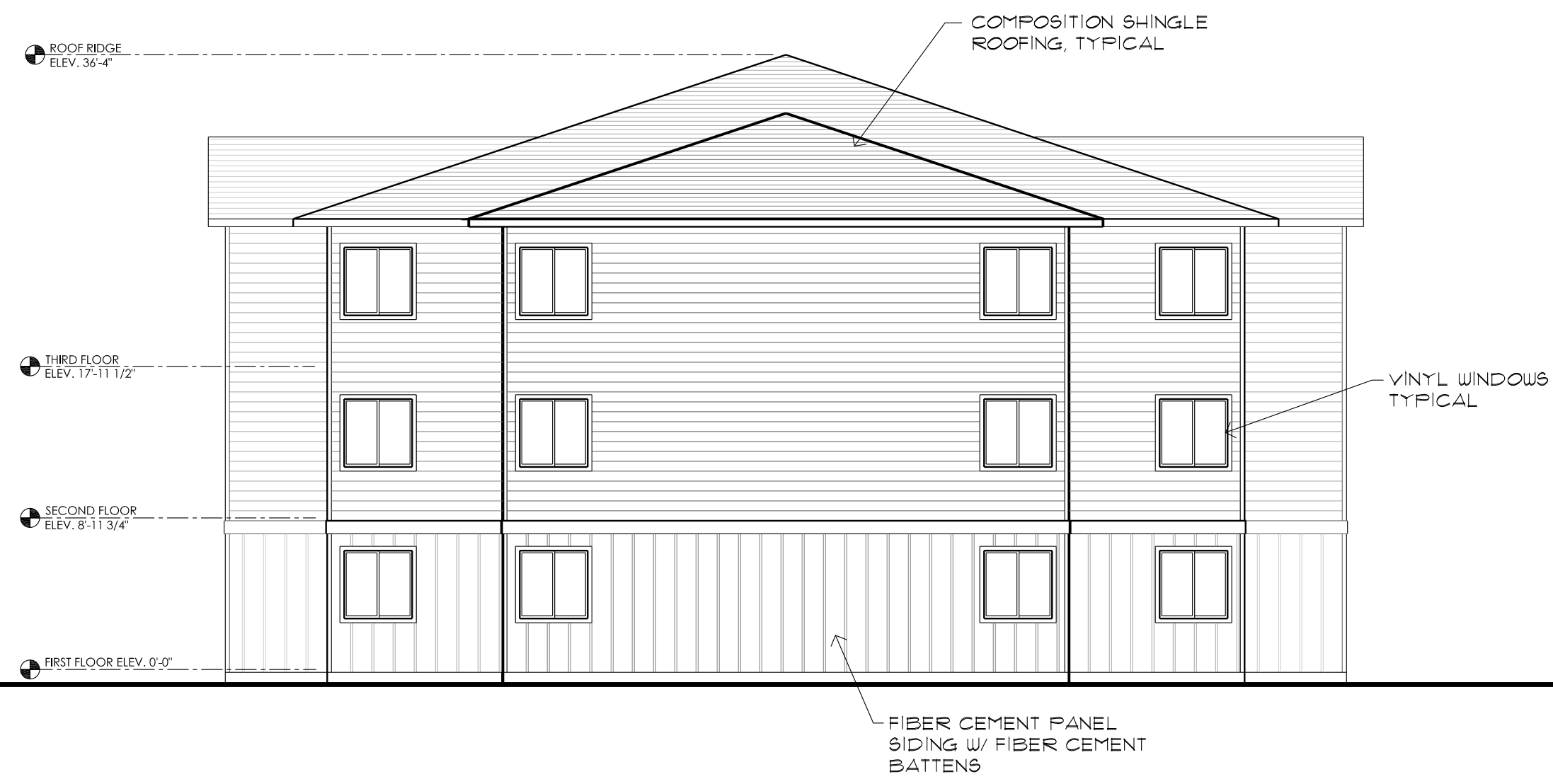
BUILDING 'A' - SOUTH ELEVATION 2
Scale: 1/8" = 1'-0" **A7.1**



BUILDING 'A' - EAST ELEVATION 1
Scale: 1/8" = 1'-0" **A7.1**



BUILDING 'B' - WEST ELEVATION 4
 Scale: 1/8" = 1'-0" A7.2



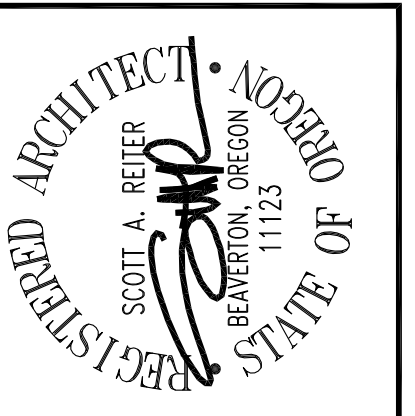
BUILDING 'B' - SOUTH ELEVATION 2
 Scale: 1/8" = 1'-0" A7.2



