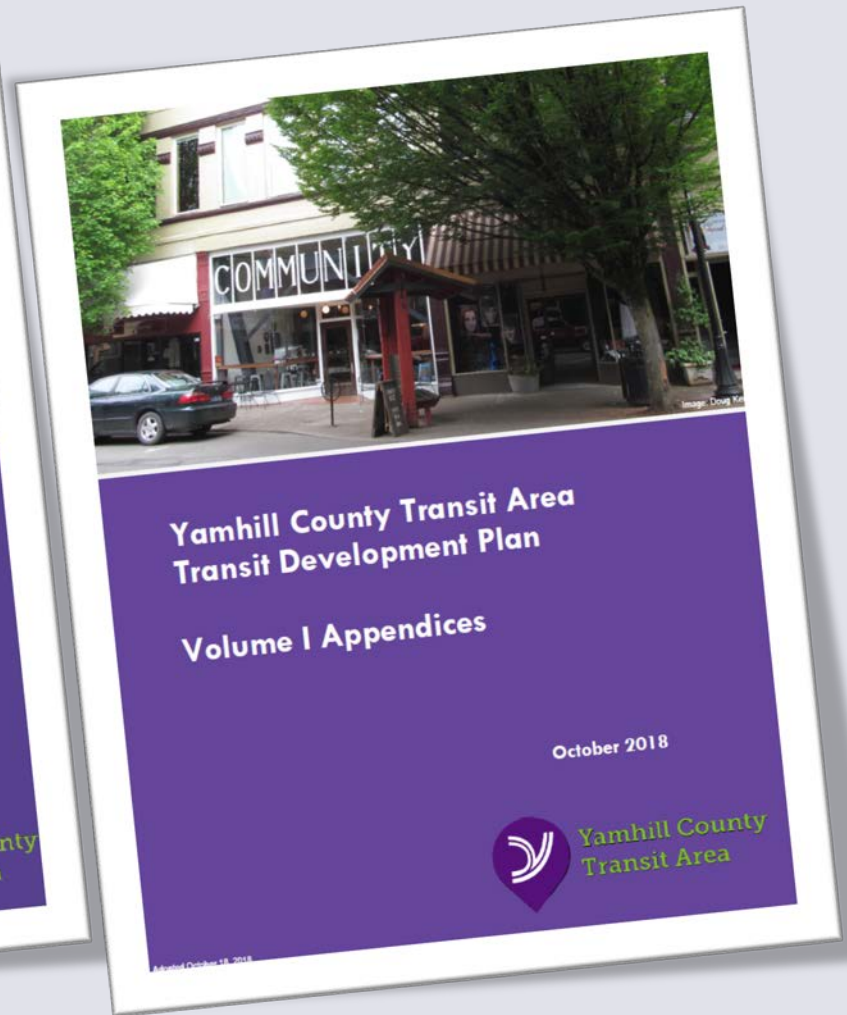
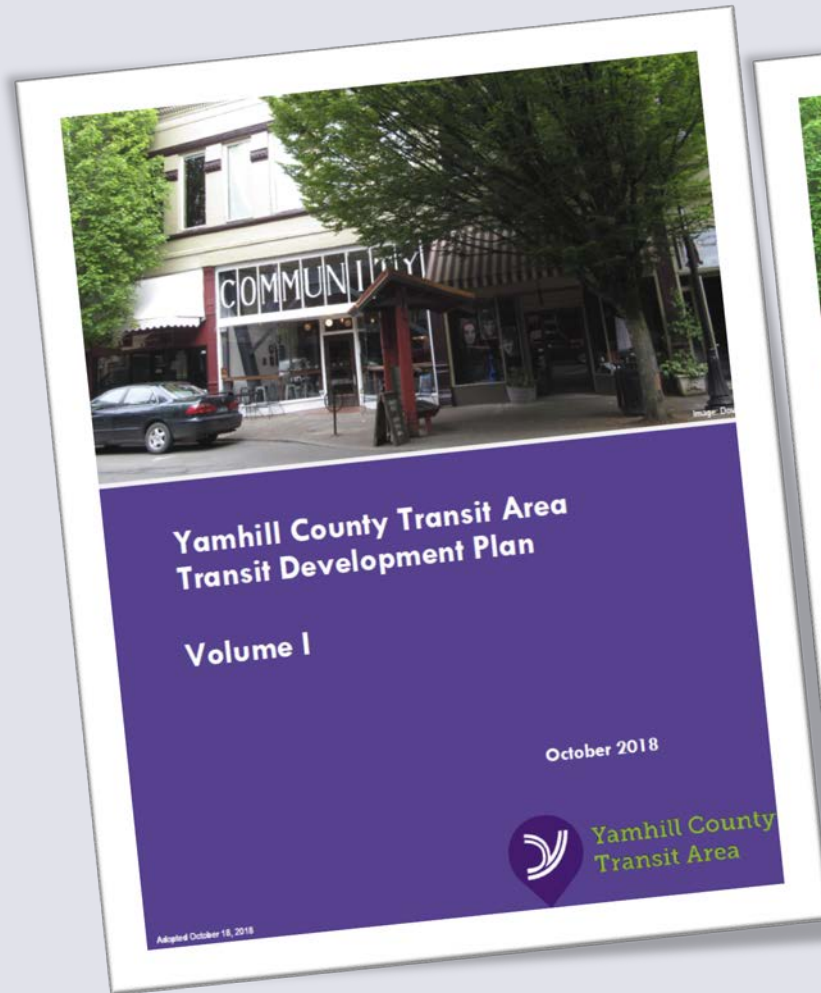


# Yamhill County Transit Area Transit Development Plan – Amendment to the Transportation System Plan

City Council Consideration, Ordinance No. 5108 (Docket 5-21)



City Council, 12.14.21

Added on 12.14.2021

# Tonight's Consideration

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*Recommendation of the Planning Commission, November 18, 2021.  
You can approve their recommendation, request a public hearing, or choose not to support their recommendation.*