BUILDING 'B' - NORTH ELEVATION 3
 Scale: 1/8" = 1'-0" A7.2



BUILDING 'B' - EAST ELEVATION 1
 Scale: 1/8" = 1'-0" A7.2



RDA
 REITER DESIGN ARCHITECT
 INCORPORATED

6107 SW MURRAY BLVD. #480
 BEAVERTON, OREGON 97008 (503) 574-3056

NORTON LANDING APARTMENTS
 SE NORTON LANE AND SE STRATUS AVE. MCMINNVILLE, OREGON

OWNER:
KWDS, LLC
 PO BOX 145 WILSONVILLE, OREGON 97070 (503) 781-5685

LAND-USE REVIEW

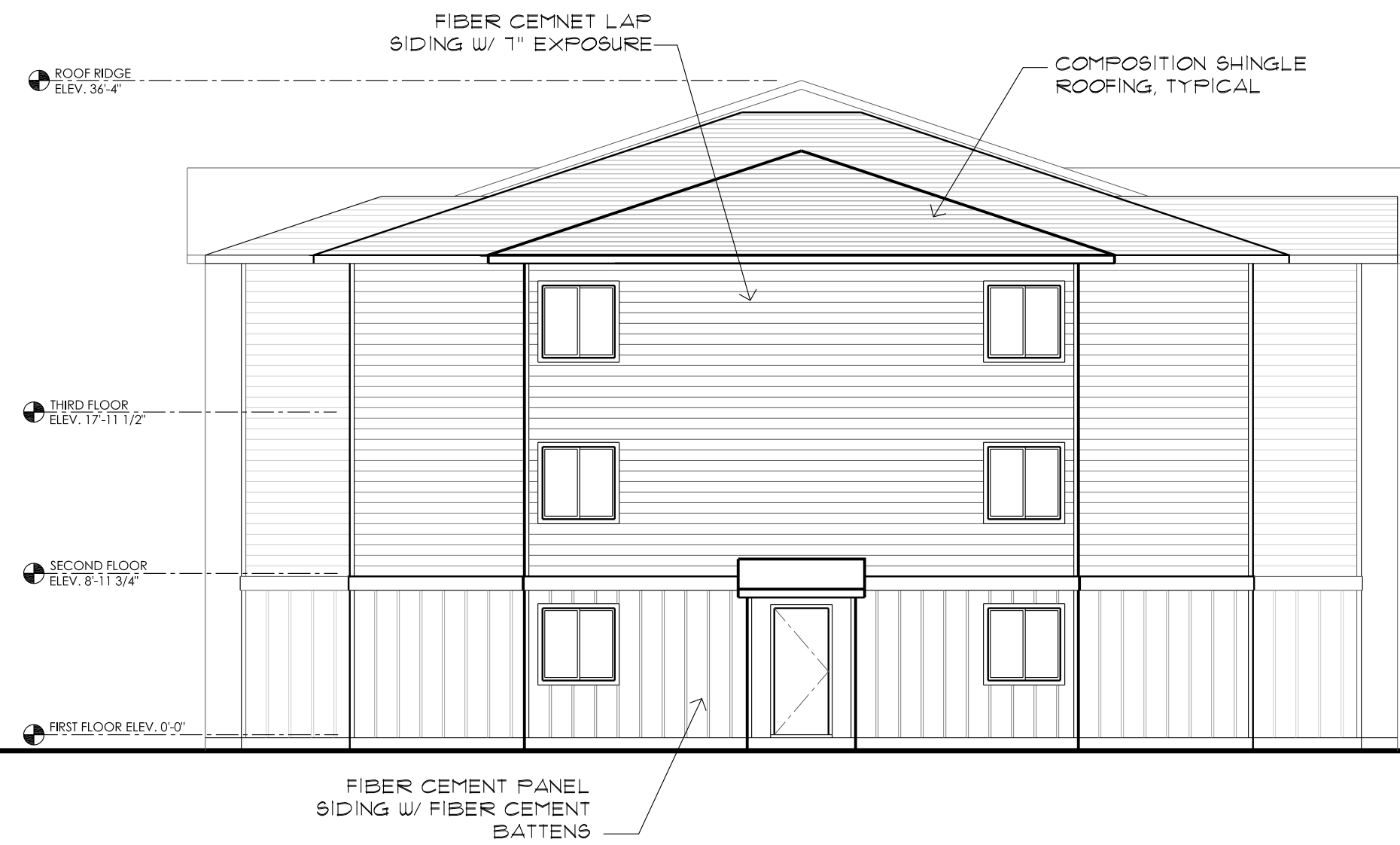
EXTERIOR ELEVATIONS
 BUILDING B

date:	JULY 19, 2023
scale:	AS NOTED
drawn:	SAR
job no.:	2301

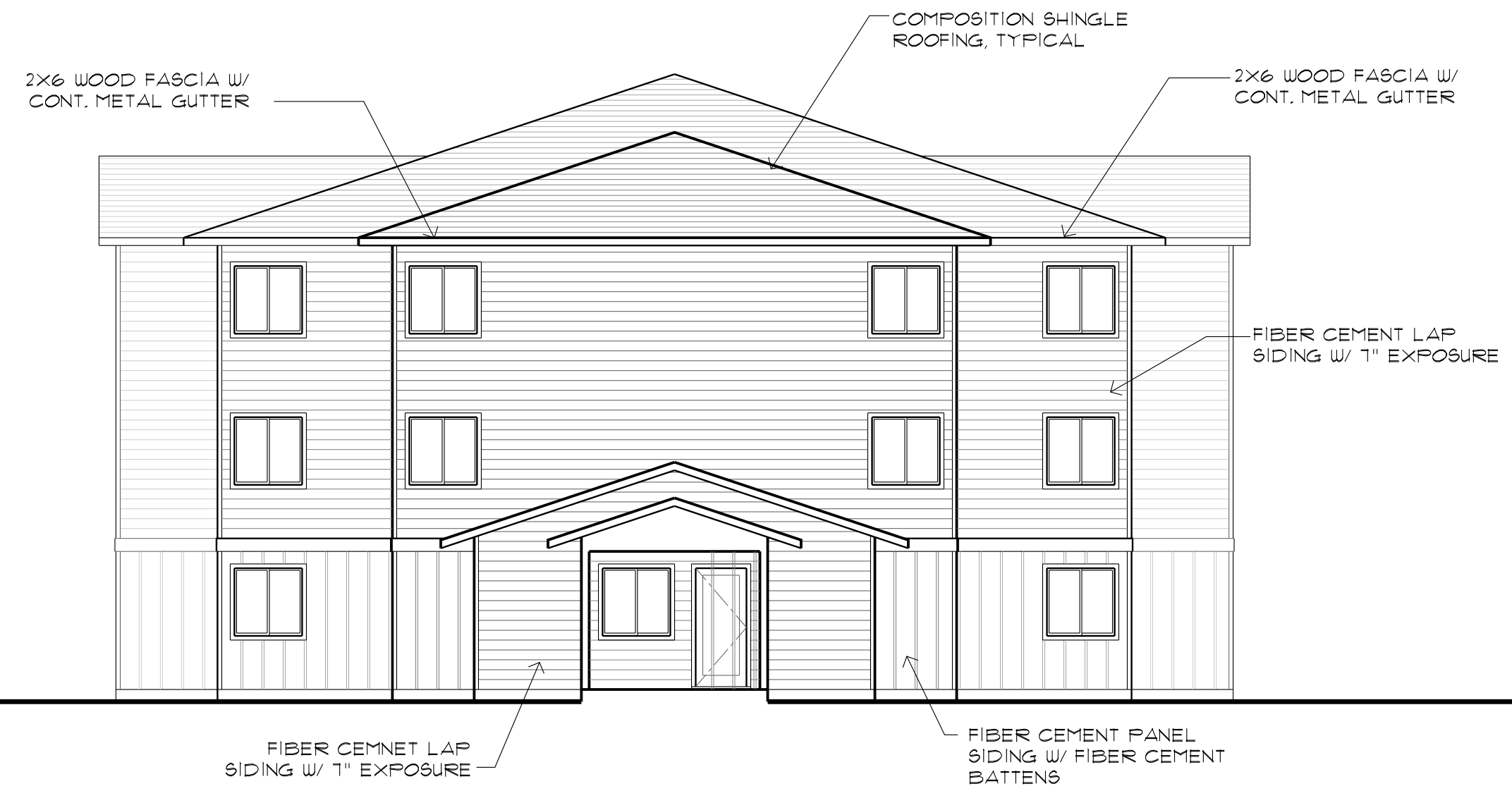
A
7.2



BUILDING 'C' - NORTH ELEVATION 4
 Scale: 1/8" = 1'-0" **A7.3**



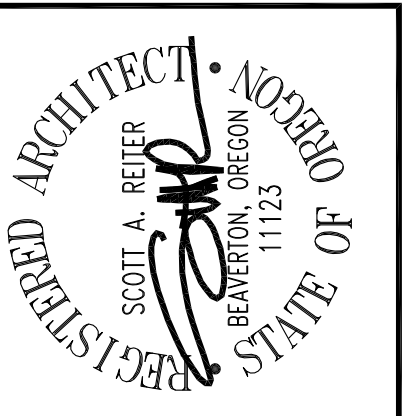
BUILDING 'C' - WEST ELEVATION 2
 Scale: 1/8" = 1'-0" **A7.3**



BUILDING 'C' - EAST ELEVATION 3
 Scale: 1/8" = 1'-0" **A7.3**



BUILDING 'C' - SOUTH ELEVATION 1
 Scale: 1/8" = 1'-0" **A7.3**



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 BEAVERTON, OREGON 97008 (503) 574-3056

NORTON LANDING APARTMENTS
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OWNER:
KWDS, LLC
 PO BOX 145 WILSONVILLE, OREGON 97070 (503) 781-5685

LAND-USE REVIEW

EXTERIOR ELEVATIONS
 BUILDING C

DATE:	JULY 19, 2023
SCALE:	AS NOTED
DRAWN:	SAR
JOB NO.:	2301

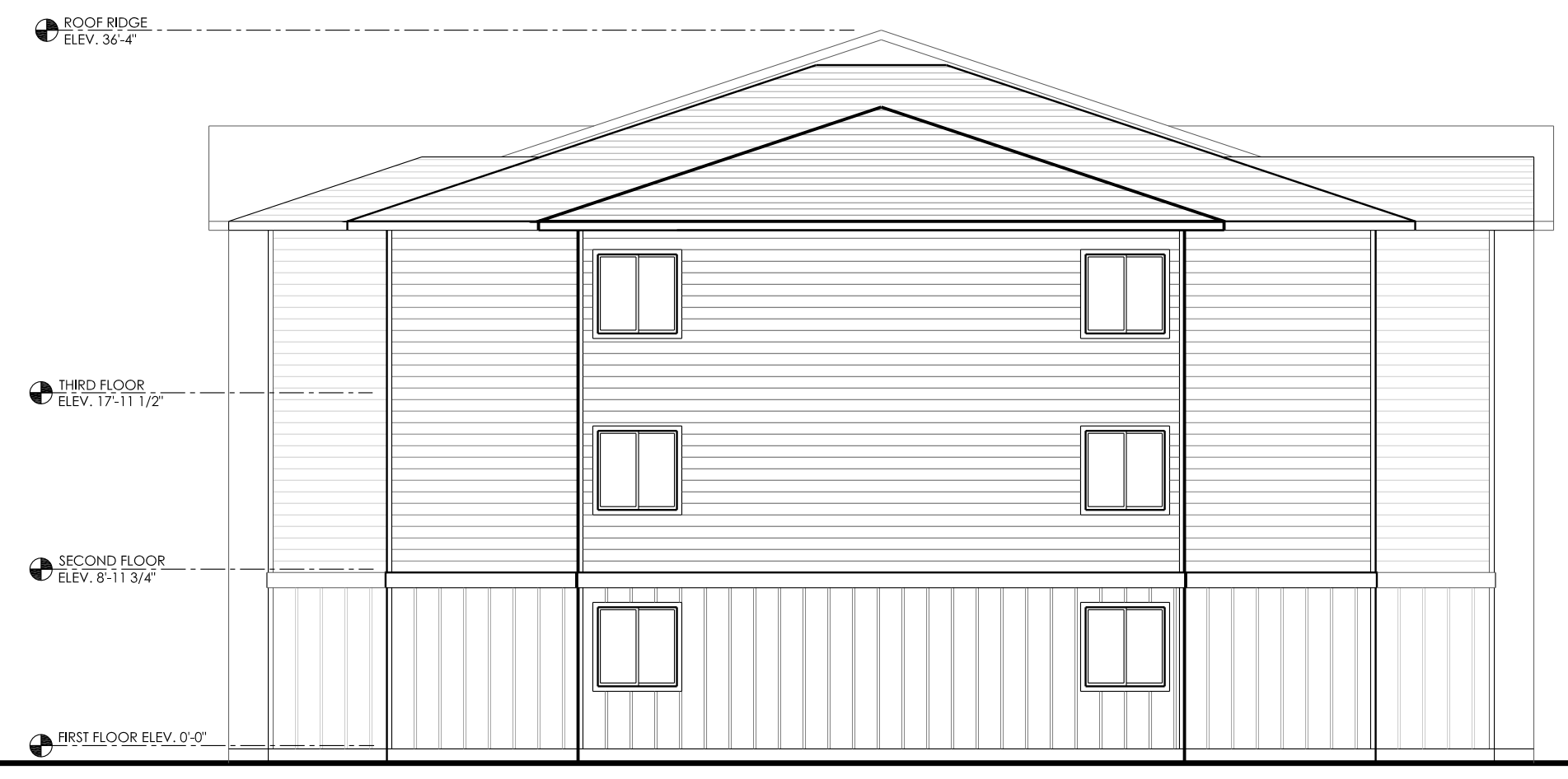
A
7.3

NOTE:
SEE DRAWINGS A7.1 THRU A7.3 FOR
TYPICAL BUILDING ELEVATION MATERIALS



BUILDING 'D' - WEST ELEVATION 4
Scale: 1/8" = 1'-0" A7.4

NOTE:
SEE DRAWINGS A7.1 THRU A7.3 FOR
TYPICAL BUILDING ELEVATION MATERIALS



BUILDING 'D' - SOUTH ELEVATION 2
Scale: 1/8" = 1'-0" A7.4

NOTE:
SEE DRAWINGS A7.1 THRU A7.3 FOR
TYPICAL BUILDING ELEVATION MATERIALS

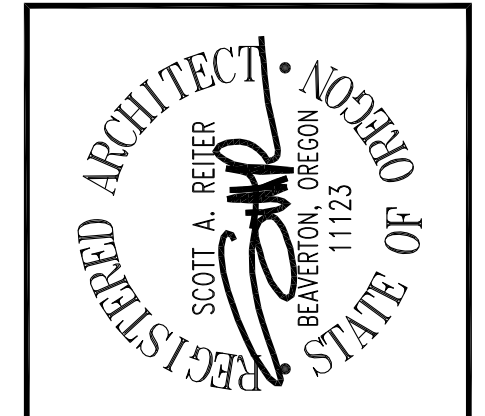


BUILDING 'D' - NORTH ELEVATION 3
Scale: 1/8" = 1'-0" A7.4

NOTE:
SEE DRAWINGS A7.1 THRU A7.3 FOR
TYPICAL BUILDING ELEVATION MATERIALS



BUILDING 'D' - EAST ELEVATION 1
Scale: 1/8" = 1'-0" A7.4



RDA
REITER DESIGN ARCHITECT
INCORPORATED
6107 SW MURRAY BLVD. #480
BEAVERTON, OREGON 97008 (503) 574-3056

NORTON LANDING APARTMENTS
SE NORTON LANE AND SE STRATUS AVE. MCMINNVILLE, OREGON
OWNER:
KWDS, LLC
PO BOX 145 WILSONVILLE, OREGON 97070 (503) 781-5685

LAND-USE REVIEW

EXTERIOR ELEVATIONS BUILDING D	date: JULY 19, 2023	revisions:
	scale: AS NOTED	
	drawn: SAR	
	job no: 2301	

A
7.4

NOTE:
SEE DRAWINGS A7.1 THRU A7.3 FOR
TYPICAL BUILDING ELEVATION MATERIALS



BUILDING 'E' - NORTH ELEVATION 4
Scale: 1/8" = 1'-0" A7.5

NOTE:
SEE DRAWINGS A7.1 THRU A7.3 FOR
TYPICAL BUILDING ELEVATION MATERIALS



BUILDING 'E' - WEST ELEVATION 2
Scale: 1/8" = 1'-0" A7.5

NOTE:
SEE DRAWINGS A7.1 THRU A7.3 FOR
TYPICAL BUILDING ELEVATION MATERIALS

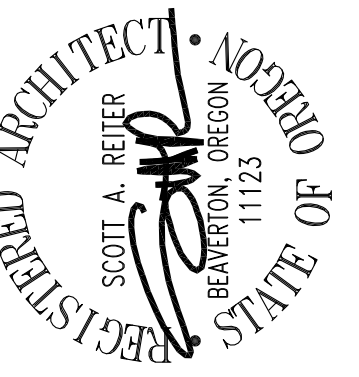


BUILDING 'E' - EAST ELEVATION 3
Scale: 1/8" = 1'-0" A7.5

NOTE:
SEE DRAWINGS A7.1 THRU A7.3 FOR
TYPICAL BUILDING ELEVATION MATERIALS



BUILDING 'E' - SOUTH ELEVATION 1
Scale: 1/8" = 1'-0" A7.5



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NORTON LANDING APARTMENTS
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OWNER:
KWDS, LLC
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EXTERIOR ELEVATIONS
BUILDING E

date: JULY 19, 2023
scale: AS NOTED
drawn: SAR
job no: 2301

A
7.5

LAND-USE REVIEW

NOTE:
SEE DRAWINGS A7.1 THRU A7.3 FOR
TYPICAL BUILDING ELEVATION MATERIALS



BUILDING 'F' - NORTH ELEVATION 4
Scale: 1/8" = 1'-0" A7.6

NOTE:
SEE DRAWINGS A7.1 THRU A7.3 FOR
TYPICAL BUILDING ELEVATION MATERIALS



BUILDING 'F' - WEST ELEVATION 2
Scale: 1/8" = 1'-0" A7.6

NOTE:
SEE DRAWINGS A7.1 THRU A7.3 FOR
TYPICAL BUILDING ELEVATION MATERIALS

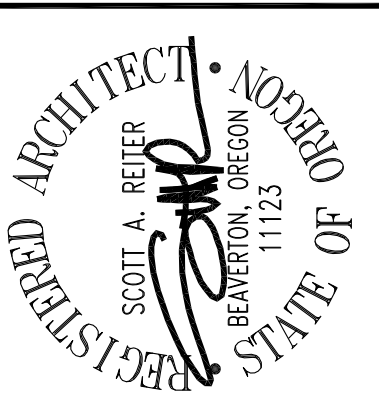


BUILDING 'F' - EAST ELEVATION 3
Scale: 1/8" = 1'-0" A7.6

NOTE:
SEE DRAWINGS A7.1 THRU A7.3 FOR
TYPICAL BUILDING ELEVATION MATERIALS



BUILDING 'F' - SOUTH ELEVATION 1
Scale: 1/8" = 1'-0" A7.6



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REITER DESIGN ARCHITECT
INCORPORATED

6107 SW MURRAY BLVD. #480
BEAVERTON, OREGON 97008 (503) 574-3056

NORTON LANDING APARTMENTS
SE NORTON LANE AND SE STRATUS AVE. MCMINNVILLE, OREGON

OWNER:
KWDS, LLC
PO BOX 145 WILSONVILLE, OREGON 97070 (503) 781-5685

EXTERIOR ELEVATIONS
BUILDING F

date: JULY 19, 2023
scale: AS NOTED
drawn: SAR
job no: 2301

A
7.6

LAND-USE REVIEW

NOTE:
SEE DRAWINGS A7.1 THRU A7.3 FOR
TYPICAL BUILDING ELEVATION MATERIALS



BUILDING 'G' - WEST ELEVATION 4
Scale: 1/8" = 1'-0" A7.7

NOTE:
SEE DRAWINGS A7.1 THRU A7.3 FOR
TYPICAL BUILDING ELEVATION MATERIALS



BUILDING 'G' - SOUTH ELEVATION 2
Scale: 1/8" = 1'-0" A7.7

NOTE:
SEE DRAWINGS A7.1 THRU A7.3 FOR
TYPICAL BUILDING ELEVATION MATERIALS



BUILDING 'G' - NORTH ELEVATION 3
Scale: 1/8" = 1'-0" A7.7

NOTE:
SEE DRAWINGS A7.1 THRU A7.3 FOR
TYPICAL BUILDING ELEVATION MATERIALS



BUILDING 'G' - EAST ELEVATION 1
Scale: 1/8" = 1'-0" A7.7



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REITER DESIGN ARCHITECT
INCORPORATED

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BEAVERTON, OREGON 97008 (503) 574-3056

NORTON LANDING APARTMENTS
SE NORTON LANE AND SE STRATUS AVE. MCMINNVILLE, OREGON

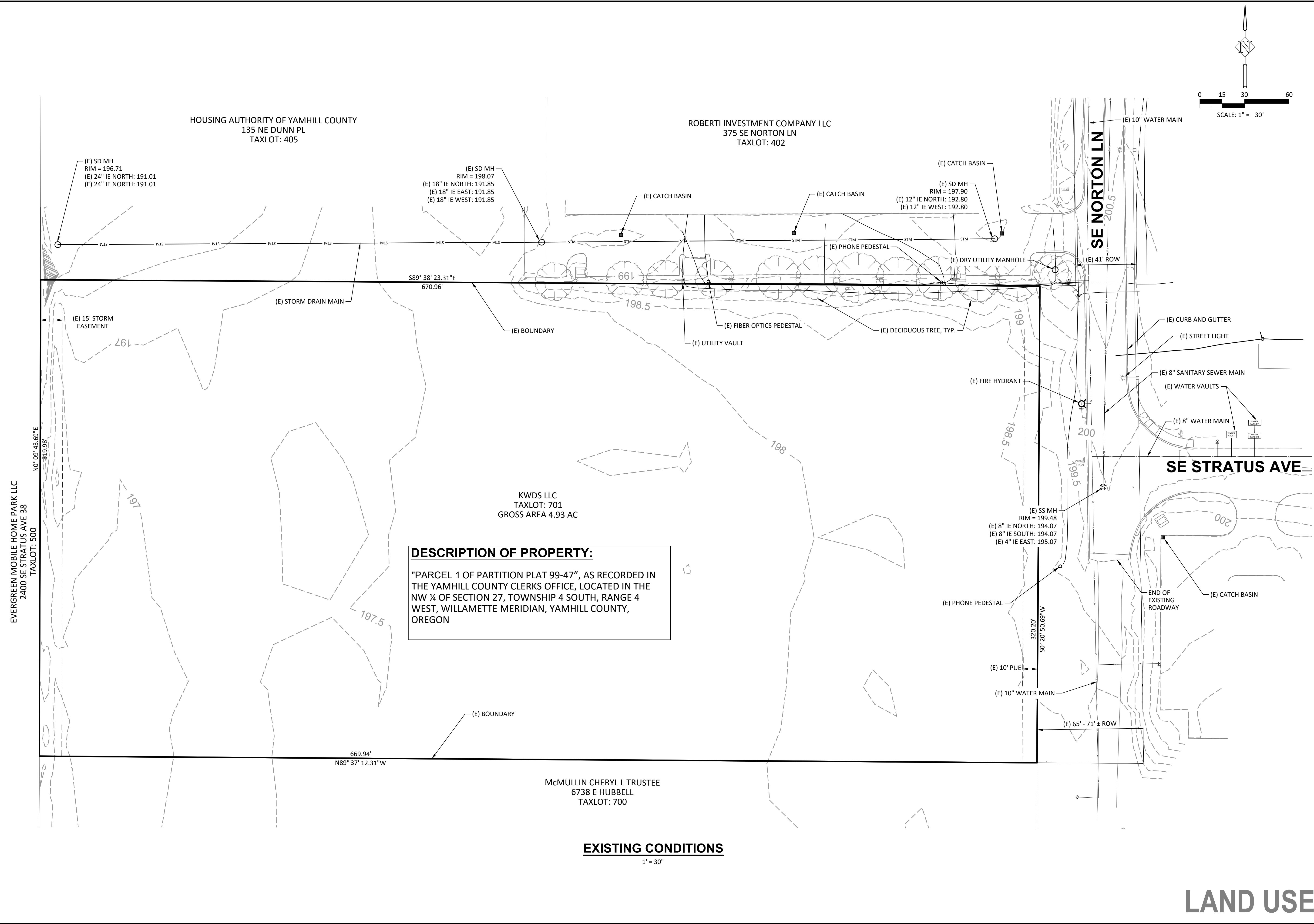
OWNER:
KWDS, LLC
PO BOX 145 WILSONVILLE, OREGON 97070 (503) 781-5685

LAND-USE REVIEW

EXTERIOR ELEVATIONS
BUILDING G

date:	JULY 19, 2023	revisions:	
scale:	AS NOTED		
drawn:	SAR		
job no.:	2301		

A
7.7



DESCRIPTION OF PROPERTY:
 "PARCEL 1 OF PARTITION PLAT 99-47", AS RECORDED IN THE YAMHILL COUNTY CLERKS OFFICE, LOCATED IN THE NW 1/4 OF SECTION 27, TOWNSHIP 4 SOUTH, RANGE 4 WEST, WILLAMETTE MERIDIAN, YAMHILL COUNTY, OREGON

EXISTING CONDITIONS
 1" = 30"

LAND USE

HOUSING AUTHORITY OF YAMHILL COUNTY
 135 NE DUNN PL
 TAXLOT: 405

ROBERTI INVESTMENT COMPANY LLC
 375 SE NORTON LN
 TAXLOT: 402

KWDS LLC
 TAXLOT: 701
 GROSS AREA 4.93 AC

McMULLIN CHERYL L TRUSTEE
 6738 E HUBBELL
 TAXLOT: 700

EVERGREEN MOBILE HOME PARK LLC
 2400 SE STRATUS AVE 38
 TAXLOT: 500

EXISTING CONDITIONS
NORTON LANDING
 McMINNVILLE, OREGON

Harper Houf Peterson Righellis Inc.
 ENGINEERS + PLANNERS
 LANDSCAPE ARCHITECTS + SURVEYORS
 250 NW Franklin Avenue, Suite 404, Bend, OR 97703
 phone: 541.318.1161 www.hhp.com

REGISTERED PROFESSIONAL ENGINEER
 No. 76354
PRELIMINARY
 OREGON
 DEC. 29, 2023
 JENNIFER L. YANCO
 EXPIRES: 6/30/2024

DESIGNED:	MD/JLV	DATE:	08.11.2023
DRAWN:	MD		
CHECKED:	JLV		

SHEET NO.
C0.1
 JOB NO.
 KWD-11

CONSTRUCTION NOTES:

- 1 PROPOSED 6" CONCRETE CURB.
- 2 PROPOSED CONCRETE SIDEWALK WIDTH NOTED ON PLAN.
- 3 PROPOSED 26'-FT WIDE CONCRETE DRIVEWAY APRON.
- 4 PROPOSED SAWCUT LINE
- 5 PROPOSED AC PAVING SECTION - SEE TYPICAL SECTION
- 6 PROPOSED CURB AND GUTTER.
- 7 PROPOSED SWALE. SEE CROSS SECTION.

LEGEND

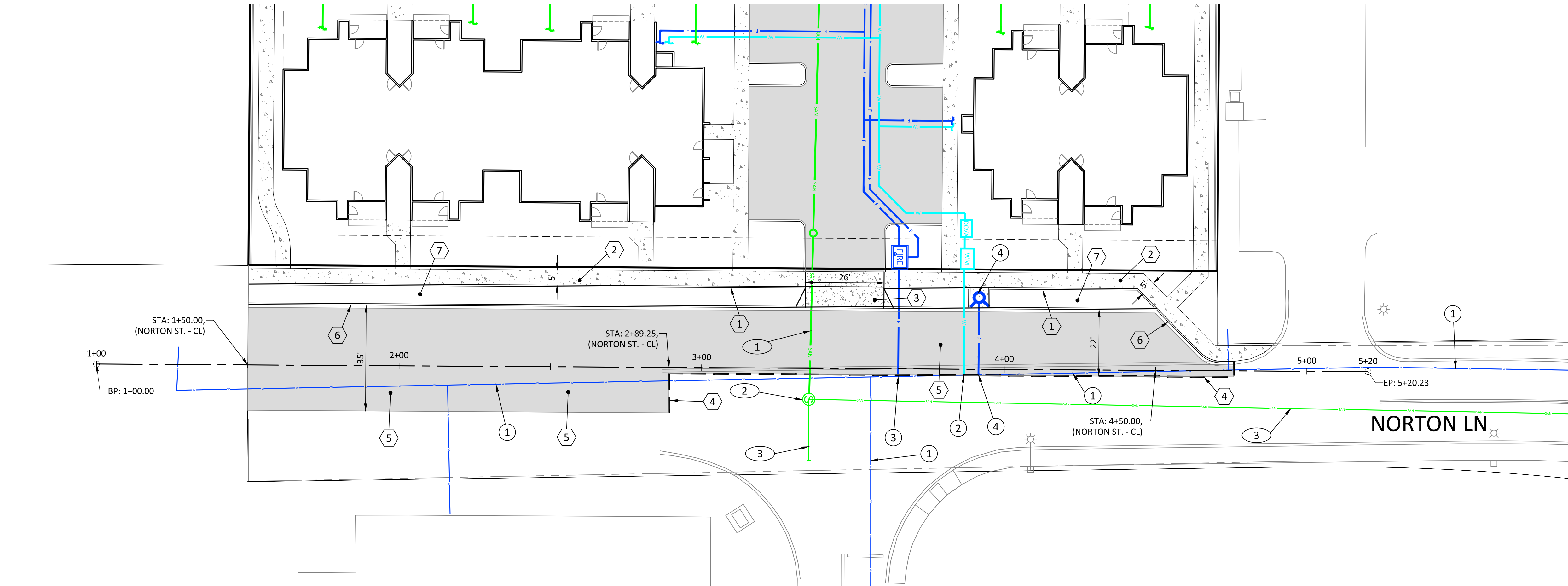
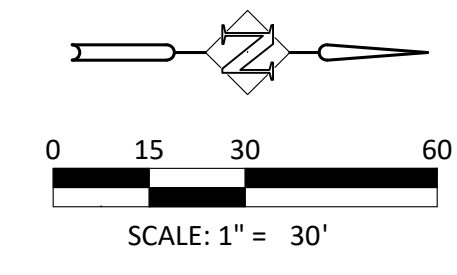
- 1 [Symbol]
- 2 [Symbol]
- 3 [Symbol]
- 5 [Symbol]
- 6 [Symbol]

WATER MAIN NOTES

- 1 PROTECT EXISTING 10" WATER MAIN.
- 2 PROPOSED 4" DOMESTIC WATER SERVICE.
- 3 PROPOSED 6" FIRE SUPPRESSION SERVICE.
- 4 PROPOSED FIRE HYDRANT ASSEMBLY.