## **Ordinance No. 5108:**

- ❖ **Amends the *McMinnville Comprehensive Plan* by adopting the *Yamhill County Transit Area Transit Development Plan* as a supplemental document to the *McMinnville Transportation System Plan*.**
- ❖ **Amends the *McMinnville Transportation System Plan*, Chapter 7, Transit System and Transportation Demand Management Plans, by replacing references of the *1997 Transit Feasibility Analysis* with the *2018 Yamhill County Transit Area Transit Development Plan*.**

# Logistics

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- ❑ **City of McMinnville representatives participated in a Yamhill County Transit Area initiative to update the Transit Plan in 2017 and 2018.**
- ❑ **On June 26, 2018, a presentation of the draft 2018 Yamhill County Transit Area Transit Development Plan (YCTA TDP) was presented to the City Council.**
- ❑ **On October 18, 2018, the Yamhill County Board of County Commissioners approved the YCTA TDP.**
- ❑ **Notice was provided to DLCD on October 22, 2021.**
- ❑ **Notice was published in the News Register on November 9, 2021.**
- ❑ **November 18, 2021, Planning Commission hosted a public hearing. Planning Commission voted unanimously to recommend the proposed amendments to City Council.**

# City Council Strategies

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**GOAL: CITY GOVERNMENT CAPACITY** – Strengthen the City’s ability to prioritize and deliver municipal services with discipline and focus.

**OBJECTIVE:** Develop and foster local and regional partnerships.

**GOAL: GROWTH AND DEVELOPMENT CHARACTER** – Guide growth and development strategically, responsively, and responsibly to enhance our unique character.

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

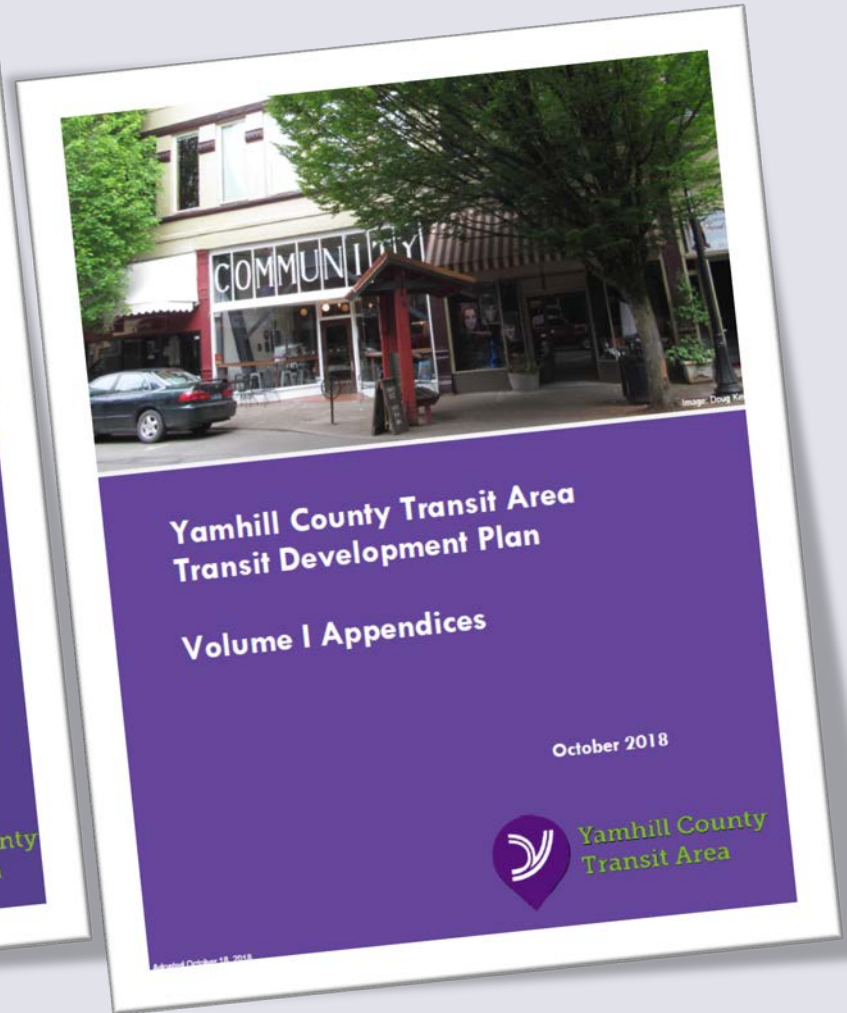
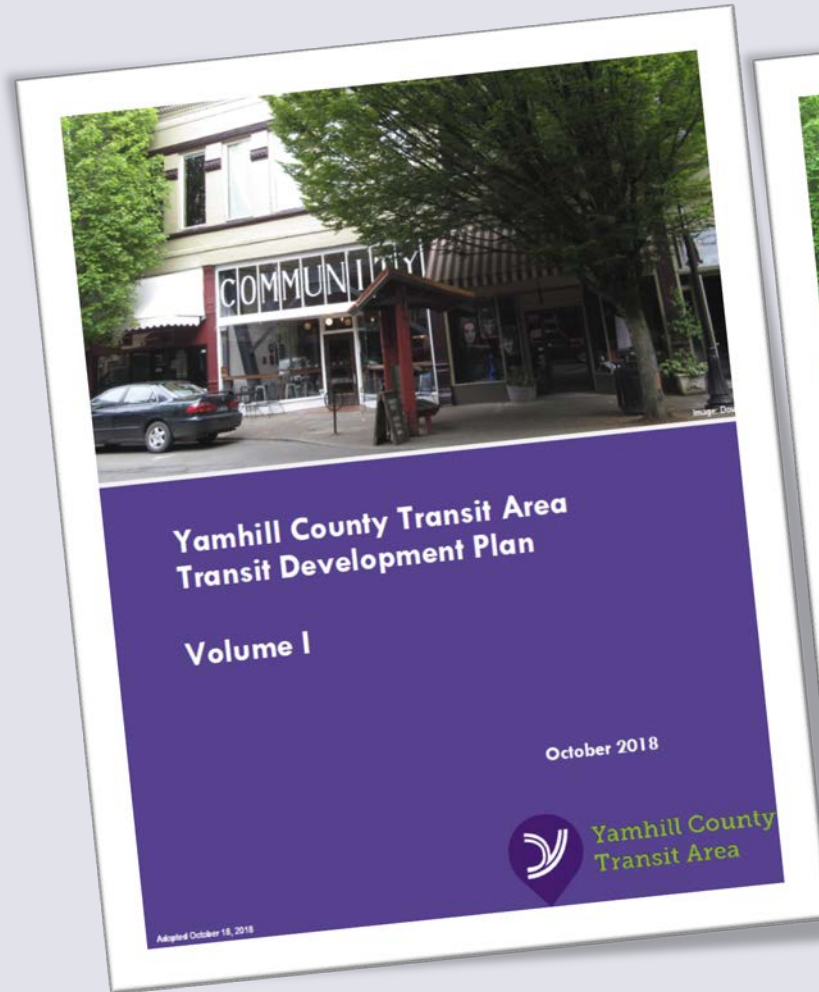
**ACTION:** Evaluate and plan for City service demands based on growth and development impacts.