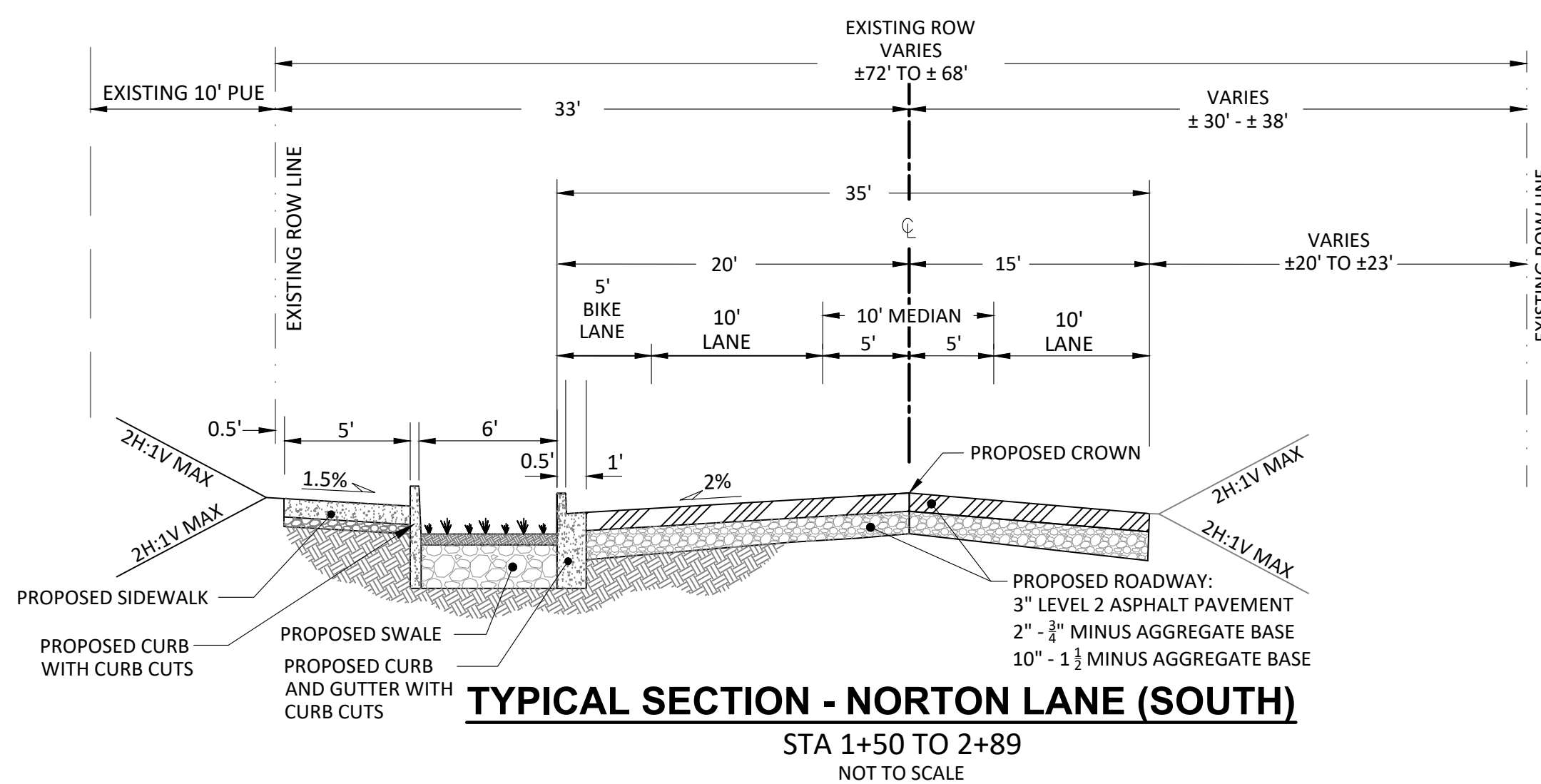
SANITARY SEWER NOTES

- 1 PROPOSED SANITARY SEWER SERVICE LINE
- 2 PROTECT EXISTING PUBLIC SEWER MANHOLE.
- 3 PROTECT EXISTING PUBLIC SEWER MAIN.



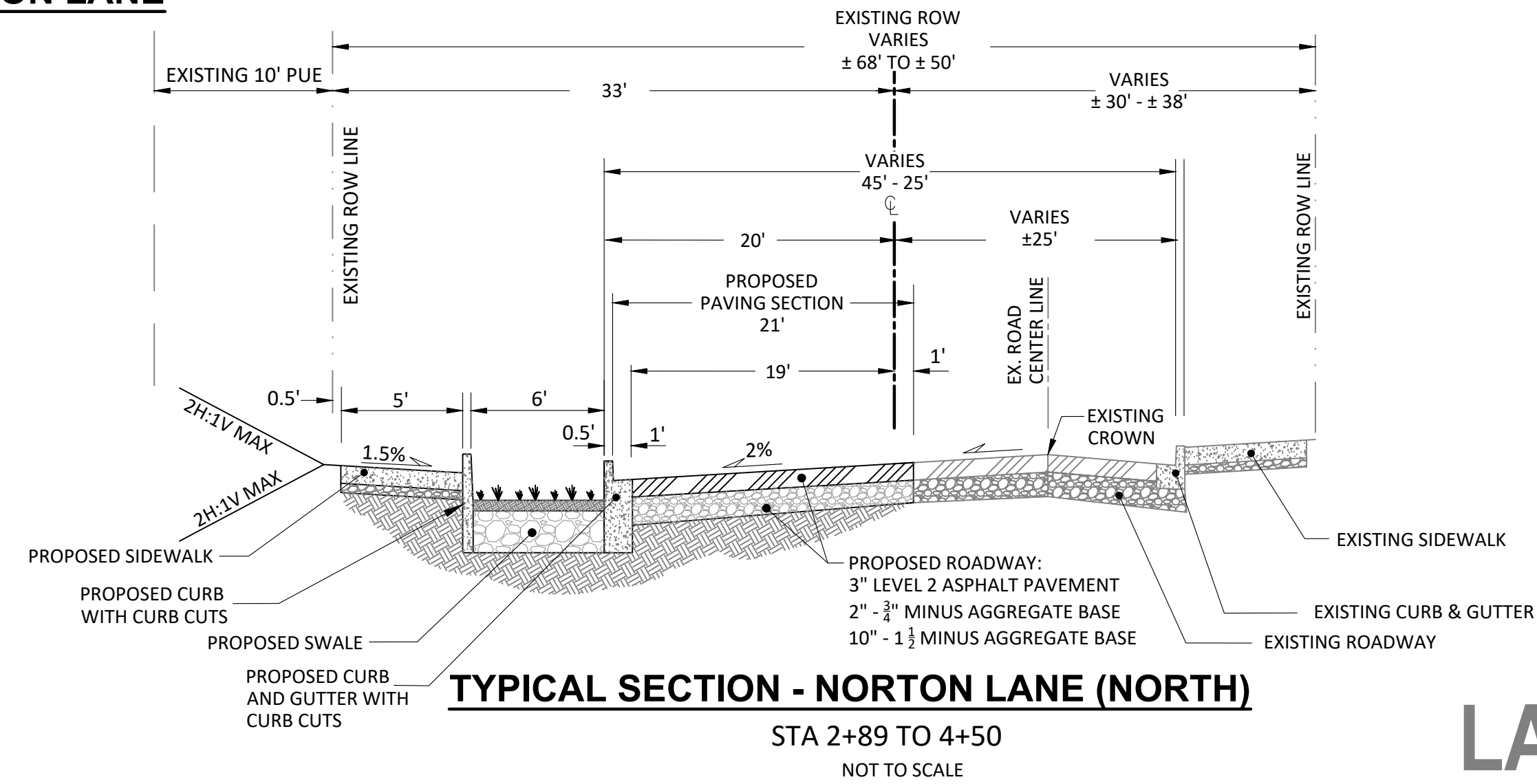
PRELIMINARY PLAN - NORTON LANE

1" = 20"



TYPICAL SECTION - NORTON LANE (SOUTH)

STA 1+50 TO 2+89
NOT TO SCALE



TYPICAL SECTION - NORTON LANE (NORTH)

STA 2+89 TO 4+50
NOT TO SCALE

LAND USE

SE NORTON LN - PRELIMINARY PLAN
NORTON LANDING
McMINNVILLE, OREGON

Harper Houf Peterson
Righelias Inc.
ENGINEERS + PLANNERS
LANDSCAPE ARCHITECTS + SURVEYORS
250 NW Franklin Avenue, Suite 404, Bend, OR 97703
phone: 541.318.1161 www.hhp.com

REGISTERED PROFESSIONAL ENGINEER
76,554
PRELIMINARY
OREGON
JENNIFER L. VAN CAMP
DEC. 29, 2023
EXPIRES: 6/30/2024

DESIGNED:	MD/JLV
DRAWN:	MD
CHECKED:	JLV
DATE:	08.11.2023

NO.	DATE	DESCRIPTION

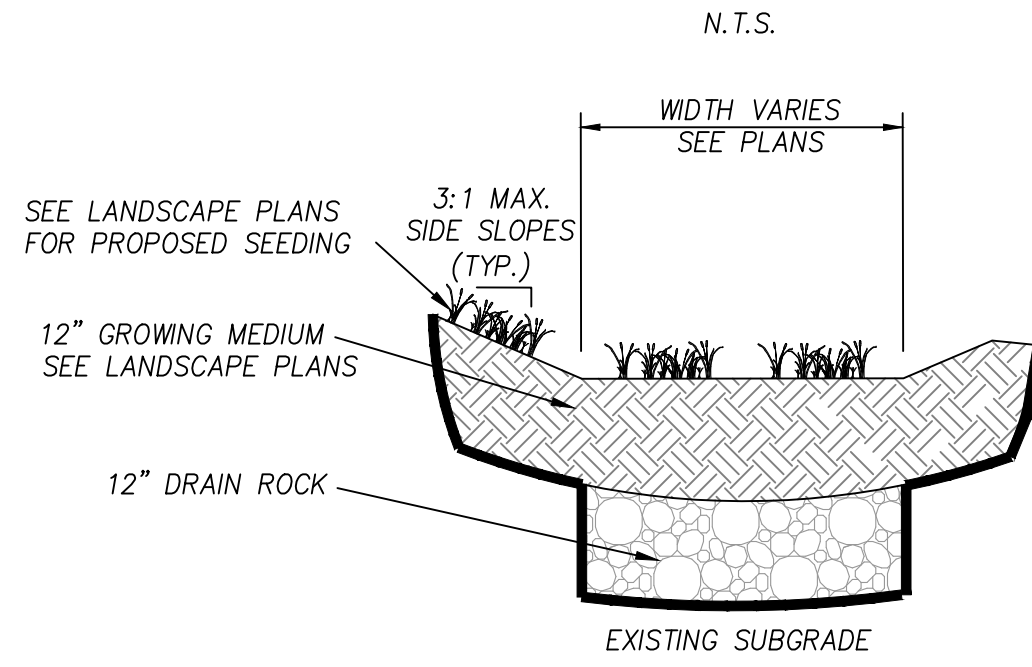
SHEET NO. **C1.0**
JOB NO. KWD-11

P:\03-Bend\KWD - (Koh)\KWD-11 (McMinnville Apartments)\KWD11-DWG\Sheets\KWD11-Preliminary Plan-Norton.dwg

PRELIMINARY GRADING & DRAINAGE NOTES:

1. ALL PROPOSED ELEVATIONS/GRADES SHOWN ON THIS PLAN ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN.
2. STORMWATER FACILITY LOCATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN.
3. FINAL DRAINAGE FACILITIES DESIGN WILL BE IN ACCORDANCE WITH CITY OF McMINNIVILLE STANDARDS AND OREGON LAW REQUIREMENTS.

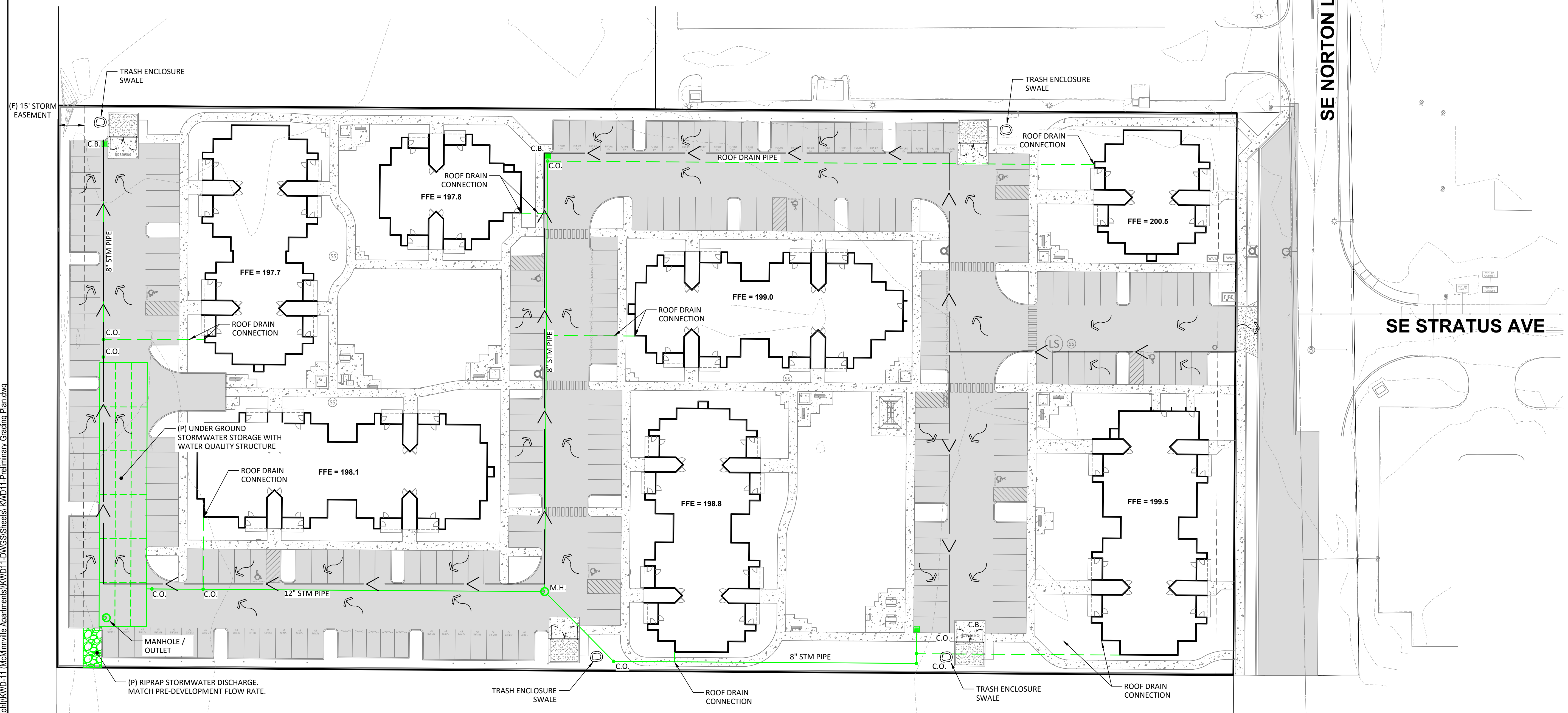
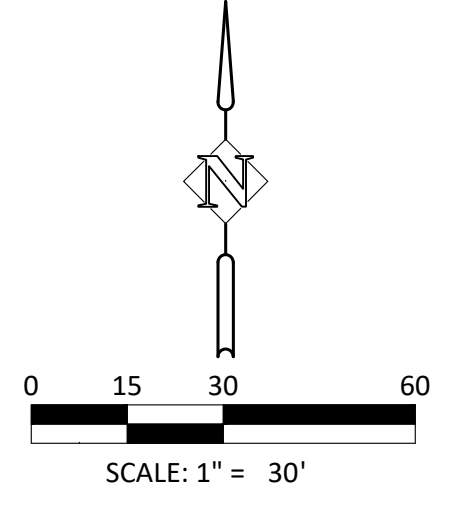
TRASH ENCLOSURE SWALE



1. PROVIDE PROTECTION FROM ALL VEHICLE TRAFFIC, EQUIPMENT STAGING, AND FOOT TRAFFIC IN PROPOSED INFILTRATION AREAS PRIOR TO, DURING, AND AFTER CONSTRUCTION.
2. DIMENSIONS:
A. WIDTH OF BASIN VARIES, SEE PLANS.
B. DEPTH OF BASIN VARIES, SEE TABLE THIS SHEET.
3. INSTALL 10' X 10' AREA OF WASHED PEA GRAVEL OR RIVER ROCK TO TRANSITION FROM PIPE OUTFALLS TO GROWING MEDIUM.

LEGEND

- 200 — (P) MAJOR CONTOUR
- 198 — (P) MINOR CONTOUR
- - - 200 - - - (E) MAJOR CONTOUR
- - - 198 - - - (E) MINOR CONTOUR
- (P) SLOPE ARROW
- V — (P) VALLEY GUTTER DRAINAGE
- - - (P) BUILDING / ROOF DRAIN CONNECTION



P:\03-Bend\KVD - (Koh)\KVD-11 (McMinnville Apartments)\KVD11-DWG\Sheets\KVD11-Preliminary Grading Plan.dwg

PRELIMINARY GRADING & DRAINAGE PLAN
NORTON LANDING
 McMINNIVILLE, OREGON

Harper Houf Peterson Righelis Inc.
 ENGINEERS • PLANNERS
 LANDSCAPE ARCHITECTS • SURVEYORS
 250 NW Franklin Avenue, Suite 404, Bend, OR 97703
 phone: 541.318.1161 www.hhp.com

REGISTERED PROFESSIONAL ENGINEER
 76354
PRELIMINARY
 OREGON
 DEC. 29, 2023
 JENNIFER L. YANCAMP
 EXPIRES: 6/30/2024

DESIGNED:	MD/JLV	MD	JLV	DATE:	08.11.2023
DRAWN:				CHECKED:	

DATE	NO.	DESCRIPTION

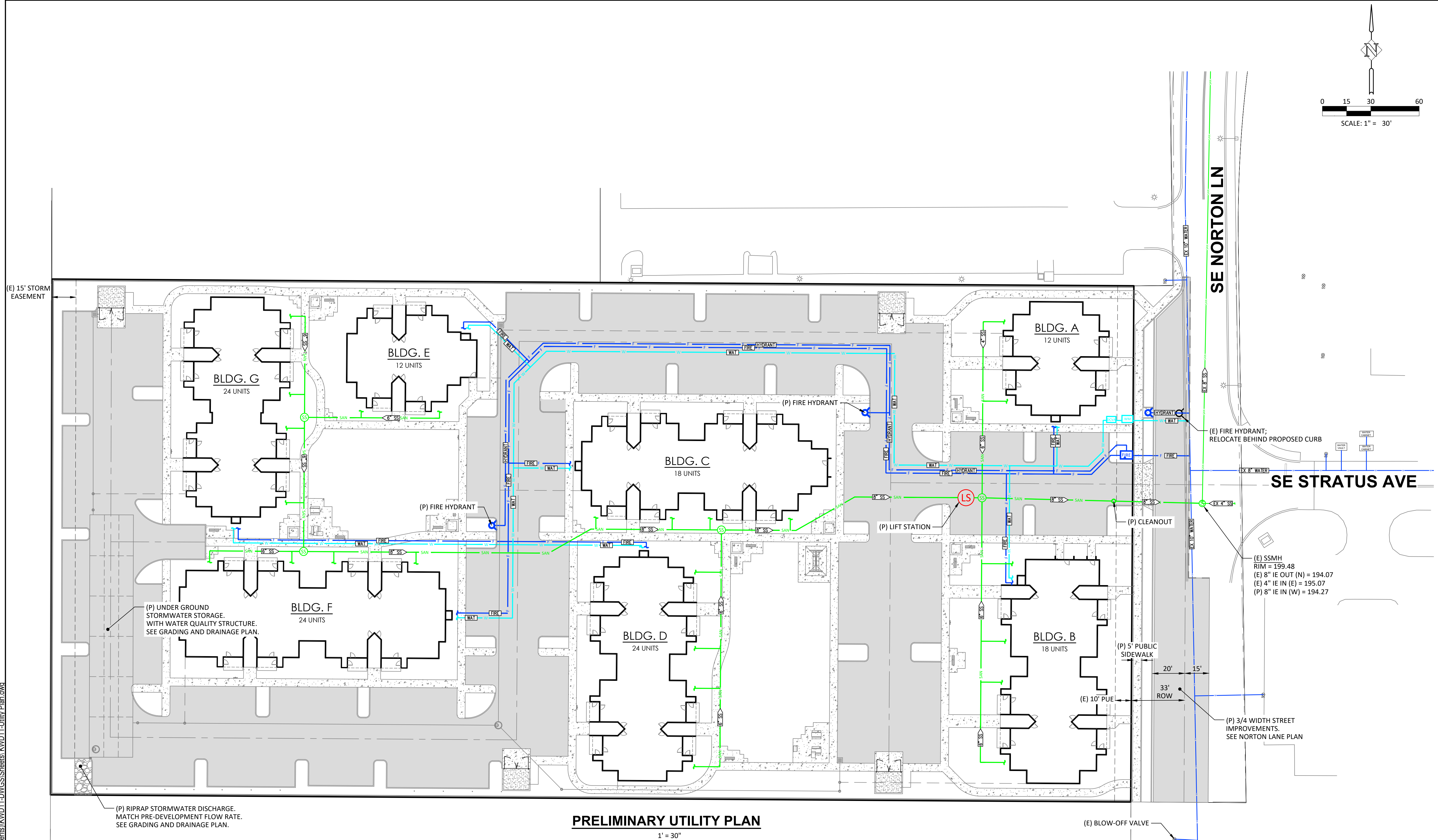
SHEET NO. **C2.0**
 JOB NO. KWD-11

PRELIMINARY GRADING & DRAINAGE

1" = 30"

LAND USE

P:\03-Bend\KVD (Kohli)\KVD-11 (McMinnville Apartments)\KVD11-DWG\Sheets\KVD11-Utility Plan.dwg



PRELIMINARY UTILITY PLAN
1" = 30"

**PRELIMINARY UTILITY PLAN
NORTON LANDING
MCMINNVILLE, OREGON**

Harper Houf Peterson Righellis Inc.
ENGINEERS • PLANNERS
LANDSCAPE ARCHITECTS • SURVEYORS
250 NW Franklin Avenue, Suite 404, Bend, OR 97703
phone: 541.318.1161 www.hhpr.com