# History of Transit in McMinnville

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- ❖ **Transit service in McMinnville comes in several forms, fixed-route bus services, dial-a-ride and commuter link bus service to other Willamette Valley cities.**
- ❖ **It is provided by Yamhill County Transit Area.**
- ❖ **The City of McMinnville has development code that references the adopted Transit Plan for location of high-density residential housing.**
- ❖ **The last adopted Transit Plan for McMinnville is the 1997 YCTA Transit Feasibility Study.**

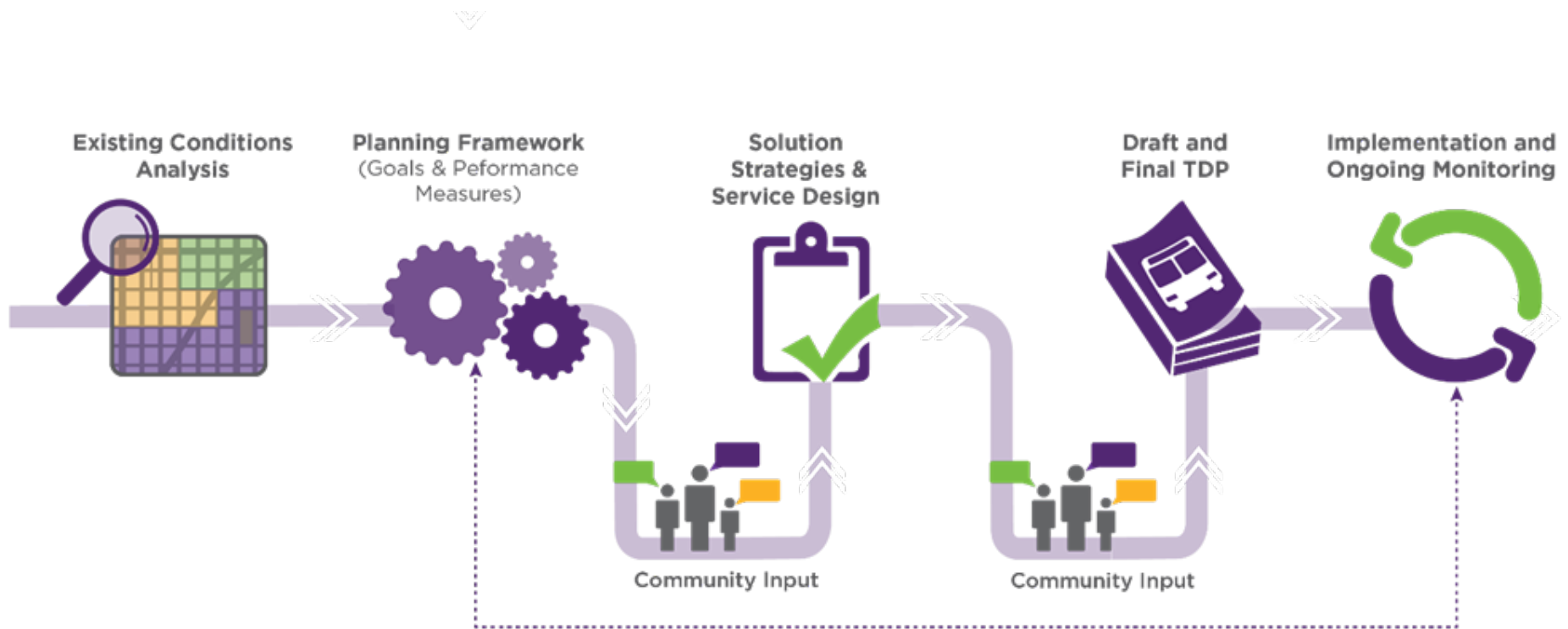
# 2018 Update



City Council, 12.14.21

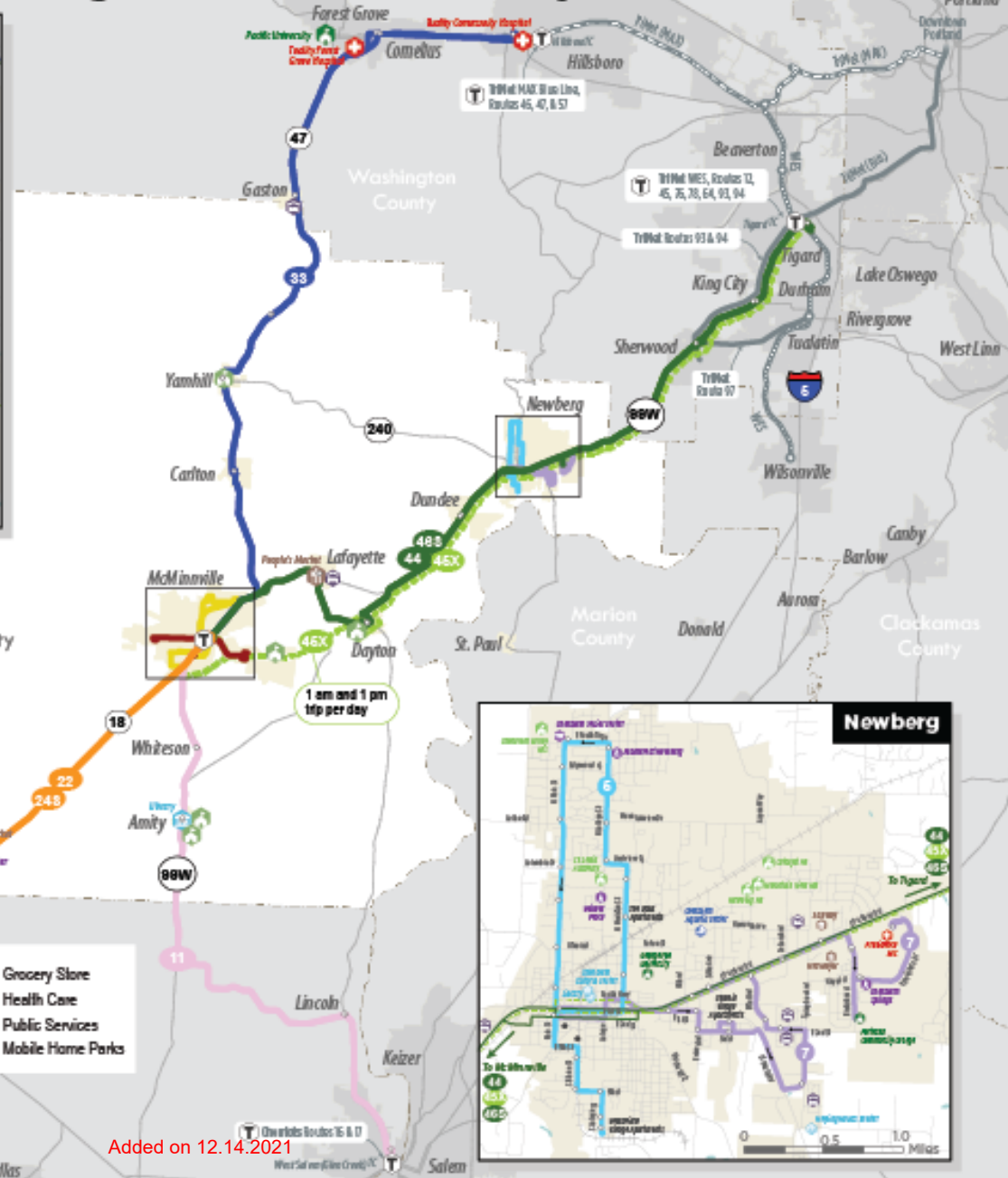
Added on 12.14.2021

# What is the Transit Development Plan?



# 2017 Yamhill County Transit Area Existing Fixed-Route and Inter-City Services

Multnomah County



Tillamook County

Yamhill County

Coastal Connector  
(Lincoln City - Salem)  
connects at Spirit Mountain

Grand Ronde  
Coastal Community Center  
Spirit Mountain Center

McMinnville	2	-
Newberg	7	-
McMinnville-Salem	11	-
McMinnville-Grand Ronde	22	24s
McMinnville-Hillsboro	33	-
McMinnville-Tigard	44	46s
	45x	-

- Education
- Schools (Middle/High)
- Senior Centers
- Senior Housing
- Casino
- Transit Center
- Bus Stop
- Closed Bus Stop
- Grocery Store
- Health Care
- Public Services
- Mobile Home Parks

0 1 2 Miles



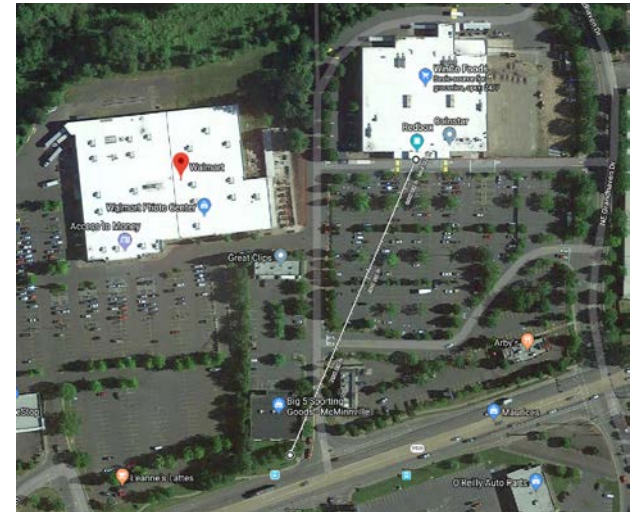
Added on 12.14.2021

Data Source: ESRI, Oregon Spatial Data Library, Yamhill County



# Key Issues / Findings – Existing Conditions

- Route alignment generally good, but:
  - Changes to schedules and route design are needed
  - Some key destinations/areas in McMinnville/Newberg lack service