REGISTERED PROFESSIONAL ENGINEER
76354
PRELIMINARY
OREGON
JENNIFER L. VANCE
DEC. 29, 2023
EXPIRES: 6/30/2024

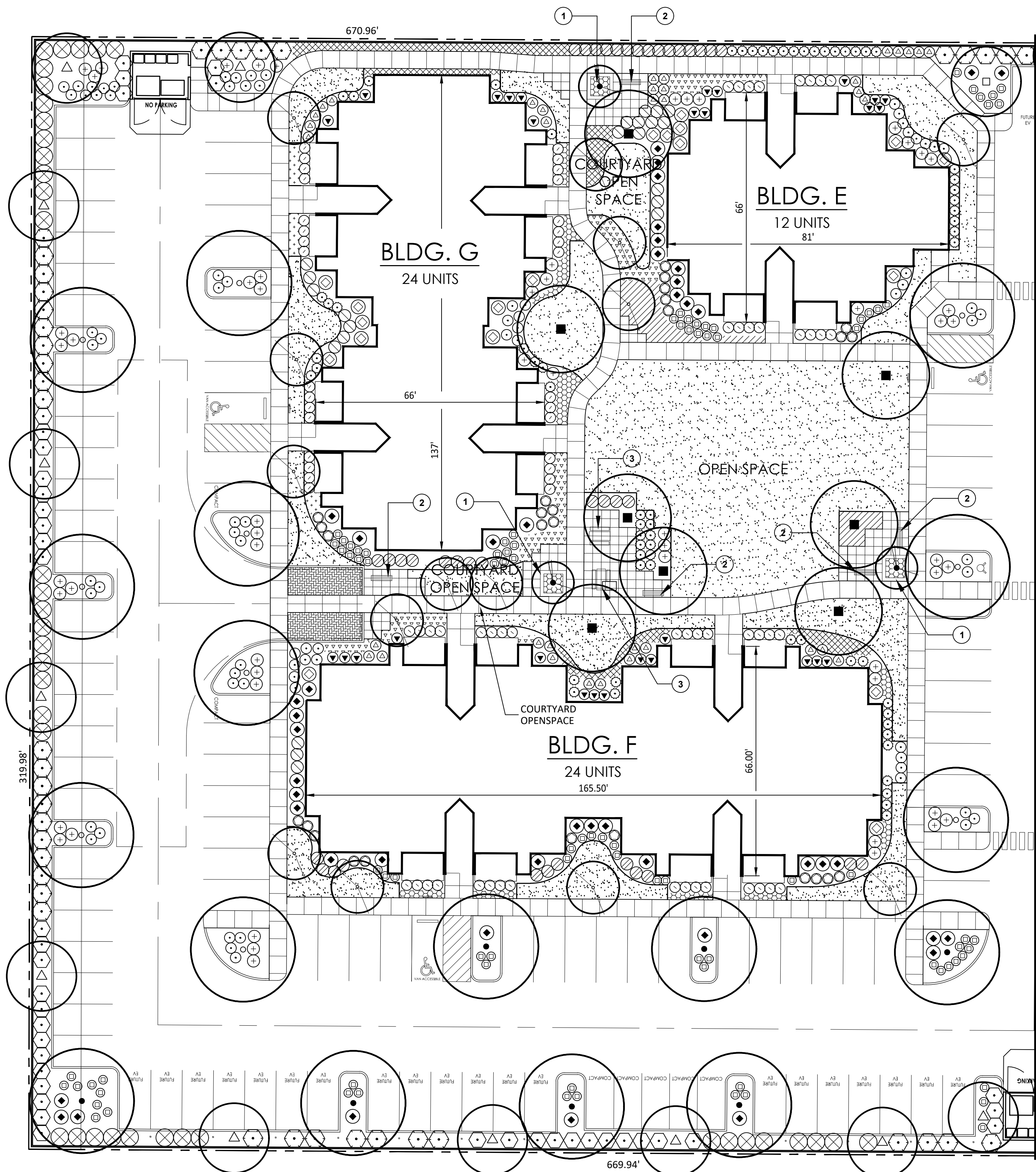
DESIGNED:	MD/JLV	DATE:	08.11.2023
DRAWN:	MD	CHECKED:	JLV

DATE	NO.	DESCRIPTION
		R E V I S I O N S

SHEET NO. **C3.0**
JOB NO. KWD-11

LAND USE

N:\KWD\KWD\KWD-11 (McMinnville Apartments)\KWD11-DWG\Sheet1 L1-1 Landscape Plans.dwg



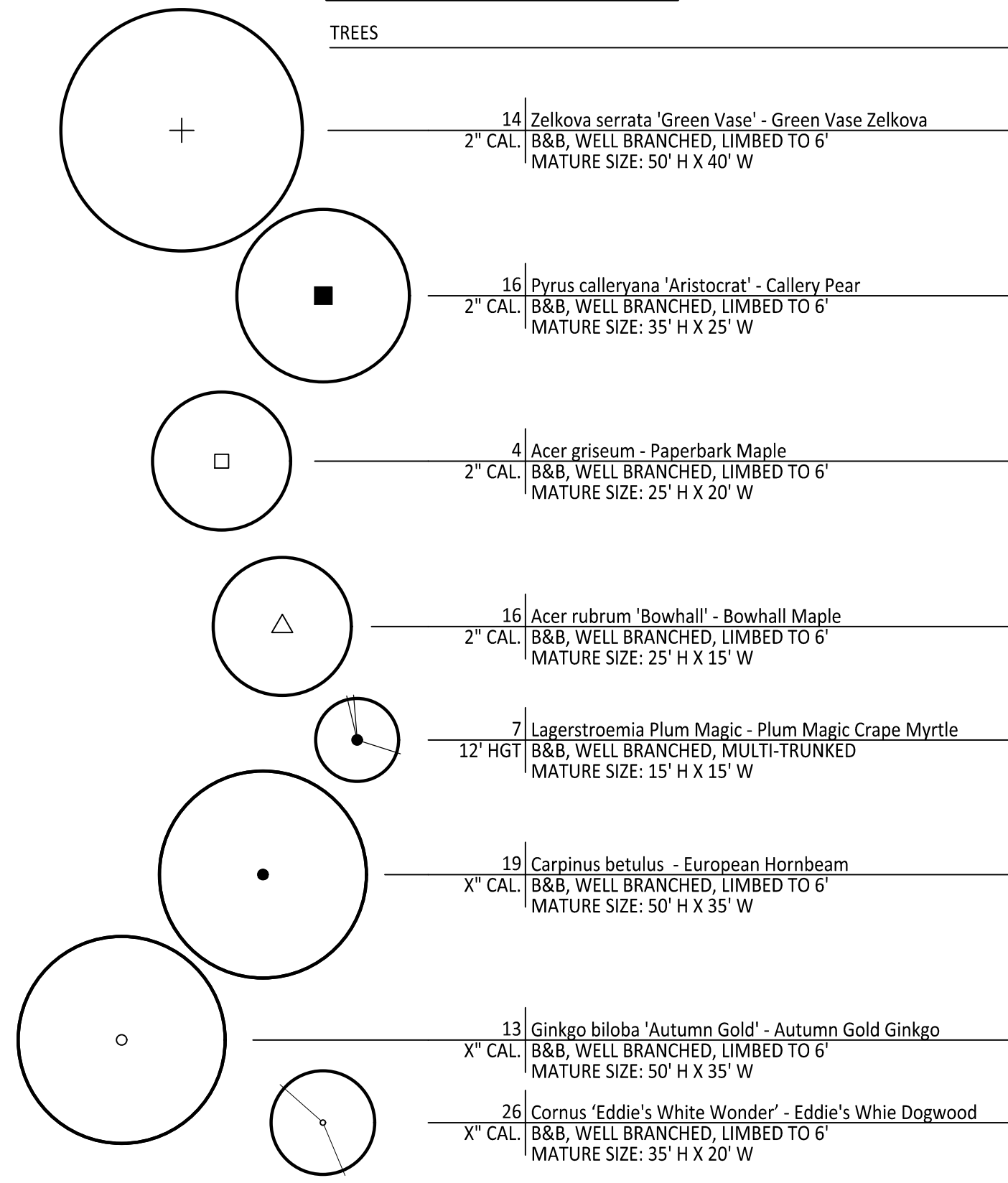
LANDSCAPE PLAN
1" = 20'

KEY NOTES

- 1 RAISED SEAT WALL PLANTER
- 2 BENCH
- 3 PICNIC TABLE

PLANT SCHEDULE

TREES



- 14 Zelkova serrata 'Green Vase' - Green Vase Zelkova
2" CAL. B&B, WELL BRANCHED, LIMBED TO 6'
MATURE SIZE: 50' H X 40' W
- 16 Pyrus calleryana 'Aristocrat' - Callery Pear
2" CAL. B&B, WELL BRANCHED, LIMBED TO 6'
MATURE SIZE: 35' H X 25' W
- 4 Acer griseum - Paperbark Maple
2" CAL. B&B, WELL BRANCHED, LIMBED TO 6'
MATURE SIZE: 25' H X 20' W
- 16 Acer rubrum 'Bowhall' - Bowhall Maple
2" CAL. B&B, WELL BRANCHED, LIMBED TO 6'
MATURE SIZE: 25' H X 15' W
- 7 Lagerstroemia Plum Magic - Plum Magic Crape Myrtle
12" HGT. B&B, WELL BRANCHED, MULTI-TRUNKED
MATURE SIZE: 15' H X 15' W
- 19 Carpinus betulus - European Hornbeam
X" CAL. B&B, WELL BRANCHED, LIMBED TO 6'
MATURE SIZE: 50' H X 35' W
- 13 Ginkgo biloba 'Autumn Gold' - Autumn Gold Ginkgo
X" CAL. B&B, WELL BRANCHED, LIMBED TO 6'
MATURE SIZE: 50' H X 35' W
- 26 Cornus 'Eddie's White Wonder' - Eddie's White Dogwood
X" CAL. B&B, WELL BRANCHED, LIMBED TO 6'
MATURE SIZE: 35' H X 20' W

SHRUBS

- 222 Pennisetum orientale - Fountaingrass
x GAL. CONT., FULL PLANTS, SPACING AS SHOWN
MATURE SIZE: 3' H X 3' W
- 102 Abelia x grandiflora 'Kaleidoscope' - Kaleidoscope Abelia
x GAL. CONT., FULL PLANTS, SPACING AS SHOWN
MATURE SIZE: 2.5' H X 3.5' W
- 220 Helictotrichon sempervirens - Blue Oatgrass
x GAL. CONT., FULL PLANTS, SPACING AS SHOWN
MATURE SIZE: 2.5' H X 2.5' W
- 67 Gardenia jasminoides 'Frostproof' - Frostproof Gardenia
x GAL. CONT., FULL PLANTS, SPACING AS SHOWN
MATURE SIZE: 4' H X 3' W
- 56 Hydrangea macrophylla 'Mini Penny' - Mini Penny Hydrangea
x GAL. CONT., FULL PLANTS, SPACING AS SHOWN
MATURE SIZE: 2.5' H X 3.5' W
- 66 Deutzia gracilis 'Nikko' - Dwarf Nikko Deutzia
5 GAL. CONT., FULL PLANTS, SPACING AS SHOWN
MATURE SIZE: 2' H X 3' W
- 74 Berberis thunbergii 'Monomb' - Cherry Bomb Japanese Barberry
5 GAL. CONT., FULL PLANTS, SPACING AS SHOWN
MATURE SIZE: 3' H X 4' W
- 123 Escallonia hybrid 'Compakta' - Compact Escallonia
5 GAL. CONT., FULL PLANTS, SPACING AS SHOWN
MATURE SIZE: 2.5' H X 4' W
- 104 Spiraea x bumalda 'Goldflame' - Goldflame Spirea
5 GAL. CONT., FULL PLANTS, SPACING AS SHOWN
MATURE SIZE: 3.5' H X 3.5' W
- 85 Thuja occidentalis 'Golden Globe' - Golden Globe Arborvitae
5 GAL. CONT., FULL PLANTS, SPACING AS SHOWN
MATURE SIZE: 4' H X 4' W
- 68 Choisya ternata 'Sundance' - Sundance Orange Blossom
5 GAL. CONT., FULL PLANTS, SPACING AS SHOWN
MATURE SIZE: 6' H X 5' W
- 61 Abelia gradiflora - Glossy Abelia
5 GAL. CONT., FULL PLANTS, SPACING AS SHOWN
MATURE SIZE: 6' H X 5' W
- 61 Viburnum tinus 'Spring Bouquet' - Laurustinus
5 GAL. CONT., FULL PLANTS, SPACING AS SHOWN
MATURE SIZE: 6' H X 5' W (PRUNNED)
- 118 Nandina domestica 'Gulf Stream' - Gulf Stream Nandina
5 GAL. CONT., FULL PLANTS, SPACING AS SHOWN
MATURE SIZE: 3' H X 3' W
- 185 Prunus laurocerasus 'Otto Luyken' - Dwarf Cherry Laurel
5 GAL. CONT., FULL PLANTS, SPACING AS SHOWN
MATURE SIZE: 3' H X 3' W (PRUNNED)

GROUND COVER

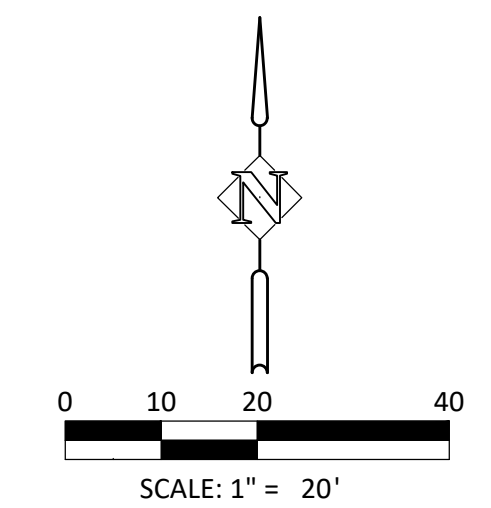
- 1 GAL Festuca glauca 'Elijah Blue' - Blue Fescue
CONT., FULL PLANTS, 12" O.C.
- 1 GAL Liriope muscari 'Big Blue' - Big Blue Lillyturf
CONT., FULL PLANTS, 18" O.C.
- 1 GAL Pennisetum alopecuroides 'Little Bunny' - Little Bunny Fountain Grass
CONT., FULL PLANTS, 12" O.C.
- 1 GAL Carex elata 'Aurea' - Bowles Golden Sedge
CONT., FULL PLANTS, 30" O.C.
- 1 GAL Carex oshimensis 'Carfit01' - Everest Variegated Sedge
CONT., FULL PLANTS, 24" O.C.