- Weekend service and later/earlier hours are priorities
- Shopper (or other) types of shuttles to improve access to destinations
  - Walking to storefronts can be a challenge
- Need to improve service in smaller communities



# Plan Time Frame

Time Frame	Years*	Funding Level	Plan Emphasis
Immediate	0 years: FY 2018 (Summer 2018)	Existing	Cost-Neutral or Near Cost- Neutral
Near-Term	1 years: FY 2019 (2018-2019)	Partial-year STIF funds	Address capital needs (e.g., bus stops and buses)  Low-cost changes to address the most critical needs
Short-Term	2-3 years: FY 2020 to FY 2022 (2020 – 2022)	Full STIF funds  Additional resources required to implement all plan priorities	Address capital needs (e.g., bus stops and buses)  Phased, incremental service expansion
Mid-Term	4-9 Years: FY 2023 to FY 2027 (2023 – 2027)		Continued service expansion
Long-Term	10-20 Years: FY 2028 to FY 2037 (2028-2037)		Flexible service plan
Long-Term (Vision)	Beyond 20 Years	Unconstrained	Additional service options

Added on 12.14.2021

# Capital Priorities

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- Sign and mark bus stops (first year)
- New buses with consistent markings/branding (early plan years and ongoing)
- Ongoing stop improvement program (shelters, ADA access, etc.)
- Technology upgrades: support real-time information and alerts
- Improvements for CCC access roadway



# Technology and Programs

- Improve marketing and information, e.g., system map, website, online trip planning, real-time information/alerts
- Fare payment technology
- Travel training, volunteer driver program, etc.
- Software to allow on-demand reservations (similar to Lyft/Uber)



Added on 12/14/2021



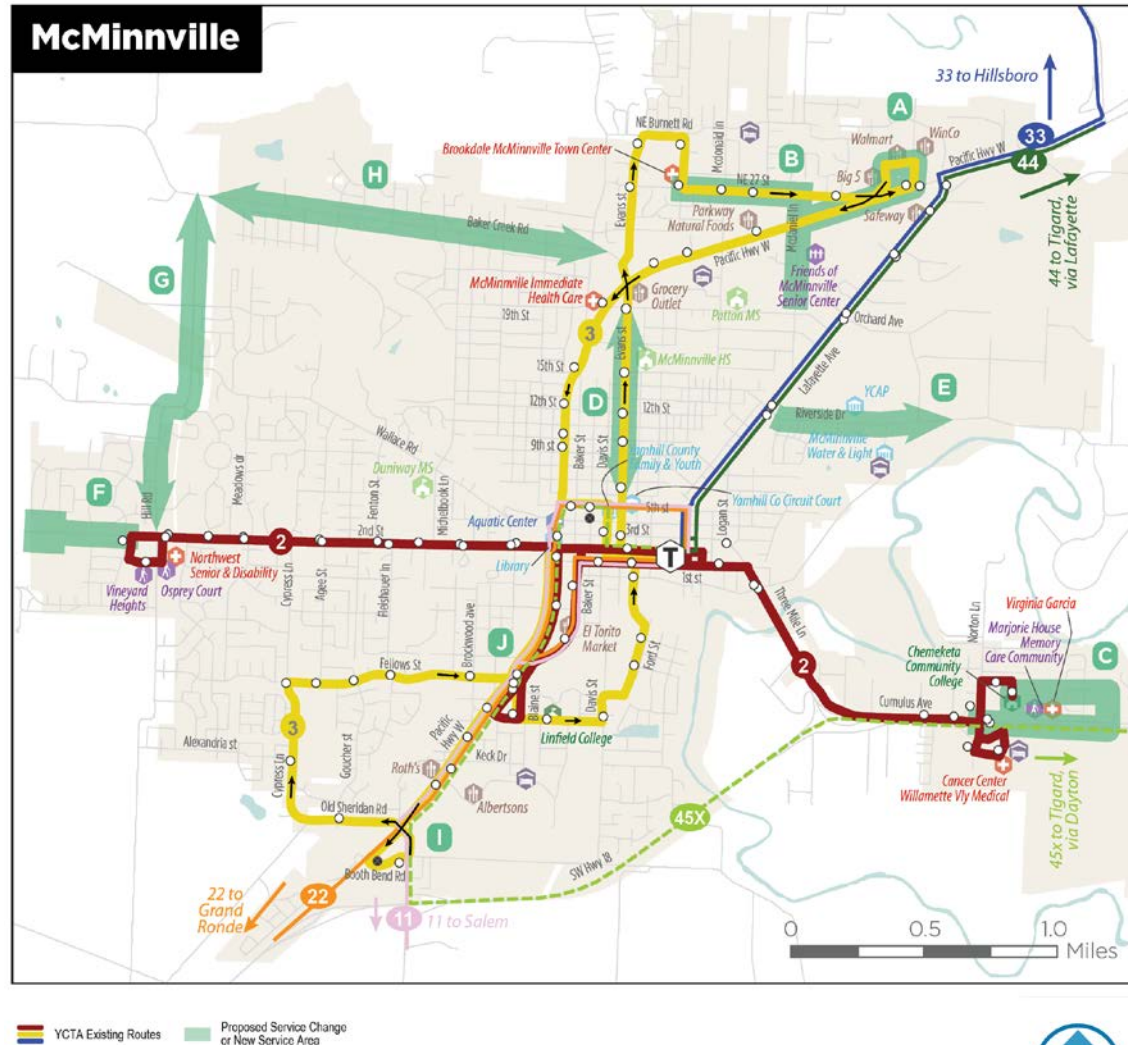
# Capital – Facilities

Improvement	Benefits	Estimated Cost*
Sign and Mark Bus Stops	Communicates where vehicles stop and the presence of transit in the community	\$100,000
Stop improvement program (benches, shelters, pads, and other amenities)	Provides comfortable, dignified places for passengers to catch the bus	\$50,000 (annual)
Improvements at Chemeketa Community College – McMinnville. Gate access and roadway improvements.	Enables service to Virginia Garcia clinic and other housing east of Norton Lane.	\$25,000
Newberg Downtown Transit Center	Provides visibility for transit and a restroom for drivers and passengers.	\$1.0 M
McMinnville Bus Maintenance & Storage Facility	Provides space for future expansion and flexibility for future service contracting.	\$5.0 - \$6.0 M
Plan for expansion of McMinnville Transit Center	Provides space for future expansion	\$1.0 – 1.5 M

\* Order-of-magnitude conceptual costs

# McMinnville Changes

- Near-Term
  - Route 3 North
  - Shopper Shuttle
- Short-Term
  - Route 2 East
  - Saturday service
  - Early evening
- Mid-Term
  - Expand Sat service
  - Earlier morning
  - Later evening
  - Pilot on-demand service (Lafayette/Riverside)
- Long-Term
  - Serve NW area