SEED MIXES

SEED MIX 1 (LAWN AREAS)	% PLS	LBS OF PLA/ 1000 SF
Festuca rubra 'Gibraltar'	10	0.364
Festuca rubra 'Silhouette'	10	0.364
Lolium perenne 'Delaware Dwarf'	40	5.563
Lolium perenne 'Amazing'	40	2.696
TOTAL		8.987

GENERAL PLANTING NOTES

1. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH CURRENT CITY OF MCMINNVILLE STANDARDS AND OREGON BUILDING AND SPECIALTY CODES.
2. INSTALL EROSION CONTROL SYSTEMS IN ACCORDANCE WITH CITY OF MCMINNVILLE STANDARDS PRIOR TO SITE WORK AND LANDSCAPE INSTALLATION.
3. CONTRACTOR SHALL MARK AND PROTECT ALL UTILITIES, SITE FEATURES, AND VEGETATION TO REMAIN IN PLACE.
4. CONTRACTOR SHALL REMOVE ALL WEEDS AND INVASIVE SPECIES PRIOR TO PLANTING OR SEEDING.
5. ALL DISTURBED AREAS SHALL BE SEEDED.
6. PRIOR TO PLANTING, CONTRACTOR SHALL TEST ON-SITE SOILS FOR SOIL FERTILITY BY CERTIFIED TESTING LAB. IF NECESSARY, BACKFILL SOILS FOR TREE PITS, SHRUB AND GROUND COVER AREAS SHALL BE AMENDED AS RECOMMENDED BY SOIL ANALYSIS REPORT.
7. ALL SEEDED AREAS SHALL BE STRIPPED OF VEGETATION, SCARIFIED AND RECEIVE 6" OF TOPSOIL PRIOR TO APPLICATION OF SEED.
8. ALL PLANTER BEDS SHALL BE SCARIFIED 12" BELOW FINISHED GRADE AND HAVE 12" OF TOPSOIL ADDED TO BRING BACK TO FINISHED GRADE PRIOR TO PLANTING.
9. CONTRACTOR TO INSTALL 3" LAYER OF BARK MULCH AT ALL TREE, SHRUB AND GROUND COVER AREAS.
10. LANDSCAPE INSTALLATION SHALL INCLUDE PROVISION OF AN AUTOMATIC IRRIGATION SYSTEM TO SUSTAIN LANDSCAPE PLANTINGS, MEETING LOCAL AND STATE BUILDING CODES.
11. PLANT MATERIAL INSTALLED SHALL CONFORM IN SIZE AND GRADE TO THE "AMERICAN STANDARD FOR NURSERY STOCK" CURRENT EDITION.
12. QUANTITIES OF PLANT MATERIALS SHALL BE AS DETERMINED BY CONTRACTOR IN ACCORDANCE WITH SPECIFIED SPACING OR LOCATION ON PLAN. MATERIAL QUANTITIES SHOWN ON PLAN ARE FOR CONTRACTOR CONVENIENCE ONLY AND SHALL BE VERIFIED BY CONTRACTOR PRIOR TO INSTALLATION. SURPLUS OR SHORTAGES OF PLANT QUANTITIES SHALL BE RESPONSIBILITY OF CONTRACTOR.
13. LANDSCAPE CONTRACTOR SHALL WATER PLANTINGS FOR DURATION OF 1-YEAR WARRANTY PERIOD AFTER INSTALLATION AND GUARANTEE ALL PLANTINGS TO BE IN SATISFACTORY HEALTH. LANDSCAPE CONTRACTOR SHALL REPLACE ALL DAMAGED, DEAD, OR DYING PLANTS COVERED BY WARRANTY WITHIN 30 DAYS OF INITIAL IDENTIFICATION OF CONDITION.



LAND USE

**LANDSCAPE PLAN
NORTON LANDING
MCMINNVILLE, OREGON**

Harper Houf Peterson Righelalis Inc.
ENGINEERS + PLANNERS
LANDSCAPE ARCHITECTS + SURVEYORS
250 NW Franklin Avenue, Suite 404, Bend, OR 97703
phone: 541.318.1161 www.hhp.com

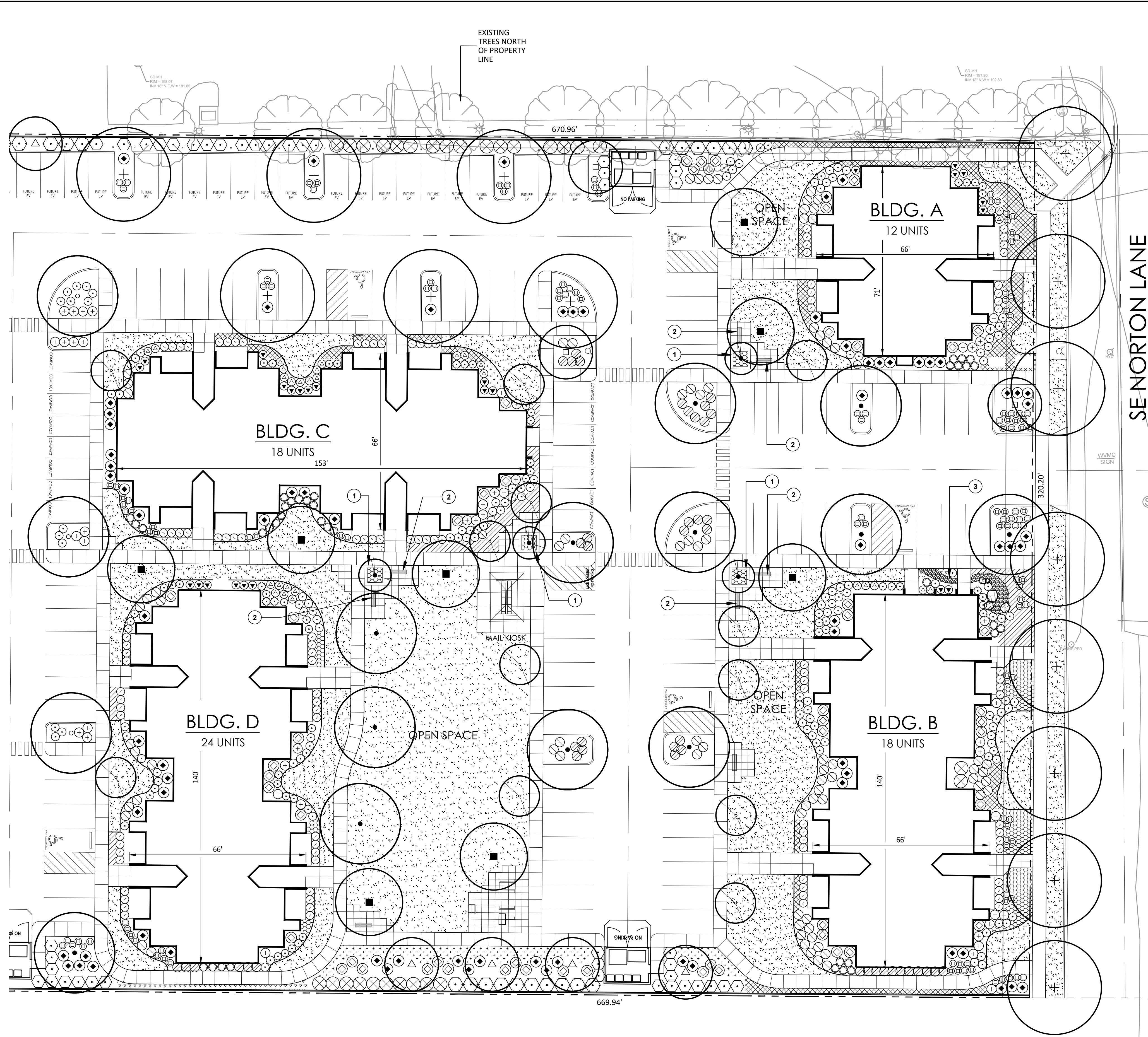
REGISTERED 747
PRELIMINARY
JEFFERY F. CREEEL
OREGON
06/13/11
LANDSCAPE ARCHITECT

DESIGNED:	MD/JLV	MD	JLV	DATE:	07.21.2023
DRAWN:					
CHECKED:					

DATE	NO.	DESCRIPTION

SHEET NO.
L1.1
JOB NO.
KWD-11

N:\KWD\KWD-11 (McMinnville Apartments)\KWD-11-DWG\Steel\1.1 - Landscape Plans.dwg

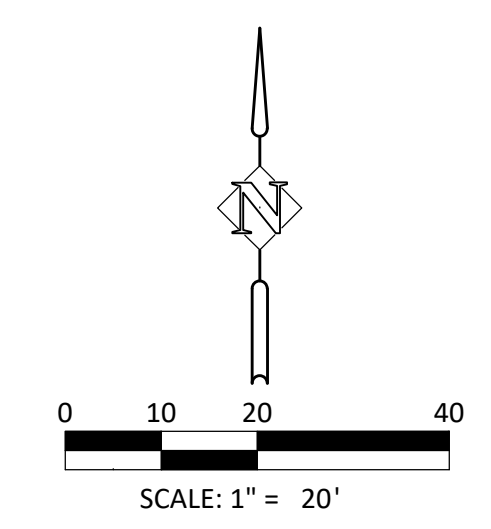


LANDSCAPE PLAN
1" = 20'

CITY OF MCMINNVILLE CODE COMPLIANCE				
SECTION #	SECTION	DESCRIPTION	REQUIRED	PROVIDED
17.11.090(D)	LARGE SITE DESIGN STANDARDS	BUFFER PARKING AREAS WITH LANDSCAPING.		LANDSCAPING AROUND PAVING LOT
	LARGE SITE DESIGN STANDARDS	PROVIDE DIFFERENT TYPE OF OPEN SPACE THROUGHOUT THE SITE		DIFFERENT TYPES OF OPEN SPACE PROVIDED
	PARKING LOT DESIGN STANDARDS	>50,000 SF PARKING LOTS = 8% INTERIOR LANDSCAPING REQUIRED.	PARKING LOT AREA = 75,075 SF X 8% = 6,006 SF	6,681 SF INT . PL LANDSCAPING
	PARKING LOT DESIGN STANDARDS	1 (NON-COLUMNAR) TREE PER ISLAND	37 PARKING LOT ISLANDS	37 TREES
	PARKING LOT DESIGN STANDARDS	FENCE REQUIRED NEXT TO RESIDENTIAL ZONING	FENCE ON WEST PL	FENCE PROVIDED. SEE ARCHITECTURAL SITE PLANS
	PARKING LOT DESIGN STANDARDS	BUFFER BETWEEN PL AND BUILDINGS	SW OR LANDSCAPE STRIP	5' SW & LANDSCAPE STRIPS PROVIDED
	PARKING LOT DESIGN STANDARDS	PLANTINGS ADJACENT TO SW (BETWEEN PL AND BLDGS)	6' LANDSCAPE STRIP NEXT TO SW	6' PLANTING STRIP
	PARKING LOT DESIGN STANDARDS	TREES ALONG THE THROUGH SIDEWALK-WALKWAY CONNECTIONS		TREES PROVIDED ALONG SIDEWALK CONNECTIONS
	OPEN SPACE	PROVIDE DECIDUOUS TREE FOR SHADE	DEC. TREES IN OPEN SPACES	STEWARTIA PROVIDED
	LANDSCAPING	A MIN. OF 20% OF THE SITE SHALL BE LANDSCAPED	TOTAL SITE 214,606 SF X 20% = 42,921 SF	64,157 SF PROVIDED (30%)
17.11.090(D). 10	FRONT YARD SETBACK	FRONT YARD SETBACK BETWEEN ENTRANCE AND STREET GATEWAY ZONE	MUST CONTAIN LOW SHRUBS OR FENCE	URBAN FRONT YARD TYPE USED. LOW SHRUBS PROVIDED
17.11.090(D). 6.B(3)	PRIVATE OPEN SPACE	PRIVATE OUTDOOR SPACE AT GROUND LEVEL REQUIRES FRONT YARD	MUST CONTAIN LOW SHRUBS OR FENCE	URBAN FRONT YARD TYPE USED. LOW SHRUBS PROVIDED
	OPEN SPACE	COMMON OPEN SPACE 15% MIN.	TOTAL SITE 214,606 SF X 15% = 32,191 SF	32,715 SF PROVIDED
	OPEN SPACE	PASSIVE OPEN SPACE NO MORE THAN 5% OF SITE	TOTAL SITE 214,606 SF X 5% = 10,730 SF MAX. PASSIVE	21,985 SF ACTIVE OPEN SPACE
17.57.070	EXISTING TREES	EXISTING LOCATIONS OF TREES OVER 6" DBH		NO EXISTING TREES ON SITE
17.57.070	LANDSCAPE SCREENING	SCREENING TO PROPOSED USE BY SIGHT OBSCURING, EVERGREEN PLANTINGS, SHADE TREES, FENCES OR COMBINATION		SIGHT OBSCURING FENCE & SCREENING SHRUBS PROVIDED
17.57.090	STREET TREES	STREET TREES OVER 40' TALL AND WIDE	40' OC	LARGE STREET TREES PROVIDED. SEE PLANT SCHEDULE