# Existing

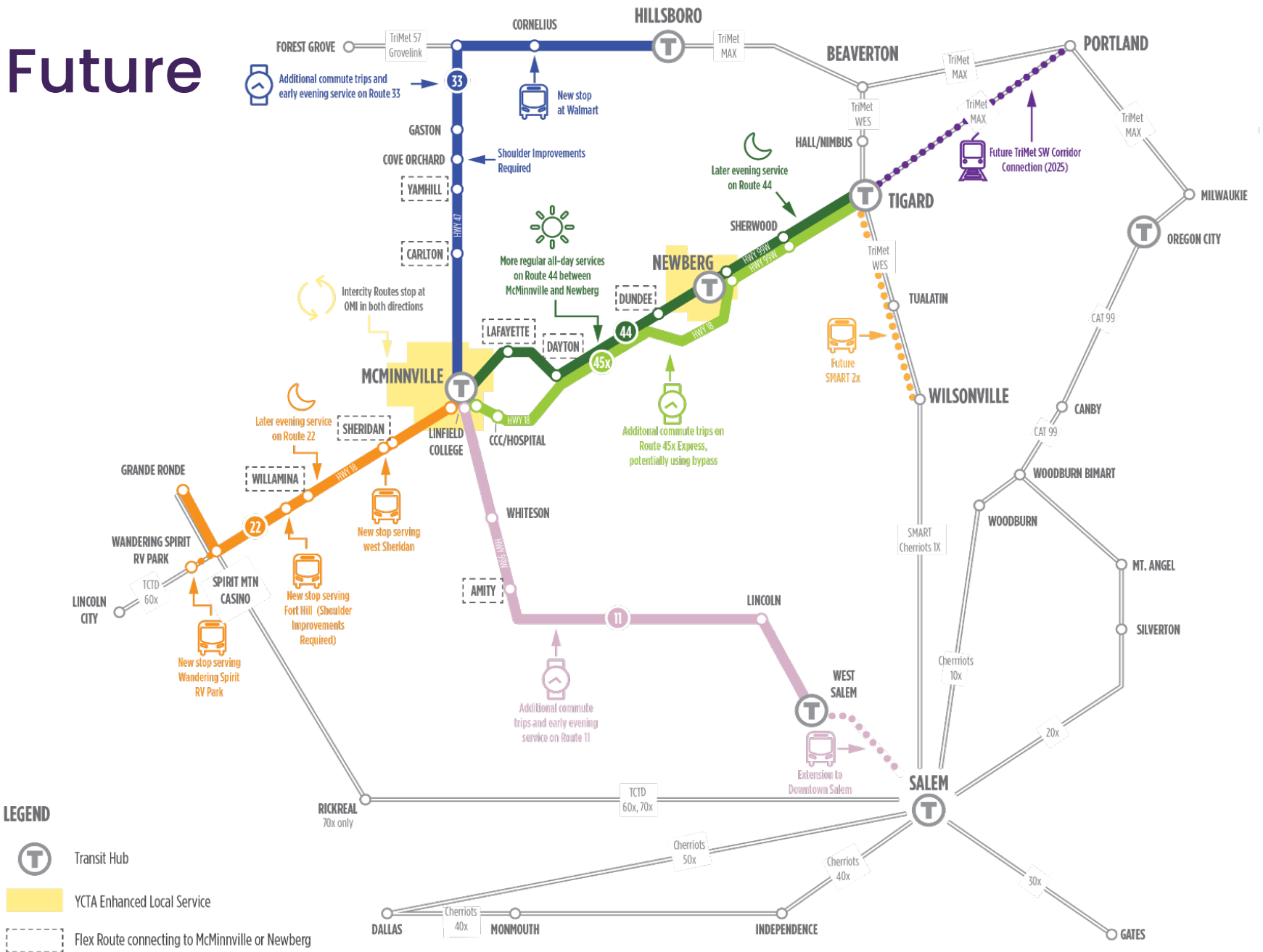


**LEGEND**

- Transit Hub
- YCTA Local Service

Added on 12.14.2021

# Future



Added on 12.14.2021



# 10 SUPPORTING PUBLIC TRANSIT WITH LOCAL LAND USE POLICIES

*Chapter 10, YCTA TDP*

# APPENDIX G DETAILED LAND USE POLICY ASSESSMENT

*Appendix G, YCTA TDP*

# Evaluation of McMinnville Policies

	Planning for Transit-Dependent Populations	Establishing the YCTA TDP as a Guidance Document	Coordinating with YCTA	Implementing Transit-Supportive Improvements
McMinnville	<p><b>MOSTLY CONSISTENT</b></p> <p>Existing policy addresses City support for ensuring transportation services and facilities meet the needs of the transportation-disadvantaged (transit not singled out).</p> <p>Existing policy regarding complete streets focuses on the safety of children, seniors, and people with disabilities in all phases of transportation and development project implementation.</p>	<p><b>PARTIALLY CONSISTENT</b></p> <p>Existing policy establishes City support for transit service improvements that meet residents' needs and are consistent with City goals, policies, and plans.</p> <p>Existing policy commits the City to street design and development requirements consistent with the "Transit System Plan" (which may only be a reference to the City's TSP and not to transit agency-specific planning), and does not address transit-supportive density.</p>	<p><b>MOSTLY CONSISTENT</b></p> <p>Existing policy directs the City to study the feasibility of forming a transportation district in collaboration with Yamhill County.</p> <p>Existing policy calls for coordination with YCTA in providing multimodal access to transit stops, streets and sidewalks that can accommodate transit stops and improvements, and support for TDM programs, but does not refer to land use planning and development coordination.</p>	<p><b>MOSTLY CONSISTENT</b></p> <p>Existing policy expresses support for hosting an intercity/intracity transit terminal in the city.</p> <p>Existing policy commits the City to transit-supportive development requirements with a focus on pedestrian connectivity; requirements for transit stop improvements and other transit-supportive improvements (e.g., park-and-rides) are not called out. Ways that the City can support TDM (development requirements) are also not specified.</p>

# Evaluation of McMinnville Codes

	Newberg	McMinnville
<b>Coordination with Transit Agencies</b>		
1. Pre-application conference	<p><b>INCONSISTENT</b></p> <p>A pre-application form is available on the City's website, but there are not code provisions regarding a pre-application conference, let alone specifying that transit agencies need to be invited to participate.</p>	<p><b>INCONSISTENT</b></p> <p>A pre-application form is available on the City's website, but there are not code provisions regarding a pre-application conference, let alone specifying that transit agencies need to be invited to participate.</p>
2. Application review	<p><b>MINIMALLY CONSISTENT</b></p> <p>The Community Development Director has discretion to require that notice be mailed to parties that the Director believes may be affected by the application, which could include transit agencies, but notice is not required. (Section 15.100.210(C))</p>	<p><b>MINIMALLY CONSISTENT</b></p> <p>Notice of a Director Review proposal must be sent to property owners and notice of a Public Hearing Review proposal must be sent to agencies that the Planning Director determines to have an interest in the proposal, neither of which requires notice to be sent to transit agencies or other transportation providers. (Section 17.72.110 and Section 17.72.120)</p>
3. Hearing notice	<p>(Notice of the hearing is not addressed separately from notice of the proposal. See #2 above.)</p>	<p>(Notice of the hearing is not addressed separately from notice of the proposal. See #2 above.)</p>
<b>Access to Transit and Supportive Improvements</b>		
<b>Site Access</b>		
4. Access between the site and the street	<p><b>CONSISTENT</b></p> <p>On-site walkways are required to connect from the building entrance(s) to the street and may be required to connect to adjoining development. (Section 15.440.140)</p>	<p><b>MOSTLY CONSISTENT</b></p> <p>Pedestrian walkways are required to connect between building entrances and the street/sidewalk for large format commercial development; there are no requirements related to connecting to adjoining development. (Section 17.56.050(C)(2)) Buildings are required to have a zero setback and primary entrances are required to open onto the public right-of-way in downtown. (Section 17.59.050) A similar level of connection is not required for development that is not downtown or is not large format commercial.</p>

# Evaluation of McMinnville Codes

	Newberg	McMinnville
5. Access to transit stop and supportive improvements	<p>CONSISTENT</p> <p>Existing code includes access requirements (addressed in #4 above) and requirements for transit stop improvements including reasonably direct access, a landing pad, an easement, and lighting, consistent with the TSP or an adopted transit plan. (Section 15.505.030(V))</p>	<p>INCONSISTENT</p> <p>Other than basic requirements regarding access (addressed in #4 above), code provisions do not address transit-specific access or improvements.</p>
<b>Area Access</b>		
6. Access to transit stops from beyond the site	<p>MINIMALLY CONSISTENT</p> <p>Existing requirements establish maximum block lengths of 800-1,200' in residential and institutional zones, with allowances for longer blocks where there is a mid-block public walkway, but code does not require or encourage this type of access way for long blocks or other situations where a street connection is not practical. (Section 15.505.030(O))</p>	<p>CONSISTENT</p> <p>Land division standards limit block length to 400' and perimeter to 1,600'. "Pedestrian ways" (access ways) are allowed to be provided in the cases of long blocks, dead-end streets, and other sub-standard situations. (Section 17.53.103)</p>
<b>Other Transit-Supportive Requirements</b>		
<b>Vehicle Parking</b>		
7. Transit-related uses/facilities in parking areas	<p>CONSISTENT</p> <p>Transit-related uses permitted in parking areas. (Section 15.440.060(J))</p>	<p>INCONSISTENT</p> <p>Parking spaces are permitted to be used only for car parking; transit-related uses are not addressed. (Section 17.06.040)</p>
8. Preferential parking for employee ridesharing	<p>CONSISTENT</p> <p>Preferential carpool/ vanpool parking is established in existing code. (Section 15.440.010(D))</p>	<p>INCONSISTENT</p> <p>Existing code does not address carpool/vanpool parking.</p>
9. Maximum parking requirements	<p>MOSTLY CONSISTENT</p> <p>Off-street parking is not required in the Central Business District and 50 percent parking requirement reductions are permitted for non-residential uses in the Riverfront District and for commercial uses within 200 feet of a public parking lot. (Sections 15.440.010(B) and (C) and Section 15.440.050(C))</p>	<p>MOSTLY CONSISTENT</p> <p>Off-street parking is not required and 50 percent parking requirement reductions are allowed in designated parts of downtown. (Sections 17.60.060 and 17.60.100)</p>

	Newberg	McMinnville
10. Reduced parking requirements	<p>PARTIALLY CONSISTENT</p> <p>See #9 above for parking requirement reductions. Residential development is permitted to credit on-street parking when 10 spaces or more are required, and reductions are allowed for affordable housing sites with pedestrian connections or routes to a transit stop. (Section 15.440.030)</p>	<p>PARTIALLY CONSISTENT</p> <p>See #9 above for parking requirement reductions. A reduction of one vehicle parking space for each 15 required vehicle spaces is permitted for five bicycle parking spaces provided (all zones). (Section 17.60.140(A)(3))</p>
11. Parking area landscaping	<p>MOSTLY CONSISTENT</p> <p>Parking areas with 10 or more spaces must provide at least 25 square feet of landscaping per parking space. Perimeter landscaping and landscaped islands are required. (Section 15.420.010(B)(3))</p>	<p>PARTIALLY CONSISTENT</p> <p>Perimeter landscaping around surface parking lots is required in downtown. Otherwise, reduced or no landscaping is required in downtown. Five to seven percent of parking lot gross area is required to be landscaped (all zones), and islands are required to break up parking areas. (Section 17.59.060 and Section 17.57.070)</p>
<b>Bicycle Parking</b>		
12. Minimum requirements for transit stops and centers	<p>MOSTLY CONSISTENT</p> <p>Existing code requires bicycle parking based on required vehicle parking for transit transfer stations and park-and-ride lots. (Section 15.440.100) Bicycle parking for transit centers that do not require vehicle parking and bicycle parking for standard transit stops are not addressed.</p>	<p>INCONSISTENT</p> <p>Existing code only requires bicycle parking in commercial and office/residential zones and is based on the amount of required vehicle parking. (Section 17.60.140) The Planning Director is authorized to determine parking requirements for uses not listed. (Section 17.60.090) However, it is not clear whether these provisions apply to bicycle parking (they are grouped with other vehicle parking requirements), and without bicycle parking requirements explicitly established for transit stops and transit centers, bicycle parking is not guaranteed to be provided for these uses.</p>
<b>Urban Form</b>		
13. Maximum setbacks	<p>PARTIALLY CONSISTENT</p> <p>Existing front yard setback requirements for the C-2 zone and C-3 zone – the zones that predominantly front OR 99W – require at least a 10-foot setback in the C-2 zone and no minimum setback plus a 20-foot maximum setback in the C-3 zone. (Section 15.410.020) Removing minimum setback requirements in the C-2 zone where adjacent to OR 99W and a maximum setback of 0-10 feet (with allowances for pedestrian amenities) in both zones where adjacent to OR 99W are not addressed. <span style="color: red;">Added on 12.14.2021</span></p>	<p>MOSTLY CONSISTENT</p> <p>Existing front yard setback provisions do not require front yards in the C-3 zone, which is the predominant zoning fronting OR 99W. (Section 17.33.030) Except when providing pedestrian amenities, buildings are required to have no setback in downtown. (Section 17.59.050) Maximum setbacks in the C-3 zone outside of downtown and adjacent to OR 99W are not addressed.</p>