KEY NOTES

- 1 RAISED SEAT WALL PLANTER
- 2 BENCH



LANDSCAPE PLAN
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REGISTERED 747
PRELIMINARY
JEFFERY P. CREEL
OREGON
05/13/11
LANDSCAPE ARCHITECT

DESIGNED:	MD/JLV
DRAWN:	MD
CHECKED:	JLV
DATE:	07.21.2023

DATE	NO.	DESCRIPTION

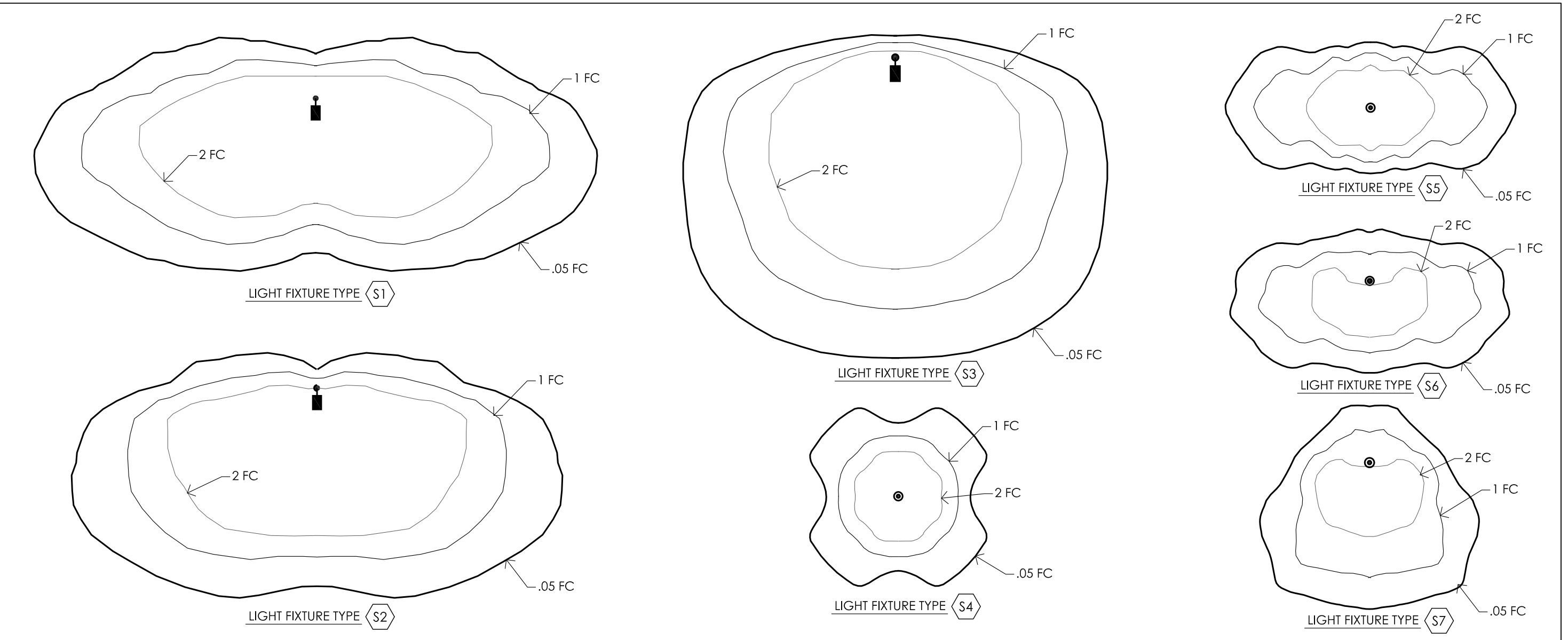
SHEET NO.
L1.2
JOB NO.
KWD-11

SEE L1.1 FOR PLANTING SCHEDULE

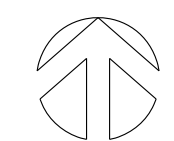
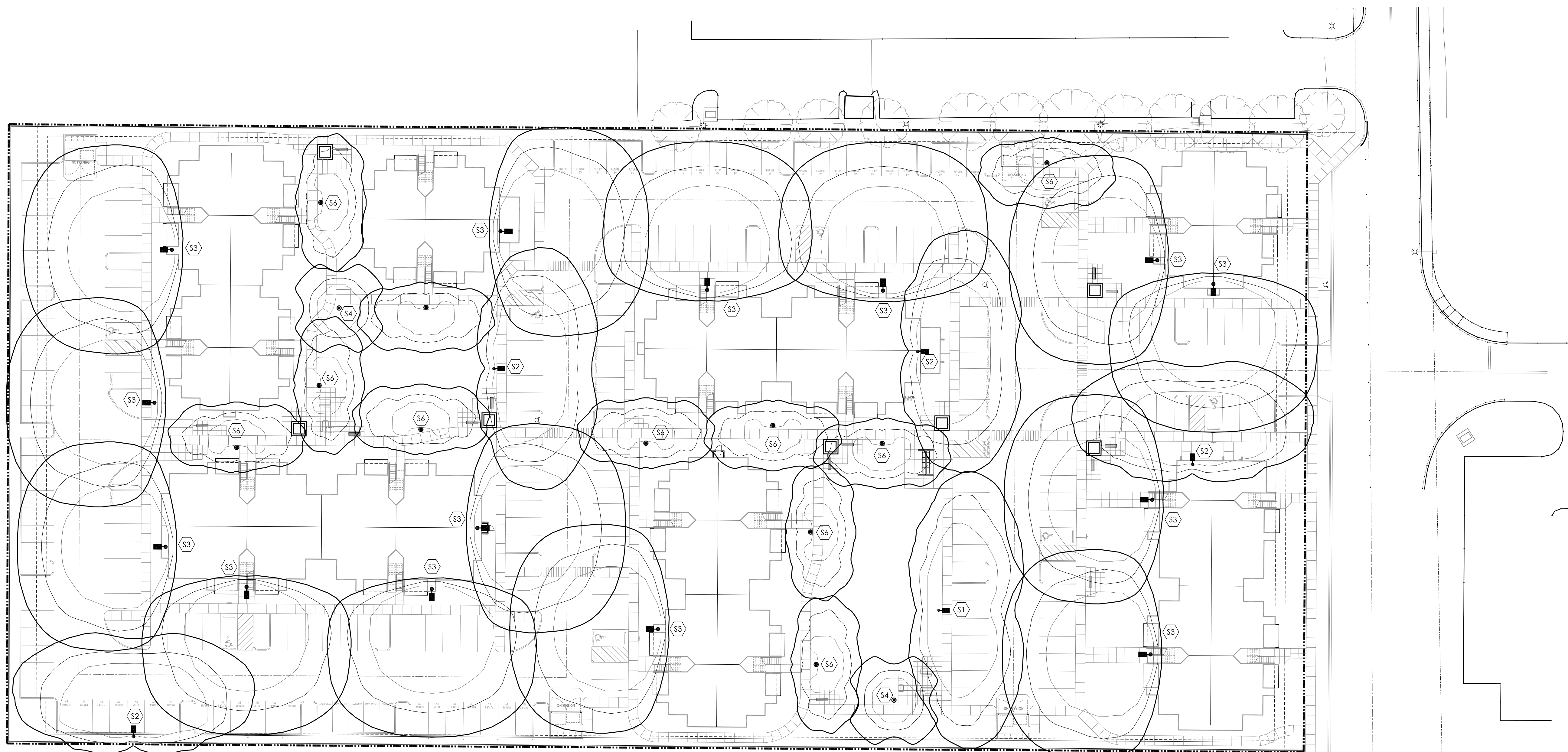
LAND USE

SITE LIGHT FIXTURE SCHEDULE

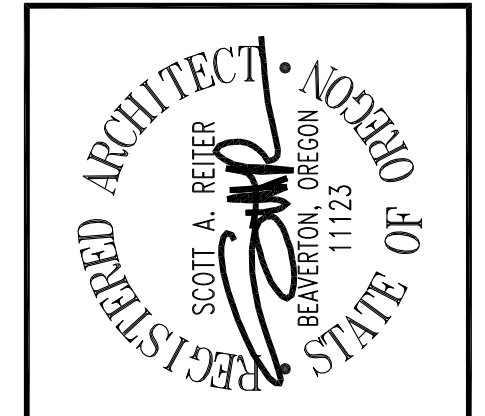
ITEM	DESCRIPTION	MFR. & NUMBER	LAMP	REMARKS
S1	PARKING AREA LIGHT FIXTURE	RAB ALED-105 W TYPE II LIGHT PATTERN	LED	POLE MOUNTED AT 20'-0"
S2	PARKING AREA LIGHT FIXTURE	RAB ALED-105 W TYPE III LIGHT PATTERN	LED	POLE MOUNTED AT 20'-0", OR BUILDING MTD. AT 20'-0"
S3	PARKING AREA LIGHT FIXTURE	RAB ALED-105 W TYPE IV LIGHT PATTERN	LED	POLE MOUNTED AT 20'-0", OR BUILDING MTD. AT 20'-0"
S4	PEDESTRIAN AREA LIGHT FIXTURE	KIM, BOUNSE - BNS1 LED TYPE I LIGHT PATTERN	LED	POLE MOUNTED AT 12'-0"
S5	PEDESTRIAN AREA LIGHT FIXTURE	KIM, BOUNSE - BNS1 LED TYPE II LIGHT PATTERN	LED	POLE MOUNTED AT 12'-0"
S6	PEDESTRIAN AREA LIGHT FIXTURE	KIM, BOUNSE - BNS1 LED TYPE III LIGHT PATTERN	LED	POLE MOUNTED AT 12'-0"
S7	PEDESTRIAN AREA LIGHT FIXTURE	KIM, BOUNSE - BNS1 LED TYPE IV LIGHT PATTERN	LED	POLE MOUNTED AT 12'-0"



SITE LIGHT FIXTURE LEGEND 2
Scale: NOT TO SCALE ME1.0



SITE LIGHTING PLAN 1
Scale: 1" = 30'-0" ME1.0



RDA
REITER DESIGN ARCHITECT
INCORPORATED
6107 SW MURRAY BLVD. #480
BEAVERTON, OREGON 97008 (503) 574-3056

NORTON LANDING APARTMENTS
SE NORTON LANE AND SE STRATUS AVE. MCMINNVILLE, OREGON
OWNER:
KWDS, LLC
PO BOX 145 WILSONVILLE, OREGON 97070 (503) 781-5685

LAND-USE REVIEW
OVERALL SITE LIGHTING PLAN

date:	JULY 19, 2023
scale:	1"=30'
drawn:	SAR
job no.:	2301

ME
1.0