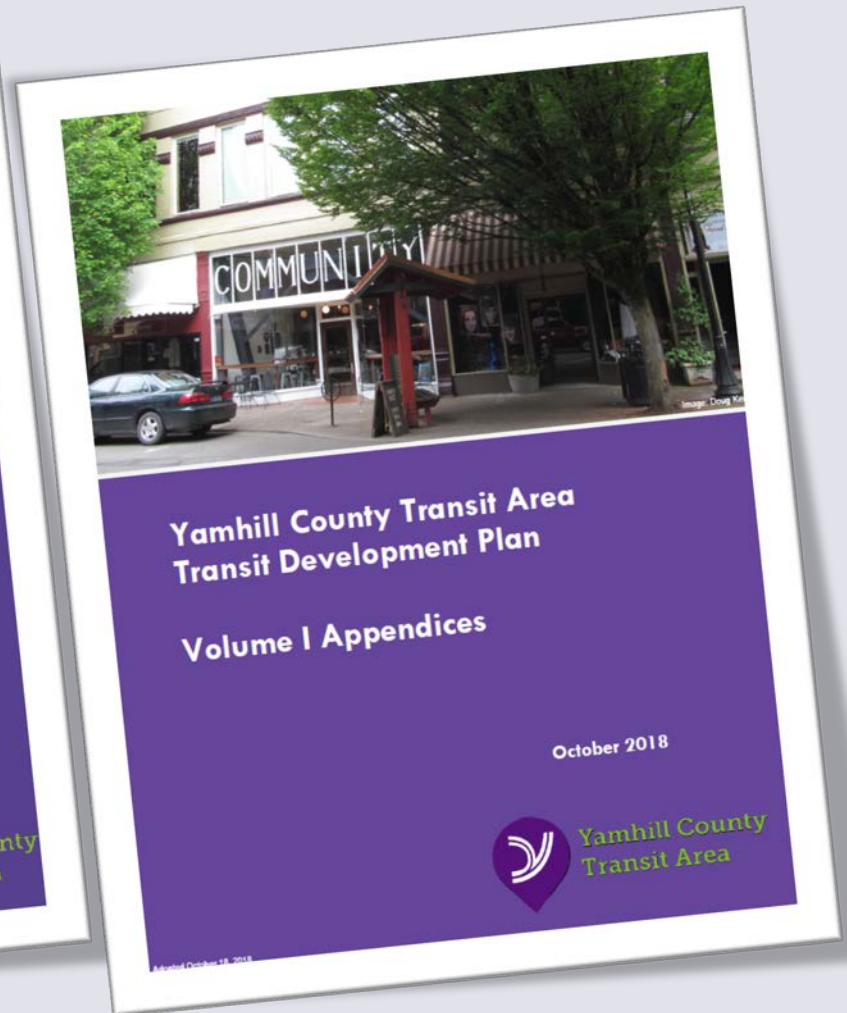
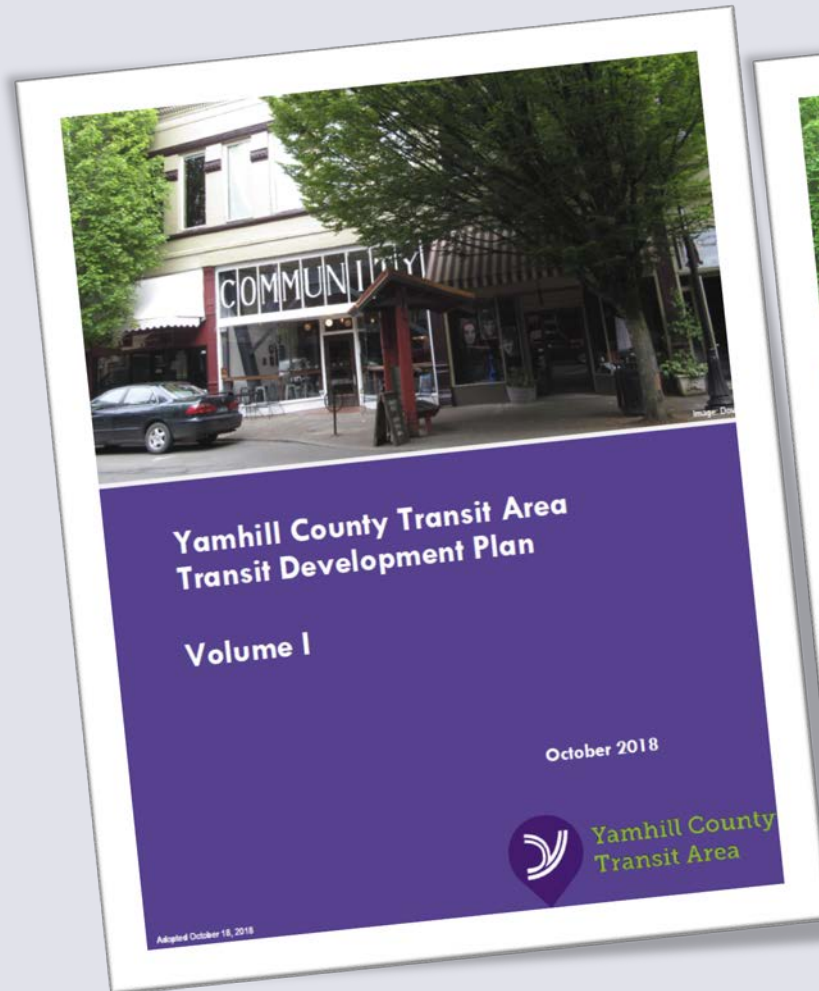
# CONSIDERATION TONIGHT

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- ❖ **Amends the McMinnville Comprehensive Plan by adopting the *Yamhill County Transit Area – Transit Development Plan* as a supplemental document to the McMinnville Transportation System Plan.**
- ❖ **Amends Chapter 7, *Transit System and Transportation Demand Management Plans* of the McMinnville Transportation System Plan.**

# Yamhill County Transit Area Transit Development Plan – Amendment to the Transportation System Plan

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City Council, 12.14.21

Added on 12.14.2